

**WARD:** Eastville **CONTACT OFFICER:** Alex Hawtin  
**SITE ADDRESS:** Alexandra Park Public Car Park Alexandra Park Fishponds Bristol BS16 2BG

**APPLICATION NO:** 18/06358/F Full Planning

**DETERMINATION DEADLINE:** 13 March 2019

**Proposed sui-generis residential development of 34 studio units, a communal space, an external communal deck, a refuse store and a cycle store in prefabricated container units located an existing surface car park at the end of Alexandra Park, Fishponds, Bristol.**

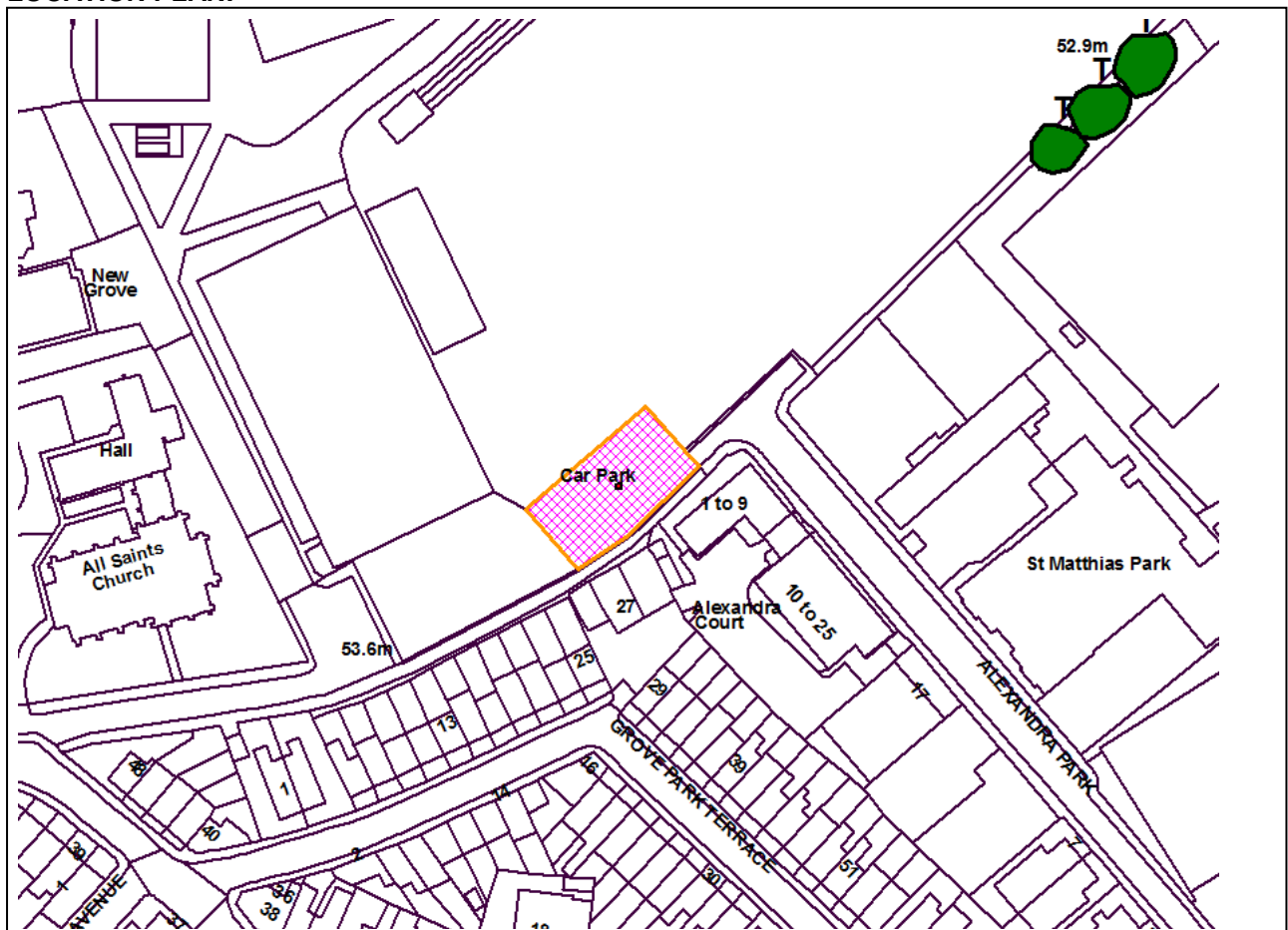
**RECOMMENDATION:** GRANT subject to Planning Agreement

**AGENT:** Alec French Architects  
27 Trenchard Street  
Bristol  
BS1 5AN

**APPLICANT:** United Communities Housing Association  
Eden House  
10 Eastgate Office Park  
Eastgate Road  
Bristol  
BS5 6XX

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

**LOCATION PLAN:**



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**SITE DESCRIPTION**

The application relates to a car park located at the northern extent of Alexandra Park, in Eastville, east Bristol.

The site consists of hardstanding accessed from the south-eastern corner. Metal fencing surrounds the remainder of the perimeter. A total of nine trees are located on or adjoining the site. The car park is owned and managed by Bristol City Council, however it is considered surplus to requirements at this point in time.

The car park is bounded by playing fields associated with the Bristol Metropolitan Academy to the north, east and west and a footpath linking Alexandra Park with Grove Road to the south. A three storey block of flats and a collection of single storey sheds for car repairs are located to the south of the site.

The site is located on the edge of the Fishponds Town Centre and adjoins the Important Open Space designation associated with the school fields.

**RELEVANT HISTORY**

There is no relevant history.

**APPLICATION**

Full planning permission is sought for the erection of 31 modular studio units on the car park for students and care leavers aged 16 to 25.

Agreement has been reached with the Council to lease the site to a housing association (United Communities) to house young people for up to two years.

The modular units would be clad in metal sheets to create the appearance of shipping containers which would be green and yellow in colour. The units would be accessed via a semi-external staircase. The entrance to the staircase would be gated.

The proposed modular units would be arranged in two sets of seven 'containers' with a central corridor. The units would be stacked to create a three-storey structure.

At ground floor level, two of the units would be used for bin and cycle storage and a further two units would be conjoined to create a communal area. A communal deck would be located in the north western corner of the site. A total of eight studio units would be located at ground floor level.

At first floor level, the building would consist of 13 studio units with a central corridor. Three units in close proximity to the apartment block to the south of the building would include louvres on windows.

At second floor level, three studio units closest to the existing apartment block have been omitted to reduce the bulk and massing of the building. As a result, the arrangement is of a set of six and four units connected by a central corridor.

Each studio unit would contain a bedroom / living area, a kitchen and a bathroom and would consist of circa 22sqm of floorspace.

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In terms of resident mix, it is anticipated that the proposed development would be a 50/50 split of students and care leavers.

The proposed development would be managed by the United Communities Housing Association.

### EQUALITIES ASSESSMENT

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

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

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

During the determination of these applications due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In their assessment of these applications your officers are satisfied that any adverse impacts can be addressed and mitigated through the detailed design of the buildings and the imposition of appropriate conditions.

### 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.

Consultation activities included, but were not limited to:

- Ward Councillor meetings
- A public exhibition event
- Social Media, including engagement with Fishponds Planning Group
- Wider Press and PR
- Meetings with local businesses and community groups

The statement sets out the feedback from public consultation was largely positive. However, key concerns raised included parking, securing affordable housing for young people and tree planting.

The statement sets out how responses were considered and how, if appropriate, they were considered as part of the proposals.

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RESPONSE TO PUBLICITY AND CONSULTATION

**General response from the public**

In response to the proposals as originally submitted 13 comments were received from 12 respondents from interested parties in response to the application.

Of the 13 comments on the application submitted, 11 of these comments were in objection to the scheme.

The following issues were raised:

- Concerns that the scheme would result in over development of the site
- Concerns about lack of parking, with related concerns about congestion and trip generation
- Concerns for the change of use from car park to residential development and the impact the local high street and community uses (Fishponds Rd and Dance Station)
- Concerns about loss of light/overshadowing of adjacent properties of Alexandra Court
- Concerns about overlooking and loss of privacy of residents within Alexandra Court due to proximity between habitable rooms
- Concerns about noise generated by future residents through the communal area
- Concerns that the proposed scheme is poorly sited for future residents in terms of transport connections and proximity to the city centre
- Concern about the suitability of the proposed area for deliveries and waste collection outlined in the Delivery and Service plan
- Concerns that the proposed design is out of keeping with local area

In addition to the above, other non-material planning considerations that were raised within public consultation related to impacts on local business and trade, alongside impact on surrounding property values.

**Response from interest groups and organisations**

**BRISTOL CIVIC SOCIETY**

The Bristol Civic Society made a comment in support for the proposed scheme. The following key issue was raised:

- Concerns about the proximity of proposed accommodation to the properties to the south and the potential overlooking issues that are required to be re-addressed.

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CITY DESIGN GROUP – No objection

*“CDG lauds the social benefits of the proposed scheme and supports the development in principle. However, the site is very constrained and a number of design related issues remain to be addressed. CDG is unable to support the current application and recommends the applicants to reconsider the some aspects of design in order to overcome the concerns.*

*The issues that remain to be addressed are;*

*- Removal of trees – the proposal is not supported by a necessary documentation and method statement. Please refer to the Tree Officer’s Comments. It is recommended to minimise loss of Category A & B trees, provide method statement and mitigation measures to address this concern.*

*- Site planning – the proposed arrangement of 11 metres overlap with the existing three storey apartment blocks with only 6 metres separation distance is not acceptable arrangement. It is recommended to review the layout and massing of the proposal in order to realise an acceptable separation distance for a suburban location. The overlap on the ground floor can be addressed by reviewing opening on the ground floor. On the first and second floor it is recommended to review the design of/ possibly omit units (2.11, 2.12 and 2.13) to achieve acceptable privacy and relation with the residents of the existing neighbours.*

*- Space standards – A planning advisory note is currently being prepared looking at relaxing space standards for time limited emergency short term housing in certain circumstances. It appears that the proposal meets the criteria; however, the case officer is advised to confirm this aspect.*

*- Appearance – the site is not a sensitive location so there is no objection to design aesthetics of the proposed pre-fabricated development. The only reservation is the large ‘LaunchPad’ signage on the north east elevation. It is recommended to explore creative solutions that can be effectively used to portray the identity of scheme in a less obvious manner.*

*CDG looks forward to engaging with the applicants to review some of the aspects of the proposed development in order to address the outstanding concerns.”*

In response to the comments above, further information was provided in relation to trees. The scheme was amended to address concerns about the impact upon amenity by omitting units 2.11, 2.12 and 2.13 to reduce any overbearing or overshadowing and louvres were added to windows to reduce any overlooking.

TRANSPORT DEVELOPMENT MANAGEMENT – No objection

The site is located at the end of Alexandra Park, a no through road which has a turning head, is subject to a 20mph speed limit and has on-street parking, some of which cannot be used between the hours of 7am and 6.30pm as well as double yellow lines. Running along the sites boundary is a footpath - Public Right of Way (BCC/254/20) which connects with Thingwall Park. The area is primarily residential in nature although there is St Matthias Academy on the opposite side of the carriageway to the site in question.

The Transport Statement sets out that the site is in a sustainable location as nearby Fishponds Road is a major bus route and the Bristol and Bath Railway Path is a short cycle ride away. The TRICs data submitted sets out that the site would at most generate around three vehicular movements a day. Given the demographic status of the intended residents it is highly unlikely that they will be car

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owners. Whilst the loss of the car park may cause problems for parents wishing to drop their children off at the neighbouring academy, there is some on-street parking available and the site can easily be reached on foot.

No car parking is proposed. Based on the analysis within the Transport Statement this is acceptable. In respect of cycle storage, an internal store is proposed that will be able to accommodate 34 cycles. Two Sheffield Stands will also be provided adjacent to the buildings entrance for the use of visitors. Both are acceptable.

An internal waste store is proposed which is acceptable providing it is suitably ventilated and that the doors which open out onto the adjacent footpath are at least 1.5m wide. Bristol Waste has indicated that the location of the store is acceptable.

Whilst the use of the car park has been agreed by Property Services a Highway Condition Survey must be undertaken prior to the siting of the building. The applicant must be made aware that they will be liable to make good any damage caused during its temporary placement.

Transport Development Management has no objection to the proposal providing a series of bollards are provided to protect the building and its occupants from vehicles utilising the turning head.

A Traffic Regulation Order (TRO) was requested to remove the car park from the definitive map and a minor s.278 agreement is required for the installation of bollards at the threshold of the site. This would also require a s.171 licence.

Conditions were requested for a general arrangement plan to be provided indicating highway works and a highway condition survey. Compliance conditions are requested for installation and implementation of cycle and refuse storage.

**CONTAMINATED LAND ENVIRONMENTAL PROTECTION – 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. These uses include a landfill site, engineering works, saw mills and a leather factory.

The submitted desk study recommends further intrusive investigation which we support. The applicants are also advised that we hold a number of other site investigation reports on sites in the local area which can be provided upon request.

Conditions are recommended to be applied to any future planning consent for further site assessment, site characterisation, remediation scheme, and reporting of unexpected contamination.

**ENVIRONMENTAL HEALTH – No objection**

*“I would agree with the Design Note that the background noise levels due to traffic will be low, but would have more concerns here with noise from the adjoining Bristol Metropolitan Academy playing fields and multi-use games area (MUGA) than noise from traffic. The playing fields and MUGA are not floodlit, there are already residential properties around the perimeter of the academy and I am not aware of any complaints regarding noise from the academy and therefore I feel that it is very unlikely that noise from the academy will cause any harm to the occupants of the proposed development.”*

A framework premises management plan was submitted to address concerns about noise from nearby residents. In response to the information submitted, the Environmental Health Officer stated:

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*“I’ve read through the Management Plan and am happy that there is a plan in place to manage the premises. I would ideally need the plan to give a bit more detail as to how the premises will actually be managed. I assume that the site will not have an on-site manager but some visits/checks will be and there may be some remote monitoring and a 24 hour call out system. This is the sort of information I would like to see in the management plan, so whilst I am happy with what is provided and this doesn’t give me any concerns I would still like to see the Management Plan condition placed on any approval.”*

**NATURE CONSERVATION – No objection**

Several trees are proposed to be removed as part of this proposal. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. The following planning condition is recommended which accords with the recommendations in the ecological survey dated October 2018.

In accordance with Policy DM29 in the Local Plan, the provision of living (green/brown) roofs is recommended to provide habitat for wildlife. Policy DM29 states that ‘proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks.’ It is recommended that the feasibility of incorporating living roofs which minimise the use of Sedum (stonecrop) is considered.

Conditions are requested that a suitably qualified ecological consultant monitors any tree loss.

**SUSTAINABLE CITIES – No objection**

Further information regarding the design life of the building, ventilation, enhancements to daylighting and overheating was submitted by the applicant to address concerns from the Sustainable Cities team.

Concerns have been raised that the proposed use of electric heating and hot water would not meet the heat hierarchy set out with the Core Strategy.

Details of how the scheme would meet the requirements to reduce carbon dioxide emissions, as set out within Policy BCS14, should be secured via condition. The principle of the use of solar PV panels onsite has been agreed, with the details on the quantum and the location to be finalised.

**ARBORICULTURE – No objection**

The Arboricultural Impact Assessment (AIA) and Arboricultural Method Statement (AMS) set out that six trees would be lost to enable development and proposes the planting of 12-13 replacements adjacent to the site. The principle of this is agreed with the details of the exact location to follow via the Amendment Sheet / by condition.

The proposed approach to use pile and beam foundations is considered acceptable and would limit detrimental impacts upon the retained trees T7 and T8.

At the time of writing, conditions are being agreed to ensure that tree loss is mitigated and these will follow by way of the Amendment Sheet.

**FLOOD RISK MANAGEMENT – No objection**

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A full detailed drainage strategy using Sustainable Drainage Systems will be required by way of condition.

**RELEVANT POLICIES**

National Planning Policy Framework – February 2019

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.

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

Paragraph 118 of the National Planning Policy Framework (NPPF) sets out that substantial weight should be given “to the value of using suitable brownfield land within settlements for homes and other identified needs” and that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.

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.

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

Policy DM2 sets out that specialist student housing schemes and shared housing will not be permitted where they cause excessive noise and disturbance, unacceptable levels of on-street parking, a detrimental impact to existing buildings or inadequate storage for refuse and cycles.

**Housing for Care leavers**

The proposed development would contribute positively to the meeting housing needs for both students and young people.

The proposed reuse of a car park, considered to be surplus to requirements, for housing would accord with paragraph 118 of the NPPF and Policy BCS20 of the Local Plan.

The proposed mix of tenancy types is to be commended as an approach to addressing significant shortages of housing supply for care leavers whilst offering the opportunity for different types of people to mix and to foster a community.

It is noted that the proposed development would meet immediate, short term needs for affordable housing for vulnerable people with tenancies of one to two years.

Within the Fishponds Road Local Super Output Area (LSOA), flats make up approximately 41% of housing stock, and approximately a quarter of dwellings have one bedroom only.



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It is considered that the proposed additional one bedroom dwellings would contribute positively to the housing mix of the area and would not result in an unacceptable prevalence of this housing type.

Student accommodation

Students within the Fishponds Road LSOA equate to 6.4% of the population. As a result of this scheme, the proportion of students within the LSOA would increase to 7.1% of the total population.

This is considered to be a minor increase in the number of students and there would remain a relatively low number of students similar to the Bristol average of 7.2%.

As such, it is considered development would not lead to such a harmful concentration of students within the area.

Summary

The proposed development is not considered to result in any of the detrimental impacts defined within Policy DM2 listed at the start of this key issue. The impacts set out in Policy DM2 are addressed fully in the respective amenity, design and transport key issues, however the assessment of the proposed development against this policy is summarised below.

Having reviewed the framework Premises Management Plan, submitted by the applicant, the Environment Health Officer is satisfied that there would not be any unacceptable impacts in terms of noise and disturbance. Further detail is provided within Key Issue D.

No car parking is proposed and the type of tenure is considered unlikely to lead to many, if any car trips to and from the site. Given the existing car park use on-site, vehicular trips to the site are expected to decrease as part of the proposals. The provision of refuse/recycling storage and cycle storage is considered acceptable. Bristol Waste has set out that it would collect refuse and recycling. Further discussion of this issue is provided within Key Issue C.

The design of the proposals and impact upon the existing area is set out within Key Issue B.

In conclusion, the principle of student and residential development for care leavers is considered to be acceptable.

**B. WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE AND/OR CONTEXT WITH THE SURROUNDING AREA?**

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design.

Policies DM26-28 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 part two-storey, part-three storey building constructed of 31 modular units with semi-external access stairs and internal and external communal space.

The modular units would be constructed to appear like shipping containers, clad in green and yellow metal.

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The application site is not considered to be a sensitive location in terms of design, situated away from Listed Buildings and outside of any conservation area. The proposed development would be in close proximity to industrial-type buildings such as the “Dance Station” and the car repair site also constructed in metal to the south of the site.

The development has been designed to appear temporary in its nature and this is accurately reflected in the pre-fabricated construction and the shipping container aesthetic. In order to limit the visual impact of the proposed development on the area, a condition limiting the use of the site for residential purposes for a period of no more than 10 years should be attached to any permission.

The proposed scale and massing of the building has been reduced to limit the impact upon neighbouring properties, and this is outlined in more detail in Key Issue D. Overall, the scale of the building is not considered out of character with the surrounding area given the nearby three-storey block of flats to the south and three-storey school building on Alexandra Park.

The provision of communal facilities is supported and is considered to help engender a sense of community on site that will restrict issues of anti-social behaviour.

City Design Group has raised no objection to the proposals, and has requested that conditions are attached to provide further details of the proposed signage on-site.

The proposed development would result in the removal of six trees; however replacement trees are proposed to be planted in accordance with the tree replacement standards set out within Policy DM17. It is considered that the loss of the trees would not result in any unacceptable harm to the character of the area.

The proposed development is considered acceptable in terms of design and would be in accordance with Policy BCS21 and Policies DM26 to DM29.

### **C. IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?**

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

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access onto the highway network. With regard to parking, Policy DM23 states that this must be safe, secure, accessible and usable.

Transport Development Management was consulted as part of the application process and raised no objection to the proposals.

The proposed loss of the car park is considered acceptable as it is deemed surplus to requirements by the Council due to the high number of alternative car parks in the surrounding area that serve the Town Centre.

The proposed development would be ‘car-free’ with no parking proposed onsite and no car ownership being a condition of residents’ tenancy. Given the demographic of residents, it is considered unlikely that residents would have access to a car and as such, vehicular movements to and from the site limited to drop-offs and servicing. These are anticipated to be minimal, as demonstrated within the

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TRICS analysis undertaken (Transport Report, KTC) which shows vehicle movements would be approximately three movements a day.

The site is within a sustainable location, located circa 200 metres from shops and services on Fishponds Road as well as a high-frequency bus route providing links to the city centre, Keynsham and Emersons Green.

Cycle storage would be located at ground floor level and include a total of 30 spaces in two-tiered, stacking storage. A further two Sheffield stands are proposed for residents, with four visitor spaces at the entrance to the site. This is in excess of the guidance set out within Appendix 2: Parking Standards Schedule of the SADM Policies and is considered acceptable.

Refuse and recycling storage would be located at ground floor level and would be within a sufficient distance from the highway to be considered acceptable by Bristol Waste. Further details of the quantum of the provision will be secured via condition. This should equate to the same level of provision set out within Bristol Waste's consultation response of 11 January 2019.

Transport Development Management has no objection to the proposal subject to bollards being provided to protect the building and its occupants from vehicles.

A TRO was requested to remove the car park from the definitive map and a minor s.278 agreement is required for the installation of bollards at the threshold of the site. This would also require a s.171 licence.

Conditions were requested for a general arrangement plan to be provided indicating highway works and a highway condition survey. Compliance conditions are requested for installation and implementation of cycle and refuse storage.

It is considered that, subject to conditions and conclusion of highways agreements, the proposed development would be acceptable in terms of transport and highways.

**D. WOULD THE PROPOSED DEVELOPMENT CAUSE ANY UNACCEPTABLE HARM TO RESIDENTIAL AMENITY?**

Paragraph 123 part (c) of the NPPF sets out that when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Policy BCS15 that development should provide flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting.

Policy BCS18 sets out that residential development should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards.

Policy BCS21 outlines that development in Bristol is expected to 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.

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

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from the lowest habitable window intersects the proposed development, further information is required 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.

Existing residents:

The proposed development would consist of a part two-storey, part three-storey building located at the northern extent of Alexandra Park. The proposed development would be located circa 6 metres from a three-storey apartment building to the south of the site known as Alexandra Court. The building is on the southern side to the footpath linking Alexandra Park and Grove Road. The playing field associated with the Bristol Metropolitan Academy is located immediately to the north of the site.

Each of the proposed studio units would contain a window up to 2.1 metres in height and 1.8 metres wide. The windows of the proposed units 1.11, 1.12 and 1.13 (as indicated on the first floor plan) would contain metal louvres designed to screen views to Alexandra Court.

In response to concerns from officers and neighbours in relation to overbearing and overshadowing, the scheme was amended to omit the third storey of the building where it overlaps with Alexandra Court.

As a result of this amendment, the proposed development would sit below a 25 degree line drawn from the ground floor windows of those apartments to the south at Alexandra Court and would accord with BRE Guidance.

Future residents:

The proposed development would be located circa 6 metres from Alexandra Court. This is approximately half the ideal distance that is set out in guidance. Whilst failing to meet the guidance, the impact upon amenity is limited due to the orientation of the site to the north. This would limit the amount of overshadowing to Alexandra Court but would likely result in shadowing of units 1.11-1.13 within the proposed scheme.

Whilst typically this would create an unacceptable living environment for future occupiers of the application site, the proposed short-term nature of the tenancies would limit potential detrimental impacts. It should also be noted that this only applies to three of the 31 studio units proposed and overall, the living environment is considered to be acceptable for future occupiers.

Any issues of overlooking to habitable rooms of neighbouring dwellings would be mitigated by the inclusion of louvres to windows. A post occupation condition (Condition 21) has been included which requires these windows to be obscured to safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

In terms of the living environment for future occupiers, the proposed development would benefit from communal internal and external space. The proposed studios would include ventilation and extraction to minimise overheating and odours for future residents. The proposed modular units are designed to meet Building Regulations, which would be assessed as part of a separate application.

There is no requirement for student accommodation to meet the Nationally Described Space Standards (NDSS); however they would typically be applicable to the care leavers. Given the nature of the modular housing and the recent approval of the 'Snug' House by DC Committee (app. ref. 18/04579/F), which utilises modern methods of construction; it is considered that the NDSS are not applicable to this site. NDSS is not considered appropriate to this case as they do not take into account modern methods of construction nor do they consider the short-term nature of this housing.

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In order to minimise potential detrimental impacts upon future residents associated with a limited living space, a condition should be attached to any consent limiting the length of tenancy to a maximum of 24 months.

Noise pollution from the site would be managed through the implementation of a Premises Management Plan, which builds upon the framework plan submitted as part of this application. The Environmental Health Officer has requested that this is secured via condition.

**Summary:**

In accordance with the NPPF, impacts upon neighbouring properties have been minimised where possible and the less-than-ideal living environment for future occupiers is considered to be outweighed by the efficient use of the site to meet significant unmet need for short-term housing.

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

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

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

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

The proposed development would utilise modern methods of construction and would consist of modular units, assembled quickly on-site.

Whilst permission is sought for a period of 10 years, it is anticipated that these buildings would have an extended design life of double that and as such, they would be readily relocated to other appropriate sites.

The proposed method of electric heating and hot water would not meet the heat hierarchy set out in Policy BCS14. The applicant has set out that air source heat pumps were not considered technically feasible due to short-term use and the constrained nature of the site. The proposals for electric heating and hot water were justified by the applicant as a suitably sustainable solution due to the decarbonisation of the grid; however this approach is not supported by Sustainable Cities. The increased costs associated with electric heating proposals would not be passed on to the residents as rent payable will include all bills.

The proposed use of extractors to minimise potential odours and condensation is supported. This would reduce the need to open windows and the result increases in energy demand and running costs.

A smaller proportion of a reduction on carbon emissions to meet Policy BCS14 has been agreed in principle. This would be based on the likely lifetime of the use on-site of 10 years and would likely result in the provision of PV panels onsite, where feasible, or the inclusion of additional panels on another

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site being progressed by the applicant. This is considered acceptable by Sustainable Cities subject to the details being provided. An update will be provided to Members via the amendment sheet.

A condition should be attached to any permission for further details of the proposed solar PV panels.

In conclusion, the proposed development has given sufficient consideration of sustainable design and construction. In terms of planning balance, whilst the proposed development would utilise electric heating and hot water, this is considered to be outweighed by the benefits of utilising modern methods of construction and the socially sustainable benefits of the scheme.

**F. WOULD THE PROPOSED DEVELOPMENT RESULT IN ANY UNACCEPTABLE IMPACTS UPON TREES?**

Policy BCS9 states that:

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

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

The proposed development would result in the removal of six trees and the pruning of others which adjoin and overhang the site.

An Arboricultural Method Statement and an Arboricultural Impact Assessment have been submitted to set out the approach to tree works and the proposals are considered acceptable to the Arboricultural Officer.

The proposed tree loss would be compensated in accordance with the tree replacement standard set out within Policy DM17 through the planting of approximately 12 new trees adjacent to the site on the Bristol Metropolitan Academy playing fields. This has been agreed between the management of the school site and the applicant.

The proposed approach to use pile and beam foundations is considered acceptable and would limit detrimental impacts upon the retained trees T7 and T8. It is considered that there would be no unacceptable impacts upon trees.

At the time of writing, conditions are being agreed to ensure that tree loss is mitigated and these will follow by way of the Amendment Sheet.

**CONCLUSION**

The proposed development is considered acceptable in principle by addressing a specific need for short-term housing for care leavers and provides affordable student accommodation.

There would not be an overconcentration of student accommodation within the area, and nor would the proposed development result in any of the harmful impacts set out within Policy DM2.

The proposed development would be acceptable in terms of design and transport and highways.

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Sufficient mitigation is proposed to replace trees identified to be removed, with details to follow by way of the Amendment Sheet.

Concerns have been raised in terms of residential amenity however these are considered to be addressed by reducing the bulk and massing of the building and providing louvres to windows. The living environment is considered acceptable given the short-term nature of occupancy and the need for this type of housing.

Both the applicant / agent and officers have worked extensively to address issues of sustainability, and the social sustainability benefits of the project are laudable. In terms of ensuring that the proposal sufficiently meets Policy BCS14, a lower reduction in carbon emissions has been agreed in principle and the details of this are to be addressed by way of the Amendment Sheet. The proposal for electric heating and hot water does not meet the heat hierarchy but in terms of planning balance, it is considered that this is outweighed by the other benefits of the scheme.

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

**CIL**

The proposed development is liable for CIL totalling £57,304.63.

**PLANNING AGREEMENT**

The following items are sought via planning agreement to ensure that the proposal is acceptable in planning terms:

- Installation of bollards at entrance to the site
- 13 no. replacement trees on adjacent land

**Conditions**

**Time limits for commencement of development**

1. Full planning permission

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

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

**Pre commencement conditions**

2. Further details – materials

Prior to the commencement of the relevant part of the works, samples or precedent images showing the following shall be submitted and approved in writing by the Local Planning Authority:

- Proposed cladding and materials
- Proposed windows and doors
- Proposed signage

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The development shall be completed in accordance with the approved details.

Reason: In the interests of securing high quality urban design.

3. Further details – refuse and recycling

Prior to the commencement of the relevant part of the works, details of the proposed quantum and type of storage for refuse and recycling shall be submitted to and agreed in writing by the Local Planning Authority. The approved storage shall be implemented prior to the first occupation of the use and retained thereafter in perpetuity.

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.

4. Further details – solar PV panels

Prior to the commencement of the relevant part of the works hereby approved, details relating to the photovoltaic panels (including the exact location, dimensions, design/technical specification and method of fixing) shall be submitted to and agreed in writing by the Local Planning Authority. The approved equipment shall be installed and operational prior to the first occupation of the use which they serve and retained as operational thereafter in perpetuity.

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

5. Highway Works

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

- Installation of bollards at the threshold of the site

Indicating proposals for:

- Threshold levels of the finished highway and building levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Locations of lighting, signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extents of any stopping up or dedication of new highway

These works shall be completed prior to occupation of the development to the satisfaction of the Local Highway Authority

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



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

**6. Highway Condition Survey**

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the car park has been submitted to and been approved in writing by the Local Planning Authority. The survey must consist of:

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

N.B. On the removal of the building any damage caused to the car park during the temporary siting of the modular building must be made good to the satisfaction of the Highway Authority. For further information please contact the Transport Development Management Team by emailing [transportdm@bristol.gov.uk](mailto:transportdm@bristol.gov.uk)

Reason: To ensure that any damage to the car park sustained during the temporary siting of the building can be identified and subsequently remedied at the expense of the developer.

**7. Further site assessment**

A site specific risk assessment and intrusive investigation shall be carried out to assess the nature and extent of the site contamination and whether or not it originates from the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The results of this investigation shall be considered along with the reports submitted with the original application. The written report of the findings shall be submitted to an approved in writing by the Local Planning Authority prior to any works in connection with the development, hereby approved, commencing on site. This investigation and report must be conducted and produced in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

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

**8. 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.

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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.

9. 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.

10. Arboriculturally-led design of foundations

CONDITION WORDING TO FOLLOW.

11. Arboricultural Method Statement for tree removal

CONDITION WORDING TO FOLLOW.

12. Arboricultural Supervision

CONDITION WORDING TO FOLLOW.

13. Sustainable Drainage Systems (SuDS)

The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

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

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**Pre-occupation conditions**

14. Implementation/Installation of Extract/Ventilation System – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the extract/ventilation systems shown on the approved plans have been installed in accordance with the approved plans, and thereafter shall be permanently retained.

Reason: To safeguard the amenity of nearby premises and the area generally

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

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

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

16. Completion and Maintenance of Cycle Provision – Shown on approved plans

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

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

17. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 6 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 7, which is to be submitted to and be approved in writing by the Local Planning Authority.

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

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

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18. Premises Management Plan

Prior to the occupation of the use hereby approved, a Premises Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall accord with the Framework Student/Tenant Management Plan (received 28 February 2018) and include the following unless otherwise agreed in writing by the Local Planning Authority:

- The day to day management of tenants (including conduct, security arrangements and systems, complaint protocols, house rules)
- Details of tenancy conditions / agreement
- Overall maintenance and management of the site
- Management of waste and recycling

The Premises Management Plan shall be implemented prior to the first occupation of the development and maintained as such in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of protecting residential amenity for future and neighbouring occupiers.

**Post occupation management**

19. Limited Period Buildings

The building(s) hereby permitted shall be removed and the land restored to its former condition on or before 1 September 2029.

Reason: In accordance with the application and because the proposed building(s) would otherwise prove unacceptable in this location.

20. Tenancy limit

The building(s) hereby permitted shall not be occupied by an individual tenant for a period longer than 2 years consecutively from the start date of the individual's tenancy.

Reason: To ensure that the proposed development meets the needs of short-term tenants.

21. Obscured Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the proposed windows to units 1.11, 1.12 and 1.13 as indicated on the approved plans shall be obscured with louvres to the specification agreed with the Local Planning Authority and shall be permanently maintained thereafter as such.

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

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## 22. Restriction of Use of Roof

The roof area of the buildings hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises.

## 23. Landscape (Planting) Works - Shown

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

Reason: To ensure that the appearance of the development is satisfactory.

**List of Approved Plans and Drawings**

## 24. 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:

AP-AFA-XX-ZZ-DR-A-1000 - REV 1 Site location plan, received 12 December 2018  
 AP-AFA-XX-ZZ-DR-A-1102 - REV 1 Proposed site block plan, received 12 December 2018  
 AP-AFA-XX-ZZ-DR-A-1102 – REV 1 Proposed Site Block Plan, received 12 December 2018  
 AP-AFA-XX-GF-DR-A-1210 – REV 4 Ground Floor Proposed GA Plan received 26 February 2019  
 AP-AFA-XX-01-DR-A-1211 REV 4 Level 01 Proposed GA Plan received 26 February 2019  
 AP-AFA-XX-02-DR-A-1212 REV 4 Level 02 Proposed GA Plan received 26 February 2019  
 AP-AFA-XX-05-DR-A-1230 REV 4 Proposed Roof Plan P4 received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1250 REV 3 Proposed Northwest Elevation received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1251 REV 5 Proposed Southeast Elevation received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1252 REV 5 Proposed Northeast Elevation received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1253 REV 3 Proposed Southwest Elevation received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1270 REV 5 Proposed Section A-A received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1271 REV 5 Proposed Section B-B P5 received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1272 REV 3 Proposed Section C-C P3 received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1273 REV 3 Proposed Section A-A (large scale) P3 received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1274 REV 3 Proposed Section B-B (large scale) P3 received 26 February 2019  
 AP-AFA-XX-ZZ-DR-A-1275 REV 3 Proposed Section C-C (large scale) P3 received 26 February 2019  
 5034 SK09C Typical Residential Unit REV C, received 1 March 2019  
 5034 SK06D 3D View from Northeast REV D, received 26 February 2019  
 Appendix C - Arboricultural survey, received 12 December 2018  
 Appendix D - Ecological survey, received 12 December 2018  
 Appendix E - Desk study - 1 of 2, received 12 December 2018  
 Appendix E - Desk study - 2 of 2, received 12 December 2018  
 Appendix F - Transport report V 2, received 12 December 2018  
 Appendix G - Sustainability statement, received 12 December 2018

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Appendix H - Acoustics report, received 12 December 2018  
 Appendix I - statement of community involvement, received 12 December 2018  
 Supplementary information, received 12 December 2018  
 Wessex water foul sewage plan, received 12 December 2018  
 Design and access statement - Nov 2018, received 12 December 2018  
 Addendum to Sustainability Statement, received 26 February 2019  
 Communal Room Statement, received 26 February 2019  
 Framework Student Management Plan, received 28 February 2019  
 Arboricultural Impact Assessment and Arboricultural Method Statement, received 1 March 2019

Reason: For the avoidance of doubt.

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

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections. You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process. We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team by emailing [transportdm@bristol.gov.uk](mailto:transportdm@bristol.gov.uk)

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

**2. Public Right of Way**

The property boundary of the development hereby approved abuts a Public Right of Way PROW BCC/254/20 You are advised that before undertaking any work you must contact the Highway Authority's Public Rights Of Way Team by emailing [rightsofway@bristol.gov.uk](mailto:rightsofway@bristol.gov.uk) Whilst it may be unlikely that the Public Right Of Way will be affected by the proposed development PROW BCC/254/20:

- Should remain open, unobstructed and safe for public use at all times;
- No materials are to be stored or spilled on the surface of the PROW;
- There must be no encroachment onto the width of the PROW;
- No vehicles are to use the PROW without lawful authority of the landowner(s), unless a private right of way is shown on property deeds. It is the applicant's responsibility to ensure that the appropriate private right exists or has been acquired from the landowner.
- Any scaffolding and/or skips placed over or adjacent to the PROW must not obstruct public access or inconvenience the public in their use of the way and must be properly licensed. Licences can be found online at [www.bristol.gov.uk/highwaylicences](http://www.bristol.gov.uk/highwaylicences)

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- Any interference of the Public right of way either whilst demolition/construction is in progress or on completion, may well constitute a criminal offence.

If construction works are likely to temporarily affect the right of way, a Temporary Traffic Regulation Order (TTRO) may be required to close or divert the PROW for the duration of the works on the grounds of safety of the public. To discuss and/or apply for a TTRO contact the Highway Authority's Network Management Team by emailing [traffic@bristol.gov.uk](mailto:traffic@bristol.gov.uk)

### **3. Nesting Birds**

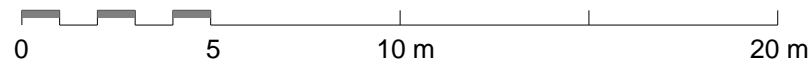
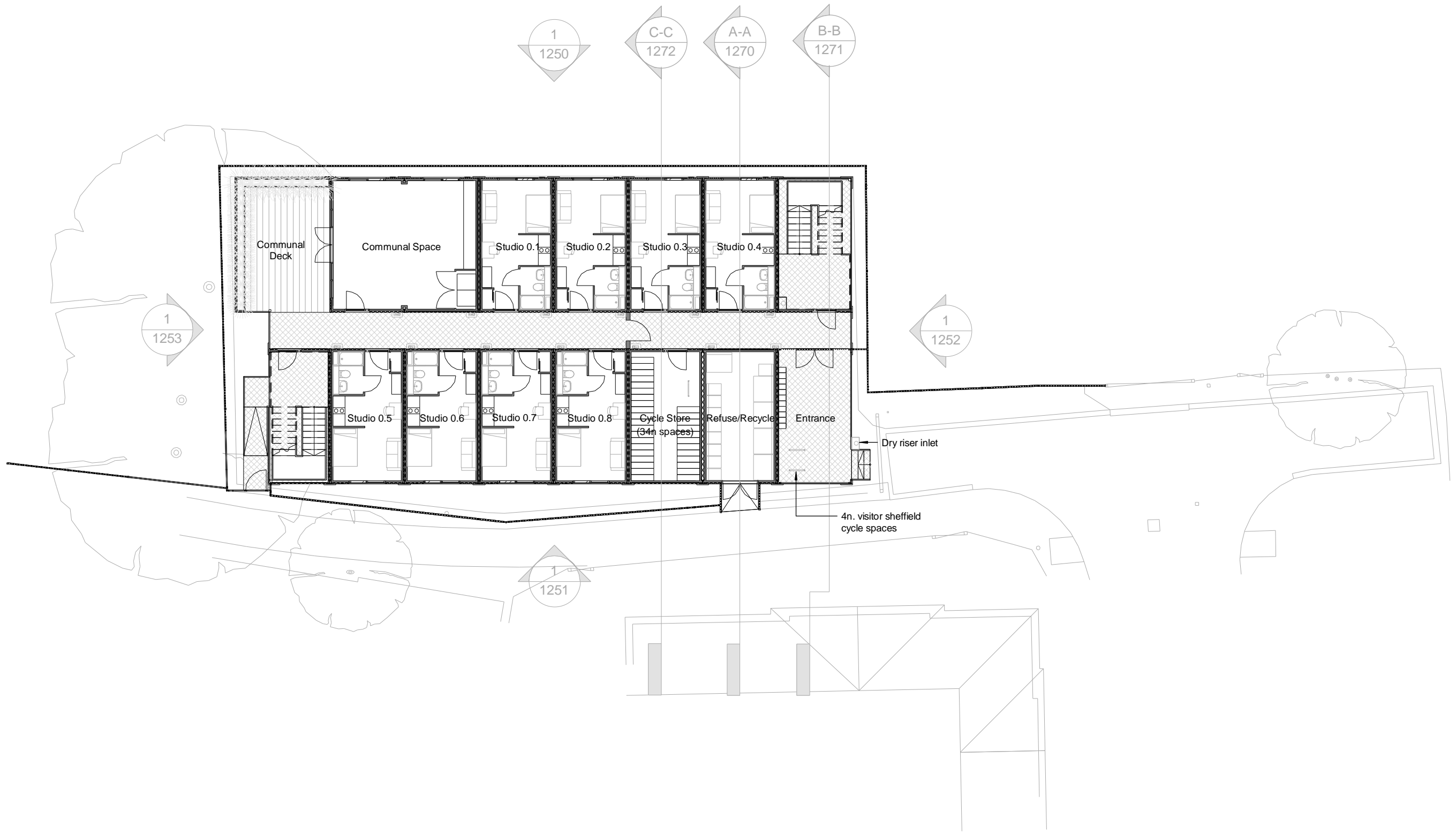
Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.

## **Supporting Documents**

### **3. Alexandra Park Public Car Park**

1. Proposed GA plan level GF
2. Proposed GA plan level 02
3. Proposed Southeast elevation
4. 3D view from Northeast
5. Extract from Design and access statement





RESPONSIBILITY IS NOT ACCEPTED FOR ERRORS MADE BY OTHERS IN SCALING FROM THIS DRAWING. ALL CONSTRUCTION INFORMATION SHOULD BE TAKEN FROM FIGURED DIMENSIONS ONLY DETAILS AND SIZES SHOWN ARE INDICATIVE ONLY AND ARE SUBJECT TO CONFIRMATION BY THE RELEVANT SUB CONTRACTOR.

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**CDM HEALTH & SAFETY REGULATIONS**

NO SIGNIFICANT, ARCHITECTURAL HAZARDS IDENTIFIED ON THIS DRAWING

REFER TO REGISTER FOR ALL HAZARD IDENTIFICATION

Rev	Description	Date	Drawn	Checked
1	Communal, refuse and cycle store location amended	04/10/18	MK	ND
2	Communal space relocated; communal deck added; laundry added; staircases replanned; fire door added to centre of access corridor; accessible unit 0.1 added	07/11/18	MK	ND
3	Communal space reduced; wheelchair accessible unit omitted; 1x unit added.	20/11/18	MK	ND
4	Fire doors added to staircases; Staircase layout amended	22/11/18	MK	ND

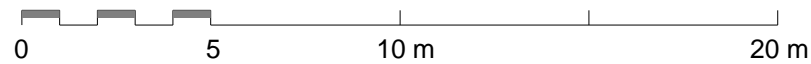
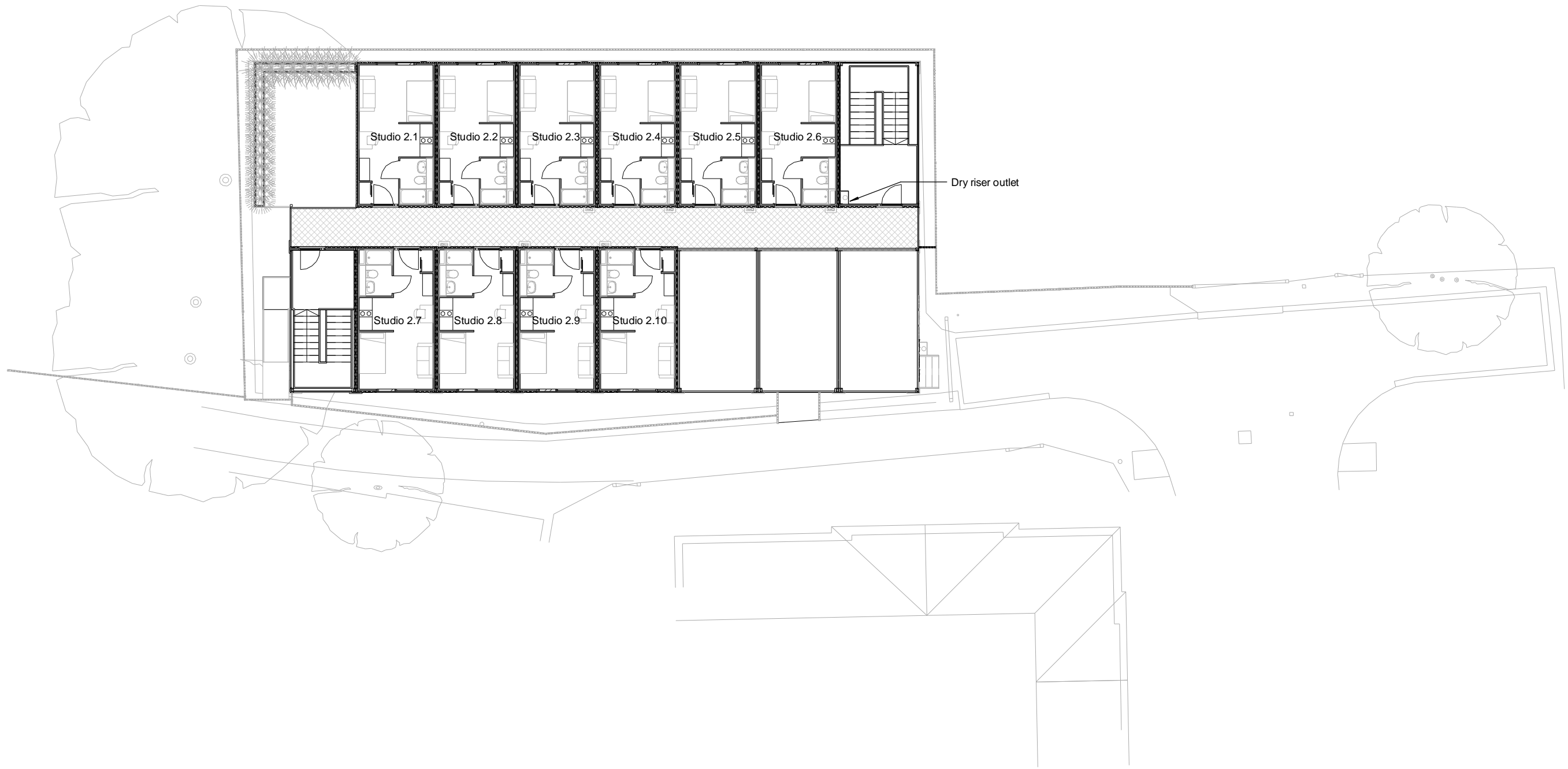
Status Codes
S0: WIP
S1: Coordination
S2: Information
S3: Iit. Review
S4: Construction
D1: Costing
D2: Tender
D3: Contractor Design
D4: Procurement
A: Construction
B: Partially Signed-off
AB: As Built

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**Alexandra Park Launch Pad**  
 Alexandra Park, Fishponds  
 Level GF Proposed GA Plan

Scale	Date	AFA Project No.	Drawn by	Checked by
1 : 200 @A3	28/09/18	5034	MK	ND
Drg.No.			Rev.	Status
AP - AFA - XX - GF -DR - A -1210			P 4	S2

RIBA Stage 3



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**CDM HEALTH & SAFETY REGULATIONS**

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REFER TO REGISTER FOR ALL HAZARD IDENTIFICATION

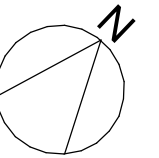
Rev	Description	Date	Drawn	Checked
1	Background plan amended	04/10/18	MK	ND
2	Staircases replanned, background updated	07/11/18	MK	ND
3	Fire doors added to staircases, Staircase layout amended	22/11/18	MK	ND
4	Units 2.11, 2.12 and 2.13 omitted	11/02/19	MK	ND

Status Codes	
S0: WIP	ND
S1: Coordination	ND
S2: Information	ND
S3: Iit. Review	ND
S4: Construction	ND
D1: Costing	
D2: Tender	
D3: Contractor Design	
D4: Procurement	
A: Construction	
B: Partially Signed-off	
AB: As Built	

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**Alexandra Park Launch Pad**  
 Alexandra Park, Fishponds  
 Level 02 Proposed GA Plan

Scale	Date	AFA Project No.	Drawn by	Checked by
1 : 200 @A3	28/09/18	5034	MK	ND
Drg.No.			Rev.	Status
AP - AFA - XX - 02 - DR - A - 1212			P 4	S2





**Materials**

**Walls:**  
 (01) Painted corrugated steel panels  
 (02) PPC aluminium louvre vents  
 (03) Painted blockwork

**Roof:**  
 (04) Painted steel roof  
 (05) Galvanised steel roof to walkways

**Windows:**  
 (06) Plastic framed glazing system

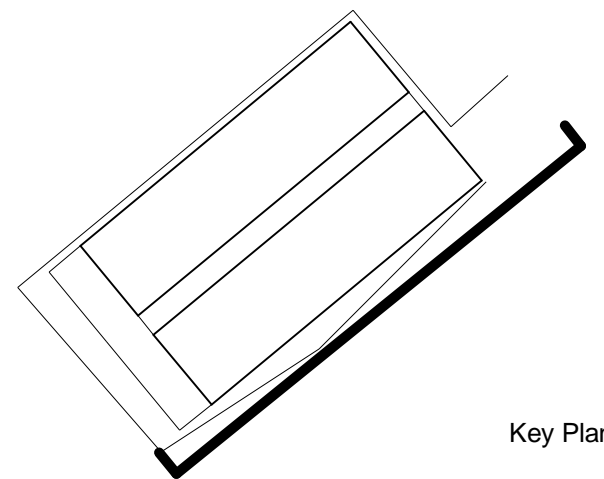
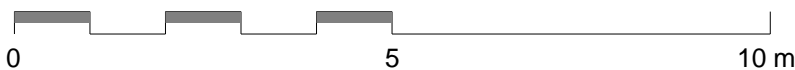
**Doors:**  
 (07) Plastic framed solid doors with glazed side panel  
 (08) Plastic framed solid doors  
 (09) Plastic framed louvred doors

**Stairs / Ramps:**  
 (10) Painted steel staircase / ramp

**Railings and balustrades:**  
 (11) Painted steel railings and balustrades to terraced areas, external walkways and staircases.

**Boundary treatments:**  
 (12) Galvanised steel palisade fencing

**Other:**  
 (13) Planting  
 (14) Painted metal planters  
 (15) Angled painted steel privacy screens



Key Plan

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Rev	Description	Date	Drawn	Checked
1	Communal, refuse and cycle store location amended	04/10/18	MK	ND
2	Staircases replanned; communal deck added; background updated	07/11/18	MK	ND
3	Staircases amended; Brown roof omitted	26/11/18	MK	ND
4	Units 2.11, 2.12 and 2.13 omitted	11/02/19	MK	ND
5	Painted steel angled privacy Screens added to units 1.11, 1.12 and 1.13	18/02/19	MK	ND

Status Codes
S0: WIP
S1: Coordination
S2: Information
S3: Int. Review
S4: Construction
D1: Costing
D2: Tender
D3: Contractor Design
D4: Procurement
A: Construction
B: Partially Signed-off
AB: As Built

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**Alexandra Park Launch Pad**  
 Alexandra Park, Fishponds  
 Proposed Southeast Elevation

Scale	Date	AFA Project No.	Drawn by	Checked by
1 : 100 @A3	28/09/18	5034	MK	LL
Drg.No.	Rev.	Status		
AP - AFA - XX - ZZ - DR - A - 1251	P 5	S2		

RIBA Stage 3



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Rev	Description
A	Communal, refuse and cycle store location amended
B	Staircases replanned; background updated
C	Units 2.11, 2.12 and 2.13 omitted
D	Painted steel angled privacy Screens added to units 2.11, 2.12 and 2.13

Date	Drawn	Checked
04/10/18	MK	ND
07/11/18	MK	ND
04/02/19	MK	ND
18/02/19	MK	ND

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<b>Alexandra Park Launch Pad</b>						
<b>Alexandra Park, Fishponds</b>						
<b>3D View from Northeast</b>						
Scale	@A3	Drawn by	Checked by	Job No.	Dwg. No.	Rev.
Date	28/09/18	MK	ND	5034	SK06	D





Existing aerial view of the site from south (image from [www.google.com/maps](http://www.google.com/maps))

## 2. Project Overview

The project is a partnership between United Communities HA (UC), University of Bristol's Student Union (UBSU), 1625 Independent People (1625ip) and Bristol City Council (BCC) with the support of the property charity LandAid. A number of the consultants involved have donated their time at cost or on a pro bono basis in support of the project.

The scheme will house young people with low-level support needs who have been homeless and are moving on from 1625ip's supported housing and students on low incomes and facing financial hardship. This will provide desperately needed move-on accommodation for young people progressing from 1625ip's supported housing, and support the University's widening participation aims.

The site is being provided by BCC on a temporary basis for ten years. The project is essentially temporary in nature.

The vision is to create a diverse, supportive and sustainable community of Bristol University students and young people moving on from 1625ip, linked within their local and Bristol University community. By breaking down some of the perceptions of barriers between Bristol University and the wider City, the aim is to promote a closer working relationship whereby the University is an active participant in affordable housing solutions, not just for its students but for other young people too.

Members, through self-management of the scheme will contribute to their community, become active citizens, gain valuable skills, make friendships and take ownership of decisions and their lives.

The scheme will be affordable and target young people and students in financial hardship. All young people will be able to access University facilities and support.

The project will be developed using prefabricated modular

units specifically fitted out to create good quality housing and be located on a relatively central site. The scheme will house 34 young people. The design team will work together to develop a low impact scheme with good thermal performance and good quality design.

The aim is that should this project prove successful it will act as a prototype for developing a number of other sites in Bristol to meet both a real need but also encourage the building of resilient communities.



## 4. Design Statement

### 4.01 Brief

As noted earlier in this report the project is about creating an innovative community of young people and students as well as meeting a need for affordable housing for both these uses groups. The project essentially is for residential accommodation. Residents are unlikely to stay less than a year and may stay up to two years. The current proposal is that the scheme will be located on this site for a maximum of ten years before being relocated. This offers a model that could be reproduced on other temporary sites.

Due to the innovative use proposed Bristol City Council Planning Officers have been consulted and whilst the proposed units are smaller than the 37m<sup>2</sup> (the studio units are 21.5m<sup>2</sup>) which would normally be required for dwellings, by providing communal space to accommodate shared facilities, the development can acceptably be classified as a Sui Generis residential use.

The communal facilities are an integral part of the project as they are seen as being fundamental to the ambition to create a vibrant community. The communal facilities provided are:

- Large communal room for meals and socialising
- Laundry
- Bike store
- External deck

Each residential unit has an en-suite with a shower and WC, a cooking area with 2 ring hob and microwave and sink, storage space, space to study, room for a single bed, electrical heating and an openable window for natural ventilation. The construction and fit is designed to meet current building regulations. The size of the units is restricted by the site and maximum load size for lorry transport for modular buildings without a police escort.

The client brief noted the scheme will need to:

- Be erected with limited foundation and sub-structure work on site.
- Be capable of being re-located to another site without compromising their structural integrity.
- Have a communal area containing a kitchen and a launderette.
- Include a communal refuse and recycling store
- Include a secure communal cycle store

As a result the proposed design was developed as a form of modular construction. Expressing the construction as part of the design solution was part of the brief to identify this project as being different from more conventional housing schemes because of its ability to be relocated to other temporary sites and speedy delivery.

A variety of modular units were considered, but the most cost effective and re-locatable option has proved to be prefabricated purpose built steel containers.

The design process has included the end user via a number of focus groups, which UBSU and 1625ip have convened.



Site Location Plan

#### Planning Building Use Class

- Class A - Shops; Financial and professional services; Restaurants and cafés; Drinking establishments; Hot food takeaways
- Class B - Business; General industrial; Storage or distribution
- Class C - Hotels; Residential institutions; Secure Residential Institution; Dwellinghouses; Houses in multiple occupation
- Class D - Non-residential institutions; Assembly and leisure
- Sui Generis