

WARD: Southville

CONTACT OFFICER: David Grattan

SITE ADDRESS: 1 - 3 Ashton Road (The Old Brewery) Bristol BS3 2EA

APPLICATION NO: 18/04367/F

Full Planning

DETERMINATION DEADLINE: 28 February 2018

DEADLINE:

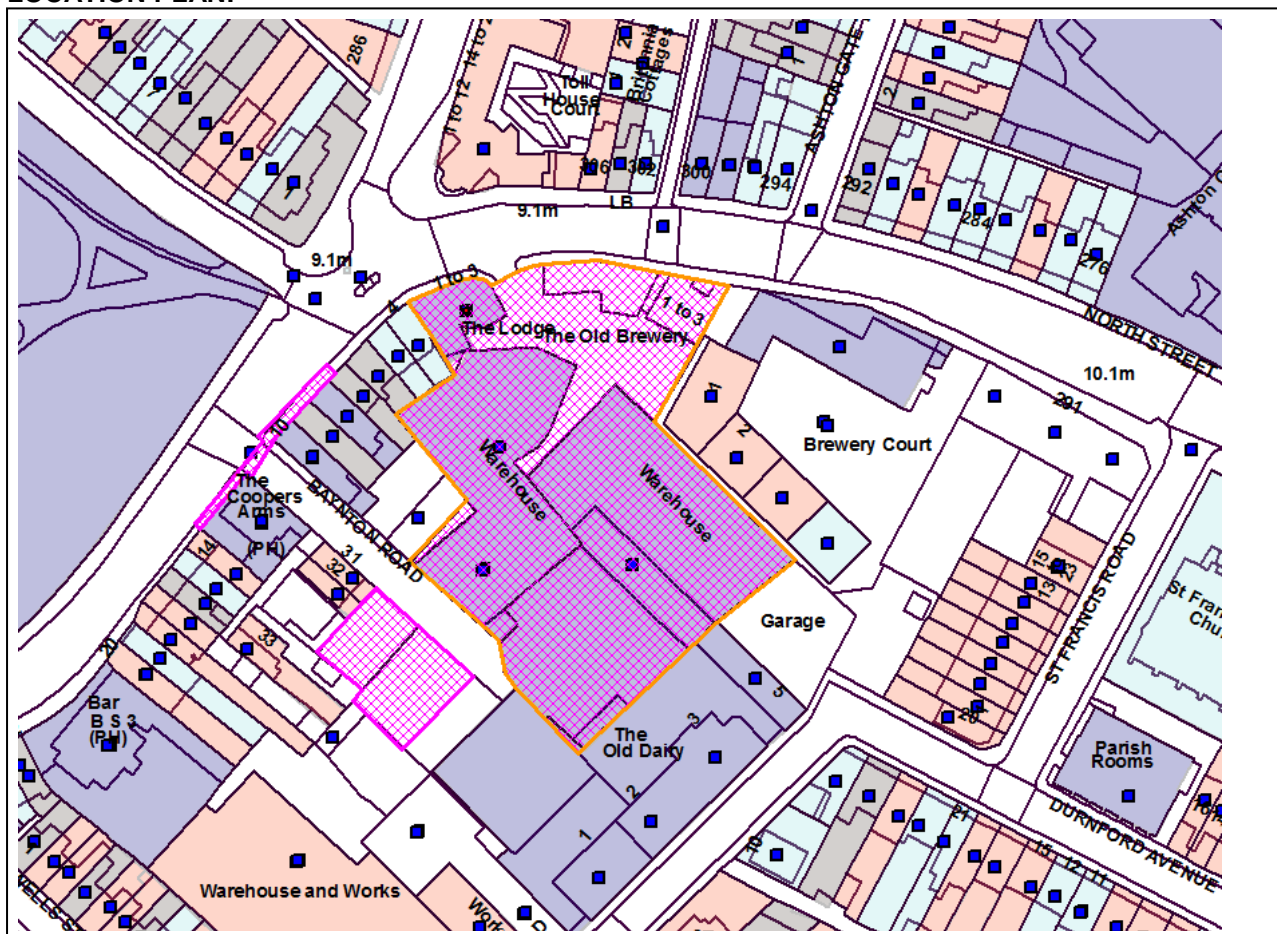
Partial demolition of existing buildings and structures to provide a mixed-use development comprising 94 residential units, office workspace and flexible commercial space (Use Classes C3, B1, B1/A1/A3/A4/C1) with associated car parking, servicing, landscaping works and infrastructure. (Major Application).

RECOMMENDATION: GRANT subject to Planning Agreement

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

APPLICANT: Old Brewery MCC LLP
C/o Agent

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

LOCATION PLAN:

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This application relates to the land and buildings known as 1-3 Ashton Road and the Old Brewery, in Southville, south Bristol. The site bounded by a rubblestone wall on North Street to the north, the Old Dairy on Durnford Street to the east, residential / industrial development to the south, and 4-10 Ashton Road to the west.

The buildings on site consist of a collection of one and two storey commercial and industrial units. These include the Foreman's House, Weighbridge House and Southern Buildings, which are non-designated heritage assets. The application site is not located within a Conservation Area. The site is unallocated in the Local Plan; however, it is in active employment use.

The Toll House is a Grade II Listed Building, located to the north of the site on the opposite side of North Street. The Coopers Arms and St. Francis Church are locally listed buildings, situated on Ashton Road and St Francis Road respectively.

The area immediately surrounding the site is largely commercial in character, with residential properties located on Ashton Road.

Vehicular access is currently gained directly via North Street and Baynton Road.

RELEVANT HISTORY

17/02172/PREAPP – 148 Residential units up to 6 storeys, commercial floor space class B1, A1, A3 and A4 with associated landscaping.

17/02172/PREAPP – 113 Residential units up to 6 storeys, commercial floor space class B1, A1, A3 and A4 with associated landscaping.

17/02687/SCR – Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for mixed-use redevelopment of the site to provide c.1,050 sq.m of high-quality commercial floorspace (Use Classes A1/A3/A4/B1) and 113 residential units with associated landscaping – EIA not required.

17/06271/SCR – Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for a mixed-use development at the Old Brewery and Brewery Court, North Street, Southville – EIA not required.

97/02276/F – Change of use to auction rooms with storage and ancillary offices. Extra toilet and two offices within existing unit. – GRANTED subject to condition(s).

APPLICATION

Full planning permission is sought for the partial demolition of existing buildings and structures to provide a mixed-use development comprising of 94 residential units, co-working workspace and flexible commercial space (Use classes B1 and B1/A1/A3/A4/C1), with associated car parking, servicing, landscaping works and infrastructure.

The buildings onsite would consist of commercial buildings of one to two storeys to the northern portion of the site, with a nine-storey apartment block, an eight-storey apartment block and a four-storey building containing residential accommodation located centrally and in the southern part of the site. There would be a further two and a half storey residential block, located adjacent to Baynton Road.

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The proposed housing mix would consist of:

- 51 one-bedroom, two-person units
- 16 two-bedroom, three-person units
- 20 two-bedroom, four-person units
- 7 three-bedroom, five-person units

There would be circa 2010sqm of commercial floorspace onsite. Commercial uses are proposed in a combination of retained and new buildings. The former Brewery Manager's House would be rebuilt, whilst the buildings fronting onto North Street would be demolished and replaced. 1-2 Ashton Road would be retained, whilst 3 Ashton Road would be replaced.

A total of 41 car parking spaces are proposed, with a total of 172 cycle spaces proposed for residents and staff, with a further 30 cycle spaces proposed for visitors.

Private outdoor amenity space would be provided for the residential element of the scheme on a podium above the car parking area.

PRE-APPLICATION COMMUNITY CONSULTATION

The Applicant has carried out pre-application community consultation, as detailed in the Statement of Community Involvement (SCI) report submitted with the planning application. This includes details of public and stakeholder engagement undertaken prior to the submission of the planning application and how key stakeholders and the public were notified of the proposals.

Five events are detailed within the SCI: a presentation to Bristol Urban Design Forum (BUDF), meeting with Local Ward Members, Bristol Civic Society, BS3 Planning Group, and a public consultation event. The SCI report sets out how responses were considered and how, if appropriate, they were integrated into the design of the proposals.

RESPONSE TO PUBLICITY AND CONSULTATION

GENERAL RESPONSE FROM THE PUBLIC

The application was submitted and validated in August 2018. In response to the proposals as submitted from interested parties, 109 comments were received from 107 respondents to the application.

Of the 109 comments on the application as submitted, 102 of these comments were in objection to the scheme.

The following issues were raised:

- Concerns about parking (insufficient allocated to scheme) and increased congestion;
- Concerns about the scale/massing of development and its impact on the townscape of the area;
- Concerns about the design, appearance and materials of the proposed tower blocks, including the lack of amenity and/or green space included in proposal;
- Concerns about highways safety and site access;
- Concerns that the scheme would represent overdevelopment of the site when considering its local context as an inner city residential area;
- Concerns about loss of light/overshadowing and privacy of adjacent properties, including Ashton Gate Primary School;
- Concerns about the lack of affordable housing proposed for the scheme.

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In addition to the above, other non-material planning considerations that were raised within public consultation related to impacts on party walls and the potential negative impact on the value of adjacent properties.

Of the 109 comments on the application as submitted, 2 comments were neutral, however, the following issues were raised:

- Concerns about disabled persons' access;
- Concerns about highway safety for cyclists;
- Concerns about insufficient parking allocated for the scheme.

Of the 109 comments on the application as submitted, 2 of these comments were in support of the scheme citing the redevelopment and regeneration of the area.

Revised plans were submitted on the 5 February 2019. In response to the revised plans, at the time of writing this report, 70 comments were submitted from interested parties (a number of whom had responded to the previously submitted plans, restating their previous concerns/points of objection).

All 70 of these comments are in objection to the scheme. The following issues were raised:

- Concerns about parking (insufficient allocated to scheme) and increased congestion as a result of the scheme;
- Concerns about the scale/massing of development and its impact on the townscape of the area;
- Concerns about the design, appearance and materials of the proposed tower blocks, including the lack of amenity and/or green space included in proposal;
- Concerns that key issues raised via the previous round of public consultation had not been addressed adequately;
- Concerns about the impact of the proposed towers on important views of the skyline;
- Concerns that the revised level of affordable housing was still too low for the scheme.

RESPONSE FROM INTEREST GROUPS AND ORGANISATIONS**BS3 PLANNING GROUP**

A comment in objection was received from the BS3 Planning Group. Key issues raised included:

- Concern that the proposed tower blocks are excessive in height considering the prevailing number of storeys in the local area;
- Concerns that the design fails to include onsite amenity space;
- Concerns that the scheme provides insufficient affordable housing at 14%;
- Concerns about the lack of housing typologies proposed within the scheme.

ASHTON GATE TRIANGLE NEIGHBOURHOOD IMPROVEMENT GROUP

A comment in objection was received from the Ashton Gate Triangle Neighbourhood Improvement Group. Key issues raised included:

- Concerns that the scale/massing of towers is excessive and without suitable local precedent;
- Concerns that the scheme proposes insufficient parking for the level of development;
- Concerns about the lack of family housing proposed as part of the housing typology;
- Concerns that the site access is poorly considered, with the only route being Baynton Rd, which is a subsequent threat to pedestrian safety;
- Concerns that the scheme is overdevelopment with respect to the site size;
- Concerns about the impact of the scheme on adjacent historic buildings, including Ashton Toll House.

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WHAM PLANNING GROUP

WHAM Planning Group agreed with the BS3 Planning Group's comments on the scheme. Key issues raised included:

- Concern about the lack of provision of affordable housing;
- Suggestion that the development should improve on the number of 3-bedroom apartments and include more family housing;
- Suggestion raised that more amenity space is provided on the basis that it is vital for maintaining healthy lifestyles within urban areas.

BRISTOL CIVIC SOCIETY

The Bristol Civic Society raised the following key issues:

- Support for the redevelopment of the site, including the principle of mixed-uses development;
- Support for the sense of character/placemaking created through proposed designs;
- Concerns about the impact of the scheme on historic/listed buildings and the nearby Conservation Area;
- Concern that the scale/massing of the tower blocks will harm North Street's character, and that the visual impact ought to be assessed at a 'human-scale';
- Concerns that the design lacks amenity space or PV-panels;
- Concerns about the loss of pedestrian link between Baynton Rd to Durnford St;
- Concerns about loss of light/overshadowing and overlooking of adjacent properties.

RESPONSE FROM EXTERNAL CONSULTEES

THE COAL AUTHORITY

The Ground Conditions Desk Study which accompanies the planning application correctly identifies that the application site may have been subject to past coal mining activity and has been informed by an appropriate range of sources of information; including a Coal Authority Mining Report.

The Study concludes that no significant ground stability issues are envisaged, which corresponds with The Coal Authority information in that the specific parts of the site where built development is proposed fall outside the defined Development High Risk Area. The Coal Authority therefore has no objection to this planning application.

BRISTOL WASTE

For the two individual houses on Baynton Road we would provide the standard kerbside collection service.

If operatives are to collect bins directly from the store we would request that access is via a coded entrance rather than with a key.

However, we will not be able to collect bins directly from the bin store in Block A as this exceeds the maximum distance of 5m over which operatives will transport bulk bins. Bins from Block A will need to be moved by a site/building manager to the Block B bin store (if space is available) or to another suitable presentation point adjacent to Baynton Road.

RESPONSE FROM INTERNAL CONSULTEES

CITY DESIGN GROUP – No objection

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The revised proposals recognise and respond to the non-designated heritage assets scattered across the site. An improved understanding of the development of the former Brewery and the relative significance of the different elements has been provided. This identifies the Georgian Foreman's house, the Weighbridge House, and the gate piers as of greatest interest, and the remaining structures of lower, but moderate significance. We support this assessment.

The revised proposals seek to integrate the heritage assets into a boldly contemporary scheme with substantial intervention into the historic structures. We are delighted at the high-quality and imaginative design approach taken to the site. The important structures will be conserved and adapted, and there are substantial benefits in ensuring a continued use for them. The introduction of high-quality contemporary additions will positively reintegrate the former brewery yards into the wider urban area and allow greater access and appreciation of the historic elements, is a strongly positive aspect of the scheme.

The re-use of the larger structures to the southern side of the site also looks to retain those elements which contribute positively to the area; specifically, the general materiality and building profiles. We accept the proposal for substantial loss of large parts of these structures to enable well-justified and high-quality proposals for redevelopment to come forward.

The assessment of incidence of tall buildings in the surrounding area is clear and fair, and the current proposals suggest that the site could handle the proposed height in relation to the setting of the historic buildings and nearby Conservation Area.

The proposed design aesthetic of the two residential blocks adopts the strong rhythms and proportions of historic warehouses and industrial buildings in a strongly contemporary idiom. We consider that, whilst of far more ambitious scale, that this fits in with the character of the existing brewery buildings.

Overall, we consider that the proposals represent an exciting, imaginative, and potentially positive proposal that will complement and conserve the heritage assets. We broadly support the design direction the proposals are taking, though we are clear that the high-quality design aspirations and materiality should be maintained.

Urban Design

There is much to be commended with regard to this application and the ambition to create a high quality architectural solution for commercial and residential uses, creating new public realm whilst retaining/reworking and integrating the existing historic assets on the site. There is therefore general agreement on the broad support expressed by the Senior Conservation Officer.

In terms of responding to the urban living debate it is noted that the scheme strives to include a deal with a number of key issues which are supported by the City Design Team. These include the intensification of the site with the southern residential elements, the inclusion of a majority of dual aspect dwellings, avoiding north facing single aspect units, linked focal shared outside courtyard area to a communal green, private courtyard area which benefit from natural light.

After detailed assessment of the Design and Access Statement document submitted for the full application dated July 2018, the structure of comments below follows the main urban design issues referred during the pre-application process.

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The policy DM27, regarding the arrangements and form of buildings, structures and spaces, states, “Proposal should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form.” There is a specific reference to the potential for future routes and physical regeneration with the site in the document, pages 40 and 41.

Including neighbouring sites, the 3D masterplanning diagrams demonstrate what the policy requests. “Where such potential may reasonably exist, including in sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a coordinated approach to be adopted towards the development of those sites in the future.”

The potential mechanisms for achieving the proposed extended linkages are not detailed in the submission. However, there is a degree of comfort when looking at the urban design concept of replacing the current industrial stock to the south with residential accommodation around an extended network of new public and private courtyards. The configuration and scale of the indicative volumetric proposal show integrity, coherence and an urban intensity where the potential for development is evident.

Layout and Form

The conservation and adaptation of the historic structures around the former brewery yard to the north of the site are welcome. We consider these a positive approach towards its re-integration to the existing urban layout. Having raised some concerns during the pre-application process about the taller elements to the south, it is satisfactory to see the analysis and studies (pages 36 to 39) carried out looking at the scale, form and impact of these in relation to the existing buildings within the local area.

The separation distance of the proposed northern residential block to the relevant boundary has improved compared to initial proposals. Although some concerns still remain when located at 4.0m off it, we consider that the adjoining site, due to its area and configuration, will still have an option for intensification and gain when the regeneration of the area is unleashed.

Height, Scale and Massing

As mentioned above, the current proposal suggests that the site could handle the proposed height in relation to the setting of the historic buildings and nearby conservation Area. Expressed concerns about the outlook of single aspect flats, sunlight and daylight, enclosure and attractiveness of the private courtyard have been satisfied by the increased dimension of the courtyard and changes to provide dual aspect apartments (page 42). Potential persistent shortcomings produced by, for instance, the 3-storey linking residential block between the two taller residential buildings, are considered counterbalanced by the increased separation distance to the boundary to the south and the quality of the courtyard’s landscape proposal to the north. Paired with the above, the well-justified and high-quality proposed design aesthetics of the two residential blocks are accepted.

Echoing comments from our Senior Conservation officer: *‘The assessment of incidence of tall buildings in the surrounding area is clear and fair’ ... ‘(tall elements) adopt the strong rhythms and proportions of historic warehouses and industrial buildings in a strongly contemporary idiom. We consider that, whilst of far more ambitious scale, that this fits in with the character of the existing brewery buildings.’*

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Revision of the pedestrian movement environment is required along a more detailed study of access arrangements, as these raise a serious concern: Clearly defined main entrances to the different cores should face the public realm. This is still not the case. In its current form, access to the residential blocks is totally unacceptable. No amount of well-designed landscape courtyard in a podium will overcome this failing. We strongly recommend the revision of this key aspect of the scheme.

[Case Officer Note: The entrances to the residential blocks have been revised with a different treatment for each entrance. See Key Issue C.]

The visualisation provided on page 78 of the existing converted building into a B1 co-working space allows suggesting that a reconfiguration of this converted building could also accommodate an inviting and more positive entrance from the main courtyard to the northern block, instead of the non-descriptive railing gate to the car parking. Likewise, the visualisation on page 79 bears the question of how to improve the access to the southern block. Although there is a clear understanding of the intention to design in such a way that encourages/facilitates future development in adjacent sites, a rethinking of the configuration of the access to the core is imperative.

Landscape

Other than changes to layout that may arise following above comments regarding access arrangements, I'm satisfied with the layout and appearance of the ground floor courtyards and podium open space.

With regard to the LVIA, there were issues with the technical methodology and some of the images provided:

- The technical appendix cites GLVIA 3 2013 and SNH 2002. LI Advice Note Update 2018, Photography and Photomontage in LVIA has evolved to assist and standardise the production of visually accurate representations in an urban context.
- Recommendations arising from the new guidelines relevant to the current application include:
 - o Photographs to be taken to include the whole development site. Images to be stitched together and cylindrically corrected
 - o Images to be presented at between 60-75mm effective focal length on an A3 or A2 sheet. Wider context panoramas to be presented at 50mm focal length on pages up to 840mm wide and 297mm high
 - o A 50mm focal length black and white image to be presented on acetate at 36 x 24cm
 - o Planar perspective rather than cylindrical.
 - o All work to be accompanied by a written technical methodology

Specific to the submitted images are the following comments:

- Viewpoint 1. The viewpoint does not include the whole development site. Consider moving the viewpoint further south along Frayne Road provide a more complete visual of the site area. The viewing frame for the site development image should be presented separately on an A3 sheet.
- Viewpoint 2. The parkland tree canopies obscure the view. A viewpoint further east just beyond the trees would give clearer views of the development. Similar issue of image presentation as above.
- Viewpoint 3. Image of the developed site not presented.
- Viewpoint 4. The whole site is not shown in the image. Presentation issue as above
- Viewpoint 5. The image of the developed site is not presented.
- Viewpoint 6. The viewpoint location does not indicate the impact of the taller buildings on St. Francis Church – position further west along North Street would clarify this relationship. Presentation issue as above.

Generally, views closer to the site are more significant in terms of development impact. For clarity in relation to assessing the impact of the development on the townscape of this part of Bedminster the

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above viewpoints discussed should be reviewed in the light of the latest LI advice note and accurate visual representations submitted for viewpoint 3 and 5.”

[Case Officer Note: An addendum to the TVIA was submitted to address the comments from the Landscape Officer.]

TRANSPORT DEVELOPMENT MANAGEMENT – No objection

See Key Issue D. Detailed transport comments are available online.

FLOOD RISK MANAGEMENT – No objection

The drainage strategy is suitable in principle however, as the site lies within a high-risk surface water area a condition is requested for further details of the Sustainable Drainage Systems, including:

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

THE PUBLIC PROTECTION TEAM (LAND CONTAMINATION) – No objection

The proposed development is sensitive to contamination and is situated on or adjacent to land which has been subject to land uses which could be a potential source of contamination.

The submitted desk study is acceptable and recommends further intrusive investigation. A detailed UXO risk assessment is also recommended. If this information is available prior to determination, then we recommend it is submitted to reduce the burden of pre-commencement conditions.

If no such information is available, conditions are requested for the following; a report of unexpected contamination, site characterisation, submission of remediation scheme, submission of verification scheme and an unexploded ordnance survey.

POLLUTION CONTROL – No objection

I am happy with the acoustic report with regards to the insulation of the residential and non-residential parts of the development against existing noise sources in the area and the proposed limits for any plant noise associated with the development. The acoustic report doesn't however deal with the potential for noise from the non-residential uses, particularly the A3 and A4 uses, affecting existing residential properties in the area and residential properties as part of this development.

The planning statement says that the development has 2010 sqm commercial floor space and of this 1426 sqm will be office workspace. The statement only mentions K1 and K2 being complete flexible use, and these have floor spaces of 250 sqm and 220 sqm respectively. I would therefore propose in accordance with the planning statement that within the 2010 sqm of commercial floor space that 1426 sqm should be B1 use and that of the remaining 584 sqm no more than 250 sqm should be used as A4 at any time.

In addition to the above and in order to offer protection to existing residents in the area and residents of this development from noise and odour from the development and operation of the site I would ask for the following conditions should the application be approved: Construction Management Plan; Sound insulation of residential properties from external noise; Noise from plant & equipment; Details of Extraction/Ventilation System (A3/A4 use); Artificial light (external); Odour Management Plan; Noise from plant & equipment affecting residential; Use of Refuse and Recycling facilities (commercial uses only); Deliveries (commercial uses only); Artificial Lighting (external); Outside

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customer seating areas (C1, A3 and A4 uses only); and Opening hours (B1, B1/A1/A3/A4/C1 uses only).

NATURE CONSERVATION – No objection

Two bat roosts used by individual common pipistrelles were recorded during the combined phase one and bat survey dated October 2017 in the external stonework and fascia boarding on the north-eastern and north-western aspects of Building 2 in the report. Bats are a highly protected European Protected Species, a legally protected species and a material planning consideration. Accordingly, work must not commence until a Natural England licence has been obtained for the works, an ecological mitigation scheme must be conditioned for bats and the planning case officer must apply the three derogation tests under the Conservation of Habitats and Species Regulations 2017 prior to the determination of this planning application (please see the attached form).

A planning condition is required to meet the statutory requirements of the Conservation of Habitats and Species Regulations 2017.

Japanese knotweed (*Fallopia japonica*) is present on this site. A planning condition is recommended to address this.

SUSTAINABLE CITIES – Further information requested

BCS13 requires that development contributes to adapting to climate change through measures including:

- Site layouts and approaches to design and construction which provide resilience to climate change.
- Measures to conserve water supplies and minimise the risk and impact of flooding.
- The use of green infrastructure to minimise and mitigate the heating of the urban environment.
- Avoiding responses to climate impacts which lead to increases in energy use and carbon dioxide emissions.
- It requires that these measures are integrated into the design of development, and demonstrated in the sustainability statement.

Increasing temperatures are an impact of climate change. Projections for future climate including temperatures are available from UKCP18.

Site layouts and approaches to design and construction which provide resilience to climate change.

The energy statement notes that windows will have a low g-value to limit solar heat gains, which is supported, though it may not be required on northerly elevations which are less at risk of overheating. I also note from the elevations that the apartment windows are set back allowing for a terrace with an overhang on the SE façades which will also help to limit solar gains to rooms on this elevation.

However, there are some design measures included which are known to increase the risk of overheating, such as:

- large glazing areas on elevations more at risk of overheating (S, SW and W facing)
- some single aspect apartments

Further evidence is required to demonstrate that the design will provide resilience to increased temperatures and not overheat as a result of climate change, to ensure a comfortable internal environment is provided without the need for energy consuming cooling equipment. A good way of demonstrating this, is to undertake overheating risk analysis (e.g. following CIBSE TM59/ TM52 guidance/other as appropriate) based on dynamic thermal modelling to understand the implications of future projected temperatures (e.g. in 2030, and 2050) on the development.

Measures to conserve water supplies.

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The specification of water efficient fixtures and fittings is supported.

Use of Green infrastructure to minimise and mitigate the heating of the urban environment

Some green infrastructure is proposed however the proposed site is predominantly hard landscaping/roof areas. There is scope to include a green roof to the apartment blocks. Green roofs can be successfully combined with PV and will provide further benefits to biodiversity and surface water run-off. A living roof with deeper substrate depth should be specified as opposed to a sedum blanket system in order to maximise the benefits provided.

The applicant should confirm whether a green roof can be included within the proposals as a means to meeting this policy requirement

Avoiding responses which lead to increases in energy use and carbon dioxide emissions

The energy statement suggests that cooling is utilised for the new and existing commercial units. This is not supported in line with this policy, particularly for those existing buildings where the high thermal mass coupled with sufficient ventilation may well provide a comfortable environment without the need for active cooling.

The proposals and energy statement should be updated to demonstrate how cooling demands have been minimised and wherever possible, designed out.

BCS14 has 3 parts: Energy efficiency, heat hierarchy, & a 20% reduction in CO2 emissions through renewable energy.

Calculations: At present the baseline calculations for the existing buildings to be retained and refurbished on are based on existing fabric. As set out within the climate change and sustainability practice note, the baseline emissions should be based on a building modelled to comply with Part L – in this case, Part L2B (taking into account paragraph 3.7 of Part L2B which makes allowances for buildings within conservation areas if upgrades to meet the building regulations requirements would unacceptably alter the character or appearance of the building). Further improvements to energy efficiency beyond building regulations should then be made where feasible.

The calculations should be revised to address the above comments. The % reduction through the use of energy efficiency measures, and then renewable energy measures should be set out from the Part L compliant baseline.

Energy efficiency: The measures proposed are acceptable.

Heating Systems: The principle of a communal heating system proposed for the residential area is supported. The current proposed residential plant room location is in the middle of the site, which could make future connection to a heat network challenging. BCS14 heat hierarchy requires that site-wide systems are utilised, so in this case a communal system served from a single energy centre connected to all buildings on the site – residential and commercial - is required unless it can be demonstrated that doing so would make the development unviable. A preferable location for a plant room would be to locate it on one of the site boundaries adjacent to a road to minimise future disruption across the site when laying the DH pipework.

BCS14 requires that development includes infrastructure to connect to district heating. The future indicative routes across the site for district heating pipework should be identified on a plan to demonstrate that all buildings can be connected.

The applicant should note that BCCs energy infrastructure team is in the early stages of considering feasibility of a new DH network to serve this area.

The proposals should be amended to address the comments above.

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Renewable Energy: The energy statement assumes that the 20% CO2 reduction requirement only applies to new buildings. This is not the case, it is a requirement of all development. There appears to be additional roof space available across the site where additional PV could be incorporated.

A revised energy statement should be submitted demonstrating how CO2 reduction through the use of renewable technologies has also been optimised on the existing buildings, aiming for a 20% reduction.

Assuming a satisfactory response to the points above is received, implementation of the proposals should be conditioned in accordance with the updated energy and sustainability statement.

A BREEAM pre-assessment has been submitted. This has been completed using the old BREEAM methodology (2014) and indicates an 'excellent' rating for the restaurant and new build office, and a 'very good' rating for the refurbished office, however it is noted that an 'excellent' rating could be achieved for the refurbished office, at the fit out stage subject to the materials specification.

The policy requirement is for an 'excellent' rating, and this should therefore be conditioned. The assessment will need to be carried out using the 2018 scheme.

In response to the comments from Sustainable Cities, the following additional information was provided:

- A thermal comfort report.
- An updated Sustainability and Energy Report.
- A response to the points raised by the Sustainable Cities Team.

This is still in the process of queried and clarified with the Applicant. See Key Issue F.

RELEVANT POLICIES

National Planning Policy Framework – July 2018

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

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

KEY ISSUES**A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?**

The application site is located in the south Bristol development area defined by Policy BCS1. Policy BCS1 outlines the priority for south Bristol to deliver development including the provision of around 8,000 new homes of a mix of type, size and tenure and around 60,000sqm of net additional office floor space focused on centres and major regeneration areas.

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

Policy BCS8 sets out that employment land outside of Principle Industrial and Warehousing areas (PIWAs) will be retained where it makes a valuable contribution to the economy and employment

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opportunities. New employment floorspace suitable for smaller businesses will be encouraged as part of mixed-use development.

Policy BCS18 of the Core Strategy states that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities. Whilst, Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

Employment use:

The application proposes to provide 2,010sqm of commercial space on the site, consisting of office workspaces, meeting spaces and office spaces.

The site is in existing employment use. The site at present provides floorspace for a variety of uses on site in a number of warehouses and offices. BCS8 states that employment sites, premises and floorspace will be retained where they make a valuable contribution to the economy and employment opportunities. Policy DM12 resists the loss of sites in employment use unless it can be demonstrated, amongst other things, that there is no demand for employment space on those sites or that a net reduction in floorspace is necessary to improve the existing premises.

The proposed development seeks to incorporate improved employment space through the provision of quality, flexible and sustainable working spaces including office workspace for a mix of small businesses and start-ups in 'incubator' premises. Overall, it is considered that a reduction in employment floorspace on the site is justified, given the quality of employment space that is re-provided on site and that the net reduction in employment floorspace would improve the existing premises in line with adopted policy.

Retail use:

The application site is located in Southville, South Bristol, just outside Southville District Centre as defined by BCS7 (Centres and Retailing). The units proposed for flexible commercial uses (including retail) within the site are not located within a primary or secondary shopping frontage or defined retail centre. The units are proposed at the eastern edge of the application site, located approximately 100m from the edge of the defined Southville District Centre boundary.

DM7 requires impact assessments for developments in Use Classes A2-A5 of 1,500sqm or more in all locations outside of centres. As such, the applicant has undertaken a Retail Impact Assessment. This assessment is therefore required in relation to the retail (A1) element of the proposals.

The proposed units designated for flexible commercial use (Class B1/A1/A3/A4/C1) are small in size (250sqm and 220sqm). The intended purpose will also be to primarily serve residents of, and visitors to, the new development and passing trade. The assessment concludes that these units would only generate a small turnover. Therefore, given their size and location it is considered unlikely that the proposals would draw any trade away from the existing units located within the nearest primary shopping area or defined district centre boundary.

On this basis, it is considered that the two small units proposed would have a negligible effect on the vitality, viability and retail function of the identified shopping frontages and designated Southville District Centre.

Residential use:

The site is situated just outside of the North Street (Southville) Local Centre. Existing centres should be the focus of higher forms of residential development, and mixed-use development at accessible centres will be particularly promoted where development takes advantage of underused land.

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The proposed development would contribute positively to the targets set for the delivery of new homes in South Bristol as set out within Policies BCS1 and BCS5.

In comparison with the housing statistics for the two Lower Super Output Areas (LSOAs) in which the site is located within (namely Bower Ashton and Coronation Road West), this demonstrates that the proposed development would provide a higher concentration of 1-bedroom properties (54%) than in the local area (27%). In terms of 2-bedroom properties, a broadly similar amount proportion is proposed (38%) compared with the local area (36%). A lower amount of 3-bedroom properties (8%) is proposed than the average in the local area (25%).

It is considered that the proposed development would help to diversify the housing mix within the area, whilst contributing to the number of family-sized dwellings (three-bedrooms and above), in accordance with BCS1 and BCS5.

The application proposals also maximise opportunities to re-use previously developed land in accordance with Policy BCS20. Policy BCS20 encourages opportunities to use land more efficiently across the city. Imaginative design solutions will be encouraged at all sites to ensure optimum efficiency in the use of land is achieved. For residential development, a minimum indicative net density of 50 dwellings per hectare is sought by this policy.

Diagram 4.20.1 in the Core Strategy supports Policy BCS20 and indicates the approach to where 'increasing densities' could be supported. The diagram identifies that the application site (located on the edge of the Southville District Centre) could support an 'increasing density'. Diagram 4.20.2 in the Core Strategy provides examples of residential densities, with the nearby Wapping Wharf shown as an example of an approved scheme with a density of 200 dwellings per hectare.

On review of the information submitted with the application, the proposed development would achieve a density of approximately 180 dwellings per hectare, with it noted that the site is located close to the Southville District Centre; along a main public transport route; providing a mix of uses; and a mix of housing. The appropriateness of the proposals, in relation to the characteristics of the site, the local context and the need for a high quality, well designed environments is detailed in Key Issue C.

Conclusion:

The principle of a mixed-use redevelopment of the Old Brewery site is supported in land use terms. The planning application submitted has considered the net reduction in the employment use on the site; as well as the impact of the proposed commercial elements of the scheme on existing centres / centre catchment areas.

B) IS THE PROPOSED DEVELOPMENT VIABLE, AND DOES IT PROVIDE AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING?

Policy BCS17 of the Core Strategy sets out the requirement for affordable housing in the city. For the area in which the application site is located, the policy requires that any development of 15 dwellings or more should provide 30% of residential units as affordable housing.

The proposed development falls within Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies. It comprises 94 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which seeks the provision of up to 30% affordable housing (28.2 affordable dwellings) subject to scheme viability.

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

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

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

The revised PPG includes the following statements about BLV:

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

The Applicant had originally claimed that to remain viable in planning terms, the proposed scheme was able to provide the following affordable housing percentages:

- 15% (14 affordable dwellings) all of which were to be shared ownership flats; or
- 10% (nine affordable dwellings) of which seven were to be flats for social rent and two were to be flats for shared ownership

The Applicant had also stated that they did not consider that a Housing Association would be interested in taking nine affordable dwellings of mixed tenure, and therefore their offer was to provide the 15 shared ownership flats. A detailed viability appraisal and supporting commentary was submitted by JLL on behalf of the Applicant in support of the claimed viability position.

Officers commissioned Cushman & Wakefield to assess the viability information and advise the Council as to whether the Applicant's claim was reasonable. Cushman & Wakefield have assessed the values and costs associated with the development and have reported their conclusions to officers accordingly.

Cushman & Wakefield agreed with many of the inputs into the JLL Report, including the Benchmark Land Value, which is so often an area of contention. Following discussion between the consultants, the only areas of disagreement related to the inclusion of Ground Rent (which is addressed further below) and the sum that a Housing Association would be prepared to pay for the affordable properties.

Based on Cushman & Wakefield's analysis, the scheme would be able to provide 20% affordable housing (19 affordable dwellings) all of which would be flats.

The disagreement over Ground Rent is caused by the government having stated that it intends to legislate to remove the ability of developers to charge Ground Rent. However, it is yet to do so and there is no definitive timetable for legislation coming forward. On that basis the Council remains of the view that Ground Rent should be included. This is because viability appraisals are undertaken as a "snapshot in time", and at this time there is nothing preventing the charging of Ground Rent. However, it is possible that by the time the applicant comes to develop the site, legislation will have been enacted preventing them from charging Ground Rent. The impact of including Ground Rent is an additional £300,000+ of income.

It is also relevant that neither the JLL nor the Cushman & Wakefield Report made any allowance for Section 106 Contributions. However it is now understood that the development will need to make Section 106 Contributions towards transport improvements, which will also impact on the viability of the scheme.

Notwithstanding the above, the Applicant has been prepared to engage proactively with the Council's Affordable Housing Team to investigate how an improved affordable housing offer and tenure mix could be provided.

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One of the outcomes of these discussions was that the two large three bedroom houses located on Baynton Road have been included in the affordable housing mix. This is a significant benefit to the Council as there is a real need for this type of property to be made available for Social Rent, and the opportunity to secure it rarely occurs due to the predominantly flatted nature of most schemes that come forward in the City Centre and inner suburbs.

The final outcome of the discussions between the Applicant and the Affordable Housing Team is that the Applicant has offered, and the Affordable Housing Team is prepared to accept, the following affordable housing mix.

Housing Type	Number	Tenure
3 Bedroom Houses	2	Social Rent
2 Bedroom Flats	4	Social Rent
1 Bedroom Flats	1	Social Rent
2 Bedroom Flats	2	Shared Ownership
1 Bedroom Flats	7	Shared Ownership

This gives a total of 16 affordable dwellings (17% affordable housing) of which 9 are Shared Ownership and 7 are Social Rent. The Affordable Housing Team is prepared to take the view that each of the houses is the equivalent in floorspace to two flats. Had flats been taken as affordable housing instead of the houses then 18 affordable dwellings (19% affordable housing would have been secured). However, given the need for three bedroom houses it was considered that the benefit of having the two houses for social rent was greater than the benefit of an additional two affordable flats.

Given the uncertainty about the future of Ground Rent and the requirement for Section 106 Contributions, it is considered that the affordable housing offer as set out in the above table represents an appropriate level and mix of affordable housing.

Based on the Cushman & Wakefield advice and the productive and constructive discussions between the Applicant and the Affordable Housing Team, officers therefore recommend that the scheme be approved on the basis of the provision of 16 affordable dwellings (17% affordable housing) as set out in the above table. These would be secured via a Section 106 Agreement.

To incentivise delivery of the scheme, it is also recommended that provided the development commences within 18 months of a planning consent being granted, the need for a viability review is waived. However, if development does not commence within 18 months of a planning consent being granted then it is recommended that an upward only viability review (in accordance with Planning Practice Guidance) be required upon commencement of the development.

It is recommended that a Section 106 Agreement is agreed to cover the following:

- Provision of 16 affordable dwellings as per the table contained in the Affordable Housing Key Issue.
- Upwards only viability review if the development has not commenced within 18 months of the issue of planning consent.

In conclusion, it is considered that the proposed housing type and mix is considered acceptable and the level of Affordable Housing proposed is acceptable.

C) IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

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

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

The proposed development would consist of a 94-unit residential scheme, varying in height from two to nine-storeys, and a collection of one and two-storey buildings located in the northern part of the site proposed for retail and commercial use. The residential buildings create a perimeter block surrounding a central amenity courtyard on three sides.

City Design Group (CDG) was consulted as part of this application. CDG has assessed the proposals and commends the high-quality, design-led approach taken to the site.

The proposed development would include retention and refurbishment of several historic structures including the Georgian Foreman's House, the Weighbridge House, and the gate piers fronting onto North Street. This approach to conservation and adaptation would retain the historic layout and form of the site and would accord with the local context in accordance with Policies BCS21 and DM26.

The design approach has included the consideration of the wider Old Brewery area, stretching to Durnford Street, and whilst the redevelopment has not been included within this application, the layout and form would not prejudice the future development potential of any adjoining sites. This would be in accordance with Policy DM27.

The tall building assessment undertaken for the surrounding area provides sufficient justification for the height proposed and suggests that the site could handle buildings of the scale and massing proposed. There are several larger structures within the Bedminster, Southville and Ashton, including the nine-storey former Tobacco Warehouse, the six-storey Bristol Beer Factory and 13-storey Little Cross House.

As noted by the Conservation Officer, the assessment of incidence of tall buildings in the surrounding area is clear and fair, and the current proposals suggest that the site could handle the proposed height in relation to the setting of the historic buildings and nearby Conservation Area.

The proposed design aesthetic of the two residential blocks adopts the strong rhythms and proportions of historic warehouses and industrial buildings in a strongly contemporary way. The Conservation Officer concludes that, whilst of far more ambitious scale, that the application proposals fit in with the character of the existing brewery buildings.

The proposed development would employ a strong material strategy, using brick and metal to reflect the character of the immediate industrial buildings, whilst taking precedents from nearby Victorian character buildings in terms of elevational rhythm, treatments and window hierarchies.

In response to points raised in the Urban Design Officers comments, the following changes were made to the scheme.

The Southern residential block facing onto Baynton Road:

- A new projecting glazed communal entrance lobby with signage from Baynton Road that leads direct into the communal staircore / lift lobby area.
- The pedestrian entrance / route into the Cycle Street / car park located at the end of Baynton Road has been improved via new proposed signage together with vertical sculptural panels / entrance gate.
- The cladding material to the first and second floor accommodation above this entrance has also been changed from brick to zinc to bring additional 'focus' and pedestrian awareness of the two main residential pedestrian entrances leading into the development from Baynton Road.

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Northern residential block facing towards North Street:

- A new projecting glazed communal entrance lobby with signage from the pedestrian route that leads from the northern courtyard and car park area direct into the communal staircore / lift lobby area.
- This entrance has been created by continuing the theme of using vertical sculptural screens and entrance gate that are proposed for the first floor podium external space (between the public and private open spaces) plus the Cycle Street / car park entrance for the Southern Block from Baynton Road.

In addition to the sculptural screen / entrance gate from the northern courtyard, the applicant has proposed to install a series of horizontal sculptural panels above the Cycle Street route that defines and leads pedestrians to the above new glazed entrance lobby noted above. The design of the sculptural screens (which are to be linked to the branding of the development) will be conditioned.

In conclusion, it is considered that the proposed development would be acceptable in terms of its design.

D) IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable traffic conditions. These policies support the delivery of improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. With regards to parking and servicing, it requires that development proposals provide an appropriate level of safe, secure, accessible and usable provision having regard to the Council's adopted parking standards.

The Applicant submitted a Transport Assessment and a Framework Travel Plan with the application. Following the review of the Transport Assessment by Transport Development Management (TDM), this matter has been the subject of a detailed exchanges of information between the Applicant and Officers to agree an acceptable suite of measures which would make the development acceptable in highway safety grounds.

The parking standards set out in Site Allocations and Development Management Policies set out a minimum provision for cycle parking and parking for disabled people. Car parking standards are maximum provision.

A total of 202 cycle spaces would be provided. There are 172 cycle spaces to be provided in the form of Sheffield stands and two-tier stacking stands for residential users, whilst a further 30 Sheffield stand spaces would be provided for visitors. The quantum of cycle parking proposed meets the standards set out in Appendix 2: Parking Standards Schedule of the Development Management Policies.

BCC standards outline a maximum provision of 107 car parking spaces for the proposed residential development, with up to an additional 69 spaces for the commercial uses. A total of 41 car parking spaces have been proposed. There would be electric vehicle charging points within the development to encourage the use of hybrid/electric vehicles. Each of the proposed car parking spaces will be allocated to a specific residential dwelling. The site is situated adjacent to the Southville RPS. Future residents would not be eligible for parking permits. TDM notes there is limited unrestricted parking in the vicinity.

The application site is considered to be in a highly sustainable location, adjacent to public transport in the form of bus stops both adjacent to the site and adjacent to the Jessop Underpass, Parson Street Railway Station, the MetroBus stop outside the Create Centre, and with local and national cycle routes connecting to the wider city.

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The applicant has proposed a number of transport improvements, which would be covered by condition, s.278 Agreement and s.106 contributions as appropriate. In summary, the following transport improvements are proposed:

- Resurfacing of the footways immediately surrounding the application site.
- Reconfiguration of the bus stop adjacent to the site.
- Reconfiguration of the junction at Baynton Road to 2.4m visibility splays.
- Provision of a new footway on Baynton Road.
- Upgrades the two bus stops closest to the site.
- A zebra crossing.

A condition has been added to ensure that the road works associated with the proposed development are planned and are undertaken to a standard approved by the Local Planning Authority.

A Framework Travel Plan has been submitted, reviewed by TDM and updated as part of the planning application. The objective of the Framework Travel Plan is to reduce private car mileage in favour of more sustainable modes of travel; increase awareness of the advantages and potential for travel by more sustainable modes; and to introduce a package of physical and management measures that will assist travel by other modes. A condition has been attached to this report, requiring Detailed Travel Plans to be prepared for the various land uses once each end user is known.

In line with BCC guidance, a Travel Plan and Management and Audit Fee in the sum of £3,500 for the residential and £3,500 for the combined commercial is required. Alternatively, for BCC to implement the residential travel plan the cost would be £135 per dwelling (with no management fee required). The fees would be secured through the s.106 Agreement.

Based on the planning conditions, obligations and matters to be secured via s.278 agreement, Officers have concluded that the proposed development is considered to be in accordance with Policy BCS10 and DM23.

E) WOULD THE PROPOSED DEVELOPMENT CAUSE ANY UNACCEPTABLE HARM TO RESIDENTIAL AMENITY?

Policy BCS21 outlines that development in Bristol is expected to safeguard the amenity of existing development and create a high-quality environment for future occupiers.

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

Supplementary Planning Document 2 “A Guide for Designing House Alterations and Extensions” (SPD2) whilst providing guidance for house alterations, is relevant in this case given the existing context. SPD2 states that the best way of ensuring privacy between houses is to avoid windows to habitable rooms directly facing one another. Where this cannot be achieved, and habitable rooms face each other, as a ‘rule of thumb’ a gap of 21 metres should generally be provided. In more densely developed, inner urban locations this distance may be less.

SPD2 sets out that where windows to habitable rooms face the end wall of a house, the distance should be not less than 12 metres. Where the distance between windows and walls is less than this, there is potential for the proposed development to be overbearing.

BRE Report 209, “Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice” sets out that when a development is opposite existing neighbouring windows and a line drawn at 25 degrees from the lowest habitable window intersects the proposed development, further information is required

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to determine impact upon residential amenity. Where a development sits below this line, there would be limited impact upon residential amenity through overshadowing and no overbearing.

The BRE Report 209 states that new development should not reduce daylight or sunlight to existing residential windows to less than 0.8 times their former value.

The application site is located on a commercial/industrial site within a wider area characterised by residential uses. The tallest parts of the proposed development would include a nine-storey apartment building and an eight-storey apartment building connected by a four-storey building, located centrally within the site. The eight and nine-storey buildings would be circa 25 metres and circa 28 metres in height respectively.

Amenity for existing residents

The proposed eight and nine-storey buildings would marginally intersect a 25 degree line drawn from neighbouring windows on Ashton Road and Durnford Street. These properties are located between 40 and 50 metres from the proposed development. As such, it is unlikely that the proposed development would be overbearing, however there would be a risk of some overshadowing to habitable windows.

To properly assess the potential impact upon these neighbouring properties, a daylight and sunlight study was submitted as part of the application. The daylight and sunlight study originally submitted with the application was requested to be updated by the Case Officer to reflect comments provided on the report by members of the public and specifically to address concerns expressed by the occupiers 4 Ashton Road.

The daylight and sunlight study assessed the potential impact of the proposed development upon 30 residential properties in the surrounding area:

- 294 -306 North Street (odd No. only) (including the El Rincon bar)
- Toll House Court
- 1 Frayne Road
- 4 – 15 Ashton Road (including Coopers Arms)
- Property referred to as 'Long House' (mixed commercial and residential)
- 30 & 32 Ashville Road
- 10 Durnford Street
- 20 & 29 Durnford Avenue
- 1, 3, 5, 7 and 9 St Francis Road

Of the 30 properties assessed, three had windows which would fail the BRE guidance. These include:

- Toll House Court; daylight to two ground floor windows would be reduced (to 0.72 and 0.7 times their former value).
- Long House; daylight to one window would be reduced (to 0.71 times its former value).
- 29 Durnford Avenue; daylight to one window would be reduced (to 0.68 times its former value).

On review of each property above:

- The room at Toll House Court affected by the proposed development already has poor lighting and the reduction in daylight to the room is considered minor, despite the loss of light failing to meet the BRE Guidance.
- The affected window at the Long House is one of three windows to a bedroom in the property. The other two windows would be largely unaffected by the proposals. As such, it is considered that there would be sufficient light to this room and there would not be any unacceptable overshadowing.
- The affected window at 29 Durnford Avenue is in use as a utility room. The need for natural light within these rooms is typically less than other habitable rooms, and as such, the proposed development is not considered to unacceptably affect residential amenity.

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In addition to the above, changes have been made to the proposed two storey commercial building that adjoins No. 4 Ashton Road:

- The location of the ground to first floor staircase has been amended in order to omit the staircase overrun projection located on the single storey commercial flat roof area.
- The rear external wall of the first floor commercial accommodation has also been pushed back towards Ashton Road so that the external wall now aligns with the brick retaining wall to the side external wall of No.4 Ashton Road.

The design changes above ensure that the first floor bedroom windows will receive no loss of daylight plus the owner of No.4 Ashton Road can access the property's external soil vent pipe and external wall finishes that currently adjoin the application site.

Overall, it is considered that the proposed development would be situated sufficiently far from neighbouring occupiers to minimise overlooking. There would be no unacceptable harm to existing residential amenity through overshadowing, overbearing or overlooking.

Amenity for future occupiers

The proposed residential dwellings would all meet the minimum standards for total floorspace set out in the Nationally Described Space Standards, and by providing a minimum of two bedspaces, would provide sufficient space for flexibility for future occupiers.

The separation distance between the two residential blocks is circa 19 metres. Whilst this is less than the 21 metre 'rule of thumb' gap, the distance is considered sufficient given the nature of the surrounding area, in which there are a number of 'tight-knit' terraces where distances between buildings are frequently half this distance.

The open nature of the residential blocks would allow for sufficient daylight between them into the flats and the courtyard amenity space. Many of the flats provided in the residential blocks would be dual aspect and as such, there would be a high-quality living environment for future occupiers in accordance with the Urban Living SPD.

It is concluded that the proposals protect existing residential amenity and would provide a high-quality living environment for future occupiers.

Conclusion

Overall it is considered that the proposed development would not cause any unacceptable impacts in relation to residential amenity for existing or future residents. In addition, the Pollution Control Officer has requested a number of conditions to offer protection to existing residents in the area and residents of this development from noise, odour and the operation of the site.

F) DOES THE PROPOSED DEVELOPMENT GIVE SUFFICIENT CONSIDERATION OF SUSTAINABLE DESIGN AND CONSTRUCTION?

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

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

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

The applicant has provided an Energy and Sustainability Report as part of this application. This sets out the use of solar PV panels on the proposed new residential buildings only. The use of solar PV on new buildings would meet the 20% reduction in carbon dioxide emissions sought as part of BCS14 when assessed individually. The retained commercial units would not include PV panels. Whilst this has raised concerns from Sustainable Cities, this type of intervention is considered inappropriate given the historic nature of these buildings and the approach is supported by the local planning authority.

Concerns have been raised by Sustainable Cities Team that there would be limited building performance improvements made to the existing historic buildings to be retained, and as such would be unable to secure a reduction in CO2 emissions of 20% when assessed individually.

Additional information was requested in response to consultation on the application, in relation to overheating risk associated with the new build elements, cooling systems for the commercial units and heating systems for the retained buildings.

It is concluded that whilst the proposed development has provided a detailed consideration of sustainable design and construction, clarification on certain aspects of the proposed sustainability and energy strategy have been requested and an update will be provided to Members by way of the Amendment Sheet.

CONCLUSION

The proposed development would contribute to the delivery of market and affordable homes on previously developed land as per the requirements of Policies BCS1, BCS5 and BCS20.

The proposed development would provide employment space in accordance with Policy BCS8 as well as retaining existing buildings and structures on the site that contribute positively to local character and distinctiveness. The design of the proposed development is considered acceptable and the site could accommodate the proposed height of the new residential buildings in relation to the setting of the historic buildings and the nearby conservation area.

The application demonstrates that there would be no unacceptable impacts upon existing residential properties, and there would be sufficient amenity for future occupiers. Conditions are proposed to safeguard the amenities of adjoining residential occupiers.

Subject to conditions and the agreement of planning obligations, the proposed development would be acceptable in terms of transport and highways.

On balance, the proposed development is considered acceptable in planning terms and as such, this application is recommended for approval subject to conditions attached to this report, and a s.106 Agreement.

COMMUNITY INFRASTRUCTURE LEVY

The development is liable for CIL. The CIL rate for this type of development, as set out in the CIL Charging Schedule is: Community (use class D1) £0; Commercial (use class B1, B2 and B8) £0; Retail £120; and Residential £50.

The total CIL payable (discounting affordable housing floor space) is £636,988.67.

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CONDITIONS

RECOMMENDED GRANT subject to planning agreement

Time limits for commencement of development

1. Full planning permission

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

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

Pre-commencement condition(s)

2. Sustainable Drainage System (SuDS)

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

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

The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

3. Land affected by contamination - Site Characterisation

No development shall take place until an investigation and risk assessment, in addition to any assessment provided with the planning application, and has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

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(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

4. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

5. Land affected by contamination - Implementation of Approved Remediation Scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

6. Unexploded Ordnance Survey (UXO)

No development shall commence until an on-site UXO survey is completed in accordance with the recommendations in the approved (UXO) Threat & Risk Assessment.

If, during development, any suspected historic ordnance is found to be present, no further development shall be undertaken until the object has been assessed by an appropriately qualified person, appropriate actions taken to remove or make safe the object, have been undertaken, and the Local Planning Authority notified.

Development Control Committee A – 27 February 2019**Application No. 18/04367/F : 1 - 3 Ashton Road (The Old Brewery) Bristol BS3 2EA**

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

7. Protected Species

Development shall not commence until details of a scheme for the retention of the bats' roost and the retention of the bats' existing accesses or the provision of alternative new roosts or accesses, has been submitted to and approved in writing by the local planning authority.

The scheme shall include a programme for the implementation of the development which minimises any impacts on bats including the provision of suitable voids, accesses or crevices for bats, bat tubes, boxes, bricks or similar, 'soft strip' demolition methods and measures to minimise light pollution. The development shall be carried out in accordance with the approved scheme or any amendment to the scheme as approved in writing by the local planning authority.

Reason: To enable the local planning authority to retain control over development in order to safeguard bats and their roosts which are specially protected by law.

8. Method statement for the control and removal of Japanese knotweed

Prior to commencement of development, a method statement for the control and removal of Japanese knotweed (*Fallopia japonica*) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details.

Guidance: Under section 14(2) of the Wildlife and Countryside Act (1981) it is illegal to "plant or otherwise cause to grow in the wild" (i.e. spread) Japanese knotweed (*Fallopia japonica*). The Environmental Protection Act (1990) covers aspects such as disposal of contaminated soil and the plant material. It is the landowner's responsibility to control the plant. Any soil from the site should be removed in a controlled way and only taken to sealed landfill.

Reason: To comply with section 14(2) of the Wildlife and Countryside Act (1981).

9. Construction environmental management plan

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

- Parking of vehicle of site operatives and visitors
- Routes of construction traffic
- Hours of operation
- Method of prevention of mud being carried onto highway
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions
- Arrangements for turning vehicles
- Arrangements to receive abnormal loads or unusually large vehicles
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses
- All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays.

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- Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- Procedures for emergency deviation of the agreed working hours.
- Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- Measures for controlling the use of site lighting whether required for safe working or for security purposes.

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

10. Highway works

No development shall take place until a general arrangement plan showing the following works to the highway have been submitted to and been approved in writing by the Local Planning Authority:

- Resurfacing of the footways immediately surrounding the application site.
- Reconfiguration of the bus stop adjacent to the site.
- Reconfigure the junction visibility at Baynton Road to 2.4m.
- Provision of a footway on Baynton Road.
- A zebra crossing.
- Upgrades the two bus stops closest to the site.

The provision of these is to be in general accordance with plan 062970-HYD-XX-XX-DR-TP-0101 Revision TBC (GENERAL ARRANGEMENT & VISIBILITY SPLAYS) unless varied by subsequent approval of details under section 278 of the Highways Act 1980 or otherwise agreed in writing by the local planning authority.

The development hereby permitted shall not be occupied nor use commenced until the highway works have been completed in accordance with technically agreed engineering details.

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 and are completed before occupation. 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.

11. Sample Panels before specified elements started

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

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

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12. Further details before relevant element started - design

Further details (including detailed drawings at the scale of no less than 1:10 where relevant) of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

a) The design of the sculptural screens (which are to be linked to the branding of the development).

13. Public Art Plan

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

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

14. BREEAM

Prior to implementation evidence that the development is registered with a BREEAM certification body and 3no. BREEAM 2018 pre-assessments demonstrating a strategy by which a BREEAM 'Excellent' rating will be achieved for the restaurant, new build office, and existing commercial units shall be submitted to the local planning authority and approved in writing. Prior to occupation, final post construction BREEAM 2018 certificates indicating that the BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason: To ensure that the development achieves BREEAM rating level excellent; (or any such equivalent national measure of sustainability for building design which replaces that scheme) and that this is done early enough in the process to allow adaptations to designs and assessment and certification shall be carried out by a licensed BREEAM assessor and to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions in accordance with BCS15 (Sustainable design and construction).

15. Sustainability

The development shall be constructed in accordance with the Energy & Sustainability Planning Report (Rev TBC) submitted by Services Design Solution Ltd in support of the application. All measures included in the statement, including the provision of Photovoltaic panels, shall be provided and be operational, prior to the occupation of the development hereby approved.

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

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Pre occupation

16. Artificial light (external)

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

Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005.

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

17. Cycle and waste storage

Prior to the commencement of the development hereby approved details of the cycle stores and the recycling and waste store will be submitted to and approved in writing by the local planning authority.

The approved details shall be implemented within the development and maintained thereafter. The stores will be kept free of obstruction and used solely for their designed purposes for the lifetime of the development.

Reason: In order to ensure adequate facilities are provided for these elements of the scheme

18. Submission and Approval of Landscaping Scheme

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

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

19. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 3 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 4, which is to be submitted to and be approved in writing by the Local Planning Authority.

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Application No. 18/04367/F : 1 - 3 Ashton Road (The Old Brewery) Bristol BS3 2EA

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 5.

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.

20. Sound insulation of residential properties from external noise

All recommendation detailed in the Noise Assessments submitted with the application with regards to sound insulation and ventilation of residential properties shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

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

21. Noise from plant & equipment

No commencement of use shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and approved in writing by the Council.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

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

22. Details of Extraction/Ventilation System (A3/A4 use)

No commencement of the A3 use shall take place until details of ventilation system for the extraction and dispersal of cooking odours including details of the flue, method of odour control, noise levels and noise attenuation measures has been submitted to and approved in writing by the Council. The details provided shall be in accordance with Annex B of the 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System'. Published electronically by Department for Environment, Food and Rural Affairs. <https://www.gov.uk/government/publications/guidance-on-the-control-of-odour-and-noise-from-commercial-kitchen-exhaust>

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

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

23. Odour Management Plan

No use of the development shall take place until there has been submitted to and approved in writing, by the Council, an Odour Management Plan. The 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.

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

Development Control Committee A – 27 February 2019**Application No. 18/04367/F : 1 - 3 Ashton Road (The Old Brewery) Bristol BS3 2EA****24. Travel Plans**

No building or use hereby permitted shall be occupied or the use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

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

25. Refuse and Recycling Servicing and Management Plan

No building or use hereby permitted shall be occupied until a management plan for refuse and recycling must be submitted to and been approved in writing by the Local Planning Authority. The approved plan shall be implemented upon occupation of the development and permanently retained thereafter. The statement shall provide for:

- Locations for collection and presentation
- Method of collection, inc. provision for recycling
- Days and times of collection

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

Post occupation**26. 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.

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

27. Use of Refuse and Recycling facilities (commercial uses only)

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

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

28. Deliveries (commercial uses only)

Activities relating to deliveries shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays. .

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

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Application No. 18/04367/F : 1 - 3 Ashton Road (The Old Brewery) Bristol BS3 2EA

29. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

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

30. Outside customer seating areas (C1, A3 and A4 uses only)

Any outdoor dining areas shall not be used by customers after 22.00.

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

31. Opening hours (B1, B1/A1/A3/A4/C1 uses only)

No customer shall remain on any A3 Use premises outside the hours of 08.00 to 23.00.

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

List of approved plans and drawings

32. List of approved plans and drawings

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

Proposed Site Plan: 16106_L010

Proposed Ground Floor Plan: 16106_L011

Proposed First Floor Plan: 16106_L012

Proposed Second Floor Plan: 16106_L013

Proposed Third Floor Plan: 16106_L014

Proposed Fourth Floor Plan: 16106_L015

Proposed Fifth Floor Plan: 16106_L016

Proposed Sixth Floor Plan: 16106_L017

Proposed Seventh Floor Plan: 16106_L018

Proposed Eighth Floor Plan: 16106_L019

Residential and Commercial Accommodation Schedule: ACH001-P12

Proposed Section AA, BB and CC: 16106_L030

Proposed Section DD, EE and FF: 16106_L031

Proposed Section GG, HH, II and JJ: 16106_L032

Proposed Sections - Conversion of Existing Buildings: 16106_L033

Proposed Elevation - North Street: 16106_L040

Proposed Elevation - North West: 16106_L041

Proposed Elevation - North East: 16106_L042

Proposed Elevation - Baynton Road: 16106_L043

Proposed Elevation - Durnford Street: 16106_L044

Proposed Adopted Highways Strategy: 16106_L022

Proposed Demolition Plan: 16106_L050

2020 11 C Landscape Masterplan

Development Control Committee A – 27 February 2019**Application No. 18/04367/F : 1 - 3 Ashton Road (The Old Brewery) Bristol BS3 2EA**

2020 13 D Planting Strategy Plan
2020 11 C Landscape Masterplan
2020 12 D Hard Landscape Strategy Plan

Reason: For the avoidance of doubt.

Advices:**1. Traffic Regulation Order (TRO) Advice**

In order to comply with the requirements of the highway works you are advised that the implementation of a Traffic Regulation Order is required. The Traffic Regulation Order process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the Traffic Regulation Order process cannot commence until payment of the TRO fees are received and the highway design has been technically approved by the Highway Authority.

2. Highway Works Advice for Section 278

The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking work on the highway you must enter into a formal agreement with the Council which would specify the works and the terms and conditions under which they are to be carried out. You should contact Transport Development Management: TransportDM@bristol.gov.uk or telephone 0117 903 6846, allowing sufficient time for the preparation and signing of the Agreement which can take several months to complete. You will be required to pay fees to cover the Council's cost's in undertaking the following actions:

- i. Drafting the Agreement
- ii. A Monitoring Fee
- iii. Approving the highway details
- iv. Inspecting the highway works

All or part of the highway to be constructed in accordance with planning approval hereby granted is to be constructed to an adoptable standard and subsequently maintained at public expense. It is necessary for the developer to comply with the Highway Engineer's specification and terms for the phasing of the development, in accordance with section 38 (Adoption of highway by agreement) or section 219 (the Advance Payments code) of the Highways Act 1980. You must also contact the Engineering Design and Main Drainage Design section of City Transport to discuss the requirements for adopted roads or sewers and in due course submit a separate application in respect of these works. You are reminded of the need for early discussions with statutory undertakers to co-ordinate the laying of services under highways to be adopted by the Highway Authority. Telephone 0117 9222100.

Impact on the highway network during construction. The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way, or carriageway closures or temporary parking restrictions. Please call 0117 9031212 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to

Development Control Committee A – 27 February 2019

Application No. 18/04367/F : 1 - 3 Ashton Road (The Old Brewery) Bristol BS3 2EA

enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

3. Demolition, site clearance or vegetation removal

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

4. Guidance on flues

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.

<https://www.gov.uk/government/publications/guidance-on-the-control-of-odour-and-noise-from-commercial-kitchen-exhaust>

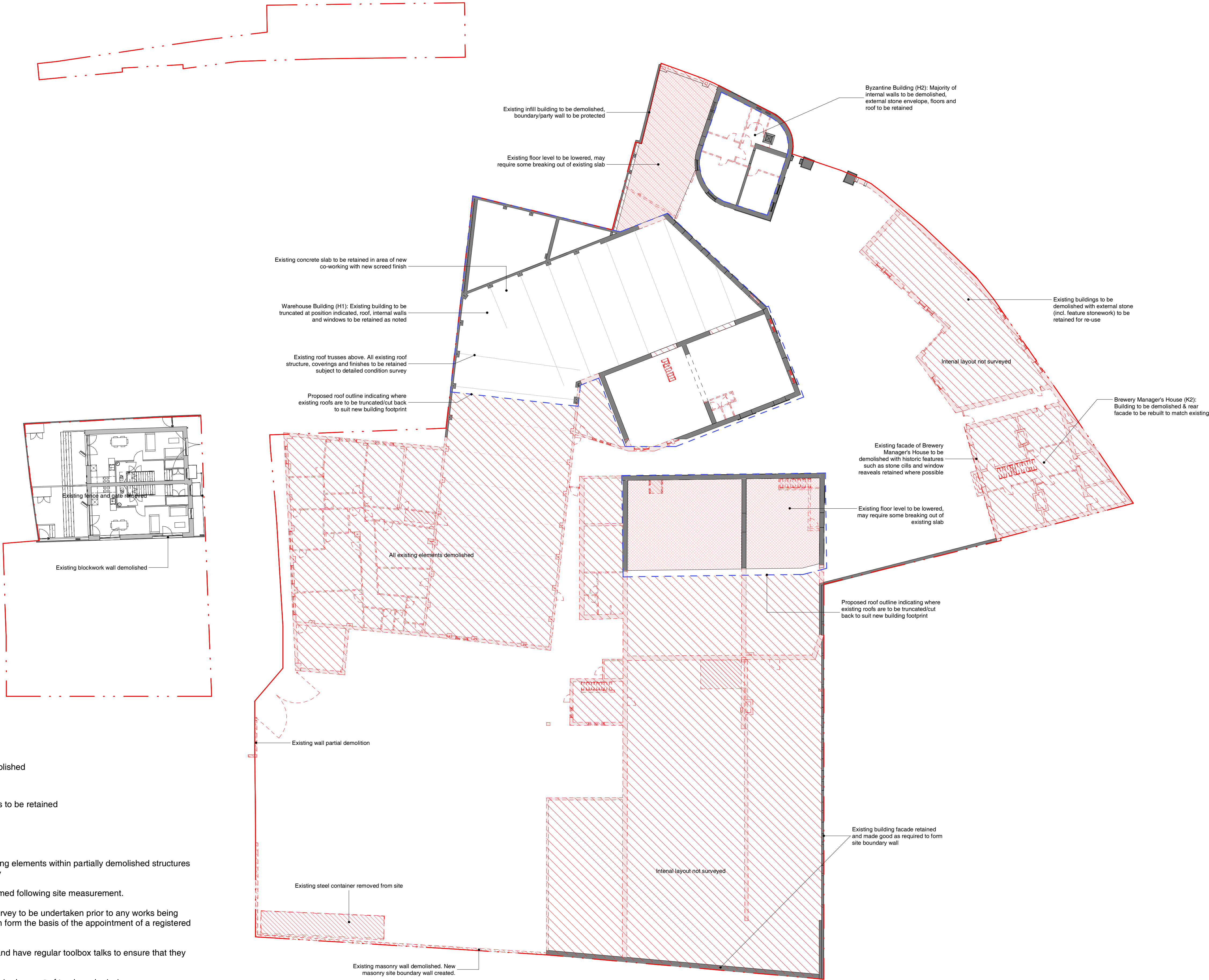
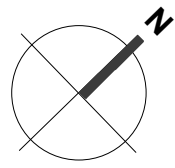
5. Party Wall

The applicant's attention is drawn to the requirements of the Party Wall etc. Act 1996 in relation to work close to a neighbour's building/boundary.



Supporting Documents

2. 1 – 3 Ashton Road (The Old Brewery), Bristol, BS3 2EA

1. Proposed demolition plan
2. Proposed site plan
3. Proposed elevation North Street
4. Proposed site section AA & BB
5. Proposed ground floor plan
6. Photomontages



Key:

-  Elements to be demolished
-  Area of existing roofs to be retained

Notes:

- 1: Extent of demolition and retention of existing elements within partially demolished structures to be confirmed following detailed site survey
- 2: Accurate opening dimensions to be confirmed following site measurement.
- 3: Demolition and refurbishment asbestos survey to be undertaken prior to any works being undertaken on site. Asbestos survey will then form the basis of the appointment of a registered asbestos removal company.
- 4: Ensure that workers are asbestos aware and have regular toolbox talks to ensure that they are aware of all hazards.
- 5: Demolition/scaffold method statement required as part of tender submission.
- 6: Please ensure that provisions are made to redirect rainwater to appropriate drains for the duration of the works.
- 7: Party wall agreements will be required to work on all existing structures on site boundaries, refer to Watts Party Wall Survey Phase 1 Report for additional information.

A1

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Rev.	Date	Notes	Initials
P1	05.06.18	Demo. plan issued for info.	CB
P2	04.02.19	For Planning	CB

CDM Regulations

File Name: 16106 - NASH - XX - 00 - DR - A - L050 - P2

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Bath : 01225 442424 | 23a Sydney Buildings, Bath, BA2 6BZ
Bristol : 0117 3327560 | 25 King Street, Bristol, BS1 4PB
www.nashpartnership.com
mail@nashpartnership.com

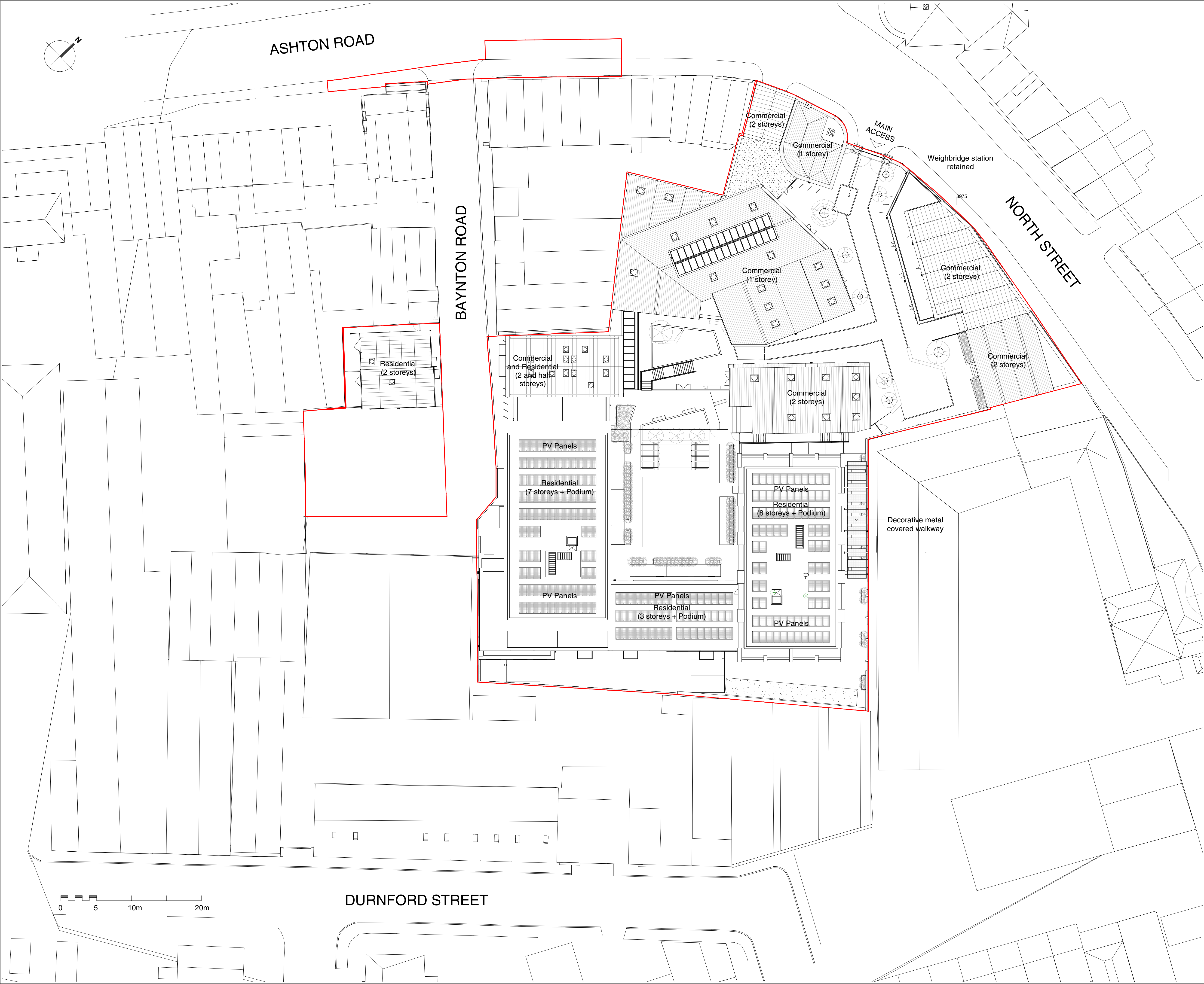
PLANNING

Project	Originator	Zone	Level
16106	NASH	XX	00
Type	Role	Drawing Number	Revision
DR	A	L050	P2

Project
The Old Brewery, Bristol

Title
Proposed Demolition Plan

Drawn by	Project Manager	Scale
CB	CB	1 : 200 @A1



A1

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Rev.	Date	Notes	Initials
P1	19.12.17	For Information	CB
P2	06.03.18	Issued to Landscape Designer	NS
P3	08.05.18	Apartment Configuration Option C	BG
P4	09.07.18	For Information	CB
P5	30.07.18	For Planning	KC
P6	04.02.19	For Planning	CB

CDM Regulations

File Name: 16106 - NASH - XX - XX - DR - A - L010 - P6

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Bath : 01225 442424 | 23a Sydney Buildings, Bath, BA2 6BZ
Bristol : 0117 3327560 | 25 King Street, Bristol, BS1 4PB

www.nashpartnership.com
mail@nashpartnership.com

PLANNING

Project	Originator	Zone	Level
16106	NASH	XX	XX
Type	Role	Drawing Number	Revision
DR	A	L010	P6

Project
The Old Brewery, Bristol

Title
Proposed Site Plan

Drawn by	Project Manager	Scale
BG	JE	1 : 250 @A1



3D View North Street



Proposed Elevation - North Street
1 : 200

A1

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Rev.	Date	Notes	Initials
P1	24.11.17	For Information	NS
P2	19.12.17	For Information	CB
P3	01.02.18	For Information	NS
P4	19.02.18	Issued to Watts	CB
P5	09.05.18	For Information	BG
P6	09.07.18	For Information	CB
P7	27.07.18	For Information	KC
P8	30.07.18	For Planning	KC
P9	04.02.19	For Planning	CB

CDM Regulations

File Name: 16106 - NASH - XX - XX - DR - A - L040 - P9

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Bristol : 0117 3327560 | 25 King Street, Bristol, BS1 4PB

www.nashpartnership.com
mail@nashpartnership.com

PLANNING

Project	Originator	Zone	Level
16106	NASH	XX	XX
Type	Role	Drawing Number	Revision
DR	A	L040	P9

Project
The Old Brewery, Bristol

Title
Proposed Elevation North Street

Drawn by	Project Manager	Scale
BG	JE	1 : 200 @A1

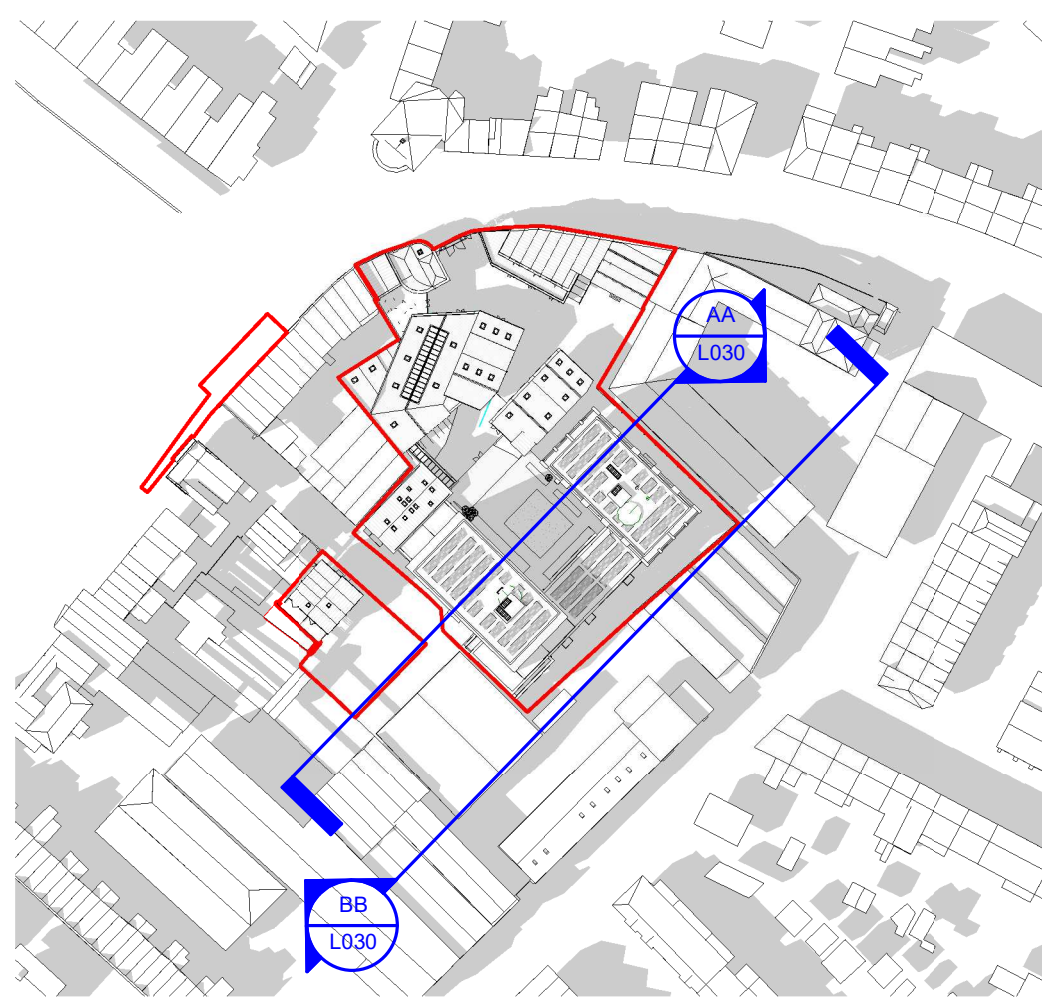


Site Section A-A
1 : 200



Site Section B-B
1 : 200

0 5 10 m 20 m



Site Plan With Section Markers
1 : 1500

A1

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0 10cm

Rev.	Date	Notes	Initials
P1	29.09.17	For Information	CB
P2	24.11.17	For Information	NS
P3	19.12.17	For Information	CB
P4	01.02.18	For Information	NS
P5	19.02.18	Issued to Watts	CB
P6	09.05.18	For Information	BG
P7	15.05.18	Courtyard Facade Update	BG
P8	09.07.18	For Information	CB
P9	27.07.18	For Information	KC
P10	30.07.18	For Planning	KC
P11	04.02.19	For Planning	CB

CDM Regulations

File Name: 16106 - NASH - XX - XX - DR - A - L030 - P11

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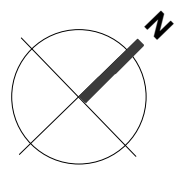
PLANNING

Project	Originator	Zone	Level
16106	NASH	XX	XX
Type	Role	Drawing Number	Revision
DR	A	L030	P11

Project
The Old Brewery, Bristol

Title
Proposed Site Section AA BB

Drawn by	Project Manager	Scale
BG	JE	As indicated @A1



ASHTON ROAD

BAYNTON ROAD

NORTH STREET

DURNFORD STREET

0 5 10m 20m

A1

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Rev.	Date	Notes	Initials
P1	26.10.17	For Information	CA
P2	26.10.17	Issued to Landscape Designer	BG
P3	24.11.17	For Information	NS
P4	30.11.17	For EA Discussions	CB
P5	19.12.17	For Information	CB
P6	01.02.18	For Information	NS
P7	14.02.18	Issued to Landscape Designer	NS
P8	19.02.18	Issued to Watts	CB
P9	19.03.18	Additional levels added	NS
P10	26.03.18	Issued to Watts	CB
P11	23.04.18	Alteration to site boundary	CB
P12	08.05.18	Car parking/plant alterations	CB
P13	11.05.18	For information	BG
P14	04.06.18	Updated car park, structure, plant & co-working layout	CB
P15	09.07.18	For Information	CB
P16	27.07.18	For Information	KC
P17	30.07.18	For Planning	KC
P18	04.02.19	For Planning	CB

CDM Regulations

File Name: 16106 - NASH - XX - 00 - DR - A - L011 - P18

nash
partnership

Bath : 01225 442424 | 23a Sydney Buildings, Bath, BA2 6BZ
Bristol : 0117 3327560 | 25 King Street, Bristol, BS1 4PB

www.nashpartnership.com
mail@nashpartnership.com

PLANNING

Project	Originator	Zone	Level
16106	NASH	XX	00
Type	Role	Drawing Number	Revision
DR	A	L011	P18

Project
The Old Brewery, Bristol

Title
Proposed Ground Floor Plan

Drawn by	Project Manager	Scale
BG	JE	1 : 250 @A1



Figure 7.16: North Street Entrance



Figure 7.17: Northern courtyard & re-built Brewery Manager's House looking north.



Figure 7.18: Northern Courtyard looking down 'street' towards new commercial (BI) courtyard, looking south.