

WARD: Brislington West **CONTACT OFFICER:** Susannah Pettit
SITE ADDRESS: Former Esso Garage Bath Road Totterdown Bristol BS4 3AG

APPLICATION NO: 18/04620/F Full Planning
DETERMINATION DEADLINE: 24 June 2019

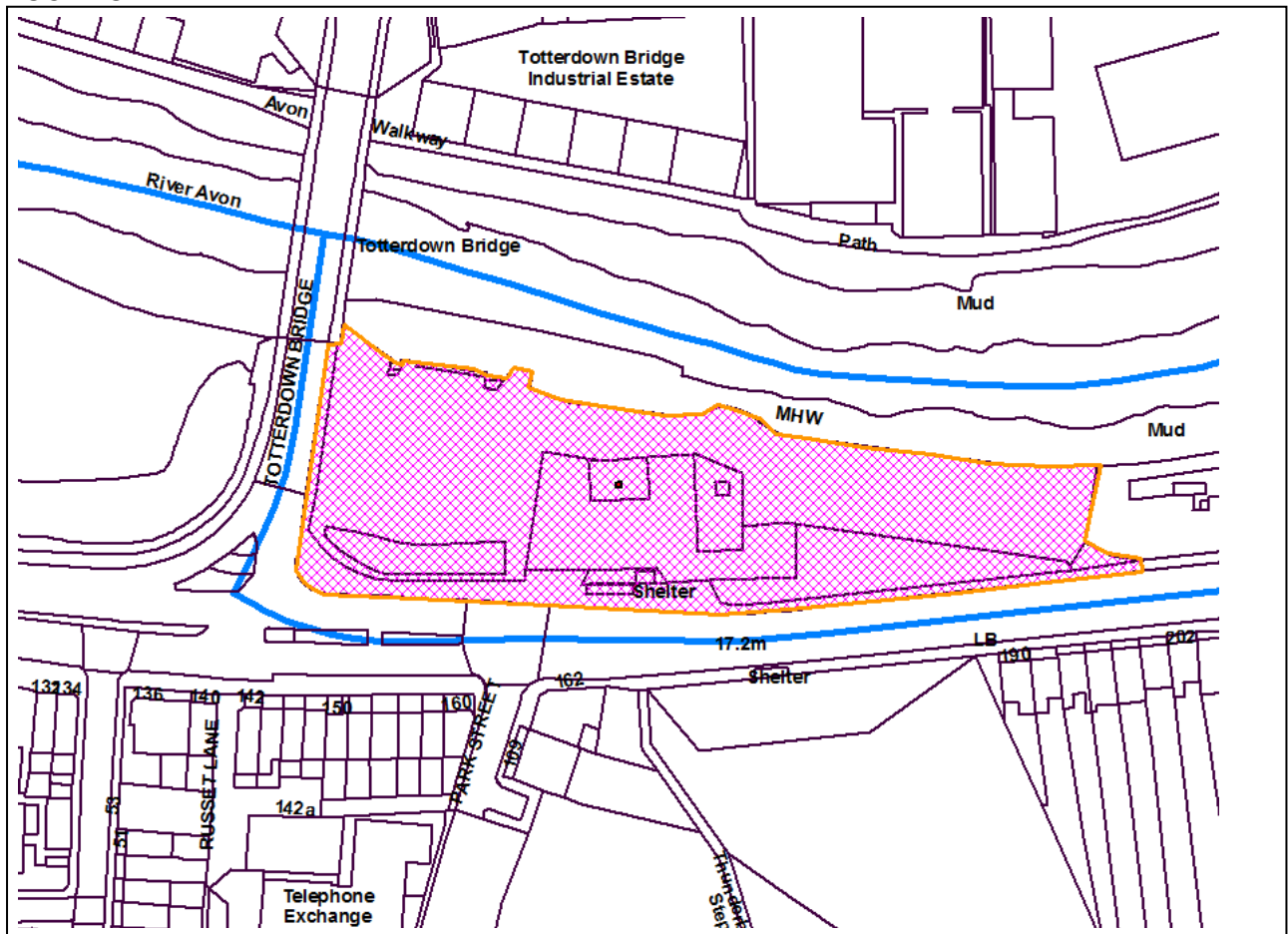
Construction of 152 new residential dwellings contained in three buildings comprising of a 15+2 storey tower, a central block ranging between 6 and 7 storeys and eastern block at 3 storeys. Additional uses include ground and lower ground floor commercial (B1 Use Class) office space, car & cycle parking, refuse & recycling storage and associated landscaping. (Major).

RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: CSJ Planning Consultants Ltd
1 Host Street
Bristol
BS1 5BU **APPLICANT:** Bath Road Property Developments Ltd

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

LOCATION PLAN:



Development Control Committee A – 19 June 2019**Application No. 18/04620/F : Former Esso Garage Bath Road Totterdown Bristol BS4 3AG****SUMMARY**

The application relates to a piece of land which is allocated under the current Local Plan, which is currently vacant, having formerly been used as an Esso filling station and forecourt. The site fronts both Bath Road and the River Avon, with a steep drop in levels down to the river. The application is for a mixed use development on this site to contain 152 residential flats, and 418sqm office (B1(a)) floorspace. The site is within the Temple Quarter Enterprise Zone.

The scheme proposes 20% of the residential units to be allocated as Affordable, with a proposed split of 77% Affordable Rent and 23% Shared ownership.

The tallest building would be 15 storeys (plus 2 basement storeys facing onto the river), with 7, 6 and 3 storey buildings across the site. The application has attracted a high number of objections and has been referred to committee by Councillor Bradley due to concern about detrimental effect on environment and infrastructure.

99 Objections have been received in response to public consultation in respect of the proposed height, which is seen to be out of character with the area. Objections have also been raised regarding the impact of additional traffic on Bath Road, and the probability of overspill parking from the development into nearby streets. Objections on land use, affordable housing, density, design, amenity and ecology have also been raised.

In assessing this scheme, officers have had regard to an appeal decision on the site, made in 2009, also the Temple Quarter Spatial Framework and the Urban Living SPD as well as national and local planning policy. It is recognised that the development proposes a high density and is on a constrained site, therefore presents a challenge. Nevertheless, officers consider that the scheme before Members is of a good quality, and that the negative impacts have been worked through with adequate mitigation in place.

A s.106 contribution totalling £138,725.00 has been agreed with the applicant, and the heads of terms are discussed in the report.

SITE DESCRIPTION

The application relates to a piece of land of 0.5Ha, on the north side of Bath Road on the east side of Totterdown Bridge. The site is narrow and triangular, and is bounded by the River Avon on its north side. The site was formerly occupied by the Esso filling station, therefore it is largely covered by two levels of concrete hardstanding. The gradient drops steeply as the site falls down towards the river to the north, and there are a number of trees and vegetation on the site. It is close to the boundary with the western reaches of the Paintworks mixed use development, and is separated from this site by trees and steep scrubland. There is a bus stop and a priority bus lane immediately outside the site, close to the junction with Totterdown Bridge, and there are three existing vehicle crossovers from Bath Road into the site. A designated cycle lane also runs along the Bath Road in front of the site, and this is marked by a red lane on the carriageway.

The site is particularly urban in character, with the main A4 Bath Road running in front of the site, which has two lanes in each direction. There are also residential properties further along Bath Road, in the form of 4 storey townhouses to the east, and two storey terraces opposite the site near the junction with Totterdown Bridge. The site is approximately 10 minutes' walk away from Temple Meads train station to the west, either along the Bath Road or along the St Phillips Greenway river walkway which runs along the northern side of the river. This can be accessed from the north side of Totterdown Bridge.

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On the north side of the River Avon is the adopted Principle Industrial and Warehousing Area of St Philip's Marsh, which contains thriving businesses, including Abacus, McCarthy Marland and Bristol Waste, which are waste transfer facilities.

The site is within Temple Quarter Enterprise Zone as allocated within the Local Plan, which seeks to attract growth and regeneration through a mix of uses. The site is also allocated within BSA1210 which sets out the following criteria for development on this site:

- Proposals should have regard to the EZ's Spatial Framework
- Suggested approach is housing and business.
- Development should be informed by a site specific flood risk assessment
- address noise and pollution issues from nearby industrial and waste uses and Bath Road.
- seek to retain a green infrastructure link from east to west
- maintain or strengthen the integrity and connectivity of the wildlife network
- be informed by an ecological survey
- protect and enhance River Avon corridor.
- be informed by land stability investigation
- estimated number of homes is 40.

The nearest listed building is The Turnpike (The Thunderbolt) public house, which is Grade II listed and some 90m to the west of the site, on the opposite side of Bath Road. This is a Tudor Revival style public house built around 1840. There is also the Tower of the Church of the Holy Nativity on Wells Road (266m away) which is Grade II listed and comprises a square tower built in 1871 with distinctive bands of yellow and red brick. To the east of the site (520m away) is Arnos Vale Cemetery which is within Arnos Vale Conservation Area. The cemetery is a Registered and Local Historic Park and Garden and contains a number of listed buildings.

The River Avon is designated as a Site of Nature Conservation Interest (SNCI). The northern edge of the site is partly within Flood Risk Zone 2 and part 3, as identified by the Environment Agency.

There is no Residents Parking Scheme in the area, the nearest being Bedminster East RPS, 700m to the site's west.

RELEVANT HISTORY

Planning permission was REFUSED (BCC ref: 07/02745/F) for the redevelopment of the former Esso petrol filling station site with the erection of four residential buildings (one block containing a 12-storey tower) to comprise 106 self-contained apartments (mix of 1- & 2-bedroom), 3 live-work units and 5 terraced town houses. The provision of 3 vehicular access points from Bath Road, 111 car parking spaces and 110 cycle parking spaces (to include two levels of undercroft car parking), a riverside walkway, amenity areas and associated landscaping.

Decision made: 4 July 2008

The scheme was refused for the following five reasons:

1) Excessive bulk and scale

The form, siting and scale of buildings 2-4 and their relationship to the tower of block 1 would result in a development of excessive bulk when viewed from the north and north-east, which as a result would appear incongruous and out of character when viewed against the backdrop of the Totterdown escarpment. The proposals would also appear of excessive scale and bulk when viewed from the west as a result of the height and form of the south western element of block 1 and its relationship to the tower and attached stair core. The collection of massive forms surrounding the proposed tower would accentuate its significant scale and, when combined with the design of the stair core, would undermine the otherwise slender appearance of this element of the scheme. For these reasons, the scheme is considered not to achieve the level of architectural excellence which is expected from a tall building proposal on this site and is contrary to policies.

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2) Noise and disturbance from neighbouring uses

Due to the inclusion of outdoor amenity spaces with an open aspect towards waste transfer sites, which are known to be industrial sources of noise, a short distance to the north (in particular, the Abacus site on Albert Road), the proposal fails to provide adequately for the residential amenities of future occupiers of (i) units 1-5 in Block 3, (ii) unit 1 to the western end of block 4 and (iii) to all the units on the western side of the tower to Block 1 (units 08, 18, 27, 36, 45, 54, 59, 62, 64, 66 and 68). Furthermore, given that the site lies within noise exposure category C as defined by PPG24, and BS4142: 1997 advises that complaints are likely as a result of the noise outbreak from the same noise sources, the introduction of residential uses as proposed is likely to be prejudicial to the future operation of existing waste transfer facilities and to the future viability of industrial land and buildings within the 'Primarily Industrial and Warehousing Area' of St Phillips to the north. The proposal is therefore contrary to policies.

3) Pedestrian link to river

Due to the failure of the proposals to provide a publicly accessible link from Bath Rd (which would link to Totterdown via Summerhill and Thunderbolt Steps) via the proposed courtyard to the proposed riverside walkway, this would be accessible only via a convoluted route adjacent to the vehicular access road. Consequently, the proposal fails to take the opportunity to maximise the permeability and accessibility of the site and in doing so limits the value of the proposed courtyard and riverside walkway.

4) Affordable Housing

The proposal fails to provide adequate affordable housing.

5) Planning Obligations

The application fails to incorporate a means of securing financial contributions towards off-site recreational facilities, education, libraries, public art, and off-site highway and public transport improvements.

An appeal made against the refusal was DISMISSED on 22 April 2009. The Inspector concluded that there was scope for a tall building on this site, and acknowledged in their report that the difficulties and expense of redeveloping the derelict site successfully almost inevitably depends on the provision of a substantial amount of built development. They also said that the site can be said to occupy a gateway location on a busy approach to the City Centre and as such could beneficially accommodate a "landmark" scheme. They acknowledged that this is not therefore a site where development should echo or somehow reflect the generally domestic scale of the development on the upper slopes of the Totterdown escarpment. Of 'Block 1' (the 12 storey tower building and its 6 storey 'shoulder' building) the inspector said that it is the bulk and height of the non-tower element of building 1 in concert with building 2 that is inappropriate in this location. Furthermore, the inspector did not accept the contention that if the non-tower element were to be reduced in height the tower would make a more impressive visual statement.

Of the waste transfer facilities to the north of the site, the inspector considered that there was scope for balconies on the north elevation of the site, since there were alternative communal roof terraces and that all the external amenity areas could be appropriately screened. The Inspector also acknowledged that the site is in an inner-city location with a busy road to one side and an extensive commercial/industrial area on the other. Anyone choosing to live there would do so in the knowledge that they may suffer unwelcome noise from time to time. This reason for refusal was not upheld.

16/06121/PREAPP 140 Residential dwellings. 12no units of commercial floorspace and associated parking and infrastructure.

Pre-application advice was given on 23.12.16

17/01293/SCR: Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for construction of 145 apartments and commercial; live/work space.

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A letter was issued on 24.04.17 confirming that an EIA was not required.

17/02293/PREAPP: Proposed mixed use residential / commercial development comprising 159 units (46 x 1bed (29%); 97 x 2bed (61%); 16 x 3bed (10%)) in a 15 (+2) storey tower and 5/6 storey block to Bath Road. Access via a ramp to underground parking for 42 vehicles and pedestrian access to riverside walkway. Public realm enhancements to Bath Road frontage.

Pre-application advice was given on 14.08.17

APPLICATION

The site is proposed to be re-developed to provide a mixed use development on the site comprising 152 residential units and 478sqm commercial floorspace. This mix would be provided within four main core areas, broken down as follows:

Tower building (Core A): 15+2 storeys

66 units

Linear building (Core B): 7 storeys

46 units

Linear Block (Core C): 6 storeys

35 units

Walk-up building (Core D): 3 storeys

5 units

There would be a mix of unit sizes, including 12 x 3 beds, 117 x 2 beds and 23 x 1 beds, and 20% of the units would be Affordable Housing units. The majority of the units would have private balconies or ground floor terraces, and there would also be communal amenity space provided at roof level.

There would be 40 car parking spaces within the basement, and this would be accessed from the eastern most of the dropped kerbs, and would be positioned between the walk up block and linear block C. This would include 3 disabled bays, 9 electric charging points, and 1 Car Club bay. There would be 288 cycle spaces. Servicing would take place within the site, within a dedicated 'in and out' loop which would utilise two of the existing dropped kerbs off Bath Road.

MATERIALS AND APPEARANCE

Varying colours of brick are proposed as the predominant material to clad the blocks, with varying reveal depths. The brick would be applied as a framework, with reveals and openings defined within the recesses.

The scheme would provide a new public space and walkway from Bath Road to the river, and would also provide a walkway along its northern edge along the River Avon and would retain and enhance the existing landscaping there. To address the level changes, this river walkway would be accessed via steps and a lift from the main access walkway. There would be a gap of 14m between the tower building and linear block B, and this area would provide public realm.

The scheme would also include communal roof gardens on some of the areas of flat roof, and others with green roofs and PV arrays. As well as PV panels, the scheme would amply Air Source Heat Pumps as a renewable energy source. The scheme would have the ability to connect to the District Heat network.

AMENDMENTS DURING THE COURSE OF THE APPLICATION

In view of concerns raised by the Environment Agency, the scheme was amended to step back further from the river, and this affected the overall quantum of development. The massing was therefore changed slightly, and the number of units changed from 160 (originally proposed) to 152. The

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amendments also included the final servicing arrangement, which was the subject of much discussion during the course of the application. These amendments were the subject of further consultation.

PRE APPLICATION COMMUNITY INVOLVEMENT

i) Process

Two public consultation events were held, on 29.03.17 and 29.07.19. A public website was set up. Local stakeholders and residents were invited to attend the event, and 2,500 households and businesses within a set radius of the site were invited. The scheme was also advertised in the Bristol Post. The developer's team also met with local councillors - Councillor Clark and Councillor Bradley. People were invited to make comments using the comments form at the exhibition, completing the survey on the website, sending comments by post, by phone or by email.

ii) Fundamental Outcomes

In respect of the first consultation event, eighteen letters of feedback were received. Most people agreed with the approach to developing the site for residential use. Some raised concerns that there was already too much housing in the area, as well as parking and congestion pressure.

Most of the responses also agreed to the provision of business space on the site. Most of the respondents supported the creation of better pedestrian links to the city centre, although some raised concerns that the riverside path would be dangerous to pedestrians and cyclists.

Most concerns were expressed about traffic safety and access, and the need to make the exit from the site a left turn only. Concerns were also expressed about the height of the buildings and the impact on views, as well as elevation design, and local wildlife.

In respect of the second consultation, respondents were largely supportive of the regeneration of the derelict site. People were unsupportive of flats, as they considered they would attract short term rental and holiday lets. Concerns about height were raised. Some thought the design would not fit with the local area and was too bulky. Whilst people welcomed the inclusion of Car Club bays, concerns were raised about overspill parking into nearby residential streets.

EQUALITIES ASSESSMENT

During the determination of this application, due regard has been given to the impact of the schemes in relation to the Equalities Act 2010 in terms of impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation these particular proposed developments. Overall, it is considered that the approval of this application would have no significant adverse impact upon different groups or implications for the Equalities Act 2010.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by letter, dated 27.09.2018 and sent to 393 nearby neighbours. A site notice and a press advert were also both posted on 03.10.2018. The 21 day period given to comment expired on 24.10.2018.

A total of 52 objections were received, and the letters were displayed on the Council's website during the assessment period of the application. The issues raised in consultation are summarised below. It should be noted that many of the objection letters nevertheless expressed their support for the proposed riverside walkway:

Land-Use/Policy objections:

- There is not enough affordable housing in the scheme - the application offers 20% rather than the

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expected target of 30%.

- The area needs homes but it also needs essential amenities and services, in particular schools
- The developers are concerned about the economic viability of the project and are trying to squeeze in as many sources of income onto the footprint as possible
- The draft SPD suggests tall buildings are only valid in defined areas and on sites of over 2ha. This site is not suitable for tall buildings and the plot is only 0.5ha
- The development does not follow advice in the Spatial Framework
- All amenities in BS4 are full - schools, GP surgeries and dentists
- This area of Bristol is known as a creative quarter and this reputation should be built on with something more in keeping which will compliment this
- It is unlikely that the commercial spaces would ever be taken up due to the rise in rents for business spaces and the rapidly emptying shopping areas
- If planning permission goes ahead, it may not even be finished due to Brexit
- I oppose high rise buildings in residential areas, particularly where the transport infrastructure isn't there to support higher density residential facilities
- The area does not need more office space
- The site allocation details this site as being suitable for approximately 40 units. The Spatial Framework for the Avon Riverside area clearly shows this site as having a low rise development form of 1-4 storeys.

Design Objections:

- The development is too tall for the surrounding context. There is no precedent in the area for a tower
- 17 storeys is out of proportion with the small footprint of the site
- The development should be no higher than the residential terraced properties on Bath Road. This would ensure that the iconic views of Totterdown escarpment are not spoilt. The Inspector from the previous appeal scheme highlighted the importance of these views: "the housing on the upper slopes of the escarpment and the Church of the Holy Nativity on the skyline are very attractive and distinctive features in south Bristol."
- The development should be preceded by a full programme of archaeological works in recognition of the historical significance of the area (the original road to Bath and the turnpike)
- The proposed tower block would ruin views of the Arnos Vale hills with the coloured houses - it would look out of place
- The visualisations of the development in the supporting documents are misleading

Amenity Objections:

- The development would result in a loss of light to neighbouring properties
- The development would result in a loss of privacy from nearby dwellings
- The development is opposite two major waste sorting sites. Considering the cost of these apartments, who would spend that much money to live opposite a waste recycling plant?
- The proposed buildings would block most of the light in the mornings and evenings on Bath Road. It would also block out sunlight along the cycle path on the other side of the river, which would make it feel unsafe
- Would the developer install the required fire and safety measures, or would they cut corners because it might eat into their overall profits?
- Pollution on Bath Road is already high, and the development would result in an increase in traffic
- Contrary to the developer's claim in the Visual Impact Assessment that the development would not impact on views from Upper Street, many of these properties have projecting bay windows and roof terraces, from which views of the development would be possible as the upper floors would be at ridge height of the houses on Upper Street and Arnos Streets.
- There are concerns for mental and physical health of the residents, in that there is no shared space for community activity. The identified green spaces are across the very busy Bath Road and up a steep set of steps, not suitable for push chairs, scooters and bikes. The green space at Spark Evans is currently lacking any play or activity equipment yet is the nearest accessible green space.

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Transport Objections:

- Access in and out of the development is insufficiently planned and will cause safety issues as traffic will have to cross the bus lane or 2 lanes of traffic
- There is hardly any existing on-street parking around the development, particularly after 6pm, and there is nowhere near sufficient parking for residents of the proposal
- Residents of the scheme may choose to park in Paintworks due to there being insufficient parking on the site or on surrounding streets
- If planning permission is granted, it should be conditional that occupiers of the new building are not permitted to apply for parking permits if a residents parking scheme is introduced for the area in the future
- Three Lamps junction is already congested whenever there is a hold-up in town. 100+ cars will worsen this
- Proposed cycle traffic onto National Cycle Network Route 3 is suggested without any new access to that route - traffic would be diverted via the Paintworks development causing disturbance and unwanted traffic in a currently quiet area. On-road cycle provision along Bath Road is poor at present, so cycle and pedestrian traffic through Paintworks could be significant
- The junction is already so congested. It takes a long time to cross as a pedestrian because only one direction of traffic is stopped at a time
- This large-scale development will make this section of the road unmanageable
- Buses along this section of Bath Road are already full, meaning that the added residents would significantly impact this issue.

Ecology comments:

- Not enough consideration has been given to the effect on local wildlife and the preservation of the River Avon wildlife corridor.

General comments:

- Hadley Property Group have not made an adequate attempt to consult with the local community

Totterdown Residents Association:

We are supportive of development on site, however, the 7 storey buildings are tall, yet suitable for this site. The public realm improvements are appreciated and the river walk is a valuable asset provided the extension through to the Paintworks can be guaranteed. The Local Plan site allocation states that this site is suitable for 40 units. 160 units is not the intention of the plan therefore the proposal is also contrary to paragraph 11, s.(c) of the NPPF (which suggests that consent be given when development proposals accord with an up to date development plan). The Local Plan does not suggest tall buildings at this location.

The Spatial Framework for the area shows this site as having a development form of 1-4 storeys. The tower building is too tall. Its singular height against the backdrop of the historic and distinctive Totterdown will create a jarring element to the scene. The existing SPD and the current consultation revision both state that tall buildings will be considered for the city centre, and this site is not in the city centre. The SPDs and policy BCS21 state that tall buildings must be of exceptional design. The developer claims that the tower is slender, yet the proposed building is bulky, blocky and ugly. Evidence suggests that towers create poorly connected groups of people who feel alienated from their surroundings. This would go against Paragraph 8 of the NPPF which states that developments should support strong, vibrant and healthy communities.

The draft SPD for tall buildings suggests reasonable density figures for areas of Bristol. The site falls within the 'urban setting' with an optimum density of 120 units per hectare. This development has 320 units per hectare which is over 2.5 times the optimum level.

The tower looks industrial, and like a prison. It does not reflect the local character of the Victorian buildings opposite or the undulating nature of the site.

Route through to Paintworks: The application states that the route through to Paintworks is an aspiration, whereas it should be part of the development.

Affordability: Hadley states that the site is unviable and that the development cannot provide the

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expected target of 30% affordable homes. Their own cost estimate states that the large development costs are due to the excessive height. The cost analysis also shows a profit of £8m and 15% return. Although less than common practice, it is still a sizeable profit. Hadley speculated in purchasing the site and has since found it will get less profit for a reasonable development - they are therefore trying to cram in more units to reach an arbitrary profit level. The local community should not have to accept poor quality design to offset private profits!

Public consultation: The statement suggests that the response to designs was favourable, but this is not the case. There has been no serious consideration of community feedback around excessive height and the design has become progressively taller at each stage.

Abacus Skip Hire: We do not wish to be obstructive in any way, however it is essential that due consideration should be given to the fact that the proposed development is within a reasonably close proximity of already well established commercial businesses such as ours. The depot operates within the parameters of the Environment Agency licences. The developer should endeavour to provide solutions within the development to ensure that potential occupiers do not consider these existing businesses to be to their detriment.

Ward Members

Councillor John Wellington: Objection

While this site lies within the ward boundary of Brislington West, its impact will be felt most keenly by residents of Windmill Hill ward including those living on Bath Road, and those in the New Walls/Three Lamps estate and the parts of Totterdown between Bath Road and Wells Road. This site is an excellent site for housing, situated close to the city centre and Temple Meads and on several bus routes. Furthermore, the derelict nature of the current site is a poor reflection on the area. As such I welcome plans to convert the site to high density housing in the form of apartments and flats.

However, I cannot support this application as the proposed height of the main building bears no relation to the two and three storey terraced housing that is its immediate neighbours. It is redundant to point to future developments at Temple Meads and Temple Quarter as the contemporaries of this site, because the immediate environmental and aesthetic impact of the height of this building will be on Totterdown residents, unlike the Temple Quarter developments. There is certainly scope for some height on the site, and a mid-rise development, similar to the Paintworks development further up the Bath Road, would seem to be a good solution here, and might even fit well with the hilly nature of Totterdown with the rising streets up Summer Hill and Park Street to Hillcrest School area.

However, 17 stories is simply too great a shock to the surrounding environment to be considered a development that could enhance the area, and will in fact, be seriously detrimental to the area.

The application does not appear to have been made with reference to local transport plans. Bath Road is one of the most congested roads in my local area, and the slew of developments are going to make this worse. While the Joint Transport Plan has medium to long term measures to address this, the application does not appear to factor this in and I would be concerned if an application like this were to be approved without significant input from transport and highways officers. I am less concerned by traffic impacts as some others may, as its proximity to the city centre and Temple Meads, and lack of parking spaces should deter car owners.

I would also be interested to hear of the bus company's response to this as congestion on Bath Road is one of the main causes of delays and cancellations for buses travelling into the city centre.

It is a shame that I have to object to this development on the grounds of height as the developer's plans for the public space through to the river bank and the commercial space all look very promising. The active frontage of ground floor housing units and the landscaping of the Bath Road street scene would also be an enhancement to the area. I am also encouraged by the promise of a substantial proportion of social housing. If the developer were willing to reduce the height of the main building to one that fits better with the surrounding built environment (while retaining the affordable housing element) then we might have an example of a good development that could benefit the city and the local area.

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Following a further consultation on 17.04.19, to give notification on the amendments described above, 55 objections were received, with the following additional concerns - which are summarised - being raised:

- The proposal would create a barrier separating the cascading hillside village of Totterdown from the wider townscape. TVIA clearly shows how the proposal would be out of scale with the buildings of Totterdown, including the church of the Holy Nativity, and would be harmful to the "drama" of the topography. The tower would also compete with the spire of St Mary Redcliffe. The TVIA assessment is not justified and is misleading. This is a major Bristol viewing point, therefore any adverse impact is highly significant.
- The site is not within the city centre, and the Tall Buildings and Urban Living SPDs both state that tall buildings will be considered for the city centre.
- There is evidence to suggest that tall towers do not support strong, vibrant and healthy communities, as the NPPF requires. Instead, they create poorly connected groups of people who feel alienated from their surroundings.
- Parking permits need to be secured for existing residents before this is approved.
- Traffic and air pollution along Bath Road are already unbearable. Adding these units to the mix will have an adverse effect on everyone living in the vicinity of this junction.
- The development would adversely impact on the flight path of the bat colony

Totterdown Residents Environment and Social Action (TRESA)

- Retain strong objections to this application and trust previous comments will be taken into consideration and would like to make further comments
- The Tall Buildings addendum document illustrates how incongruous and overbearing the proposed tower is
- The residents of the development would be able to park their cars in the streets of Totterdown - it is unrealistic to presume that parking will not be an issue as the development only proposes one car parking space per four units.
- Residents expressed concern about height during earlier consultations but these appear to have been ignored

Bristol Civic Society

The Society welcomes the regeneration of this site, which has been a long-standing negative feature in the Bath Road. The Society is disappointed with quantity of employment space, opposes the tall-building element of the development (the Tower) but otherwise supports the height mass and design of the central and eastern blocks, the proposed mix of uses, open space and the sustainable approach to development.

The Society is aware that the Paintworks management say that they have a waiting list of potential business occupants. The Society suggests to the Council that this development should provide a greater area of employment space.

Urban Living points:

Q3.1 The tower would be sited above a busy road next to industrial noise from the uses to the north.

Q3.2 The tower would harm views of Totterdown escarpment and would break the skyline. It would dominate the local character of Bath Road. The land abutting the west of Totterdown Bridge is allocated for development - the increased massing and form of this site would have significant implications for the future development of this site.

Q3.3 The quality of the design and materials do not outweigh and justify the harm that the mass and height of the proposal would cause to local character.

Q3.4 Post Grenfell Tower, this tall building only has one access column and there is a car park beneath the tower.

Q3.4 Wind speed would limit the use of balconies

The Society submits that the Council should support the planning advice given in the Framework. The purpose of the advice is to maintain the character of the landscape of the Totterdown escarpment.

The Society supports the logic and purpose of the spatial advice for the Avon Riverside to ensure that development enhances its riverside setting and enhances the residential quality of the Totterdown

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slopes.

Urban Living's overriding purpose is to create a liveable city and to enhance local character and distinction. The critical consideration is the impact of this building on the Bath Road, Totterdown Bridge, the riverside and from the Totterdown slopes where the harmful impact will be substantial. A tall, stand-alone tower that breaks the skyline from many angles would be to repeat past planning mistakes and should be avoided.

32 pamphlets have been submitted, containing details of people who have said they support the scheme. It should be noted that these responses effectively appear to be a petition in response to contact from the applicant.

OTHER COMMENTS

Pollution Control has commented as follows:-

No objection. Comments on Noise and Balconies at Key Issue (C).

Air Quality has commented as follows:-

No objection. Initial concerns regarding the release point for the boilers has been addressed, as the applicant confirmed they would be vertical instead of the originally proposed horizontal stacks, which would have raised concerns about the impact of pollution dispersion on new residents. The exact flue location at roof level is not critical in this case. Officers can be confident that no unacceptable impact would be inflicted on the residents of the development or at existing receptor locations based on the results of the submitted air quality assessment.

Avon Fire & Rescue Service has commented as follows:-

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

Avon Fire & Rescue Service has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 per hydrant. Again this cost should be borne by the developer.

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

City Design Group has commented as follows:-

There is much to be commended with regard to this application, and the ambition to create a high quality architectural solution, upgraded public realm and improved access to the riverside. The site has been in a poor state for many years on an important approach into the city and investment in a high quality scheme is broadly welcomed. In terms of responding to the urban living debate it is noted that the scheme deals with a number of key issues which are supported by CDG. These include the intensification of the site, the inclusion of a majority of dual aspect dwellings, avoiding north facing single aspect units, generous common areas which benefit from natural light and the inclusion of shared amenity facilities utilising roof areas and the riverside spaces.

The full Design response is discussed at Key Issue (B).

Environment Agency (Sustainable Places) has commented as follows:-

We withdraw our objection to the proposal, subject to the comments outlined in this letter (available on Council's website) and the inclusion of the conditions and an informative in any grant of planning

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consent.

The Buro Happold site drainage option reports are acceptable with regard to the following,

- FOUL WATER DRAINAGE REPORT, P1 - 15th August 2018 - the proposed discharge to mains sewer is protective of groundwater and reduces the risk of mobilising any residual contaminants in the subsurface.

- SURFACE WATER DRAINAGE REPORT P1 - 15th August 2018 - the proposed direct discharge of surface water to the River Avon is considered to be acceptable from a water quality perspective as it does not include an infiltration phase which may increase the risk of mobilising any residual contaminants in the subsurface.

Full Flood Risk issues are discussed at Key Issue (H).

Nature Conservation Officer has commented as follows:-

This proposal adjoins the Site of Nature Conservation Interest (SNCI), River Avon (part of).

Accordingly Policy DM19 in the Local Plan applies. As a planning condition prior to commencement of development, robust fencing, e.g. Heras with warning signs on, e.g. 'No Access: Wildlife Protection Area', should be installed prior to and maintained during the construction period to protect the SNCI.

I consider that the recommended lux contour plan planning condition addresses Natural England's comments relating to the wildlife corridor and nocturnal wildlife. Whilst further information could be collected regarding bat activity along the river, surveys elsewhere have already indicated that the River Avon is a key commuting corridor for bats. In addition, the lux contour plan will address the importance of the river as a wildlife corridor for bats.

Recommend a condition requiring a Lighting plan.

Living (green) roofs should provide areas of wildflowers and features for invertebrates and avoid or minimise the use of Sedum which has limited value for wildlife.

Recommend a condition requiring details of a green roof.

Recommend a condition requiring bird and bat boxes.

It is recommended that landscaping of the site includes areas of species-rich grassland such as wildflower meadows, night-scented flowering plants such as honeysuckle and the inclusion of nectar-rich flowers within planting for invertebrates. This should include the planting on the proposed communal roof terraces and the proposed planters. An area of wildflower meadow is now proposed on the embankment in the south-west of the site.

Trees are likely 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. As such, no clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year.

Natural England has commented as follows:-

We can confirm that the application site is not located within or in close proximity to national or European designated sites or landscapes; it is however adjacent to the River Avon, which is designated locally as a SNCI and provides an important ecological corridor.

We suggest further information is needed to understand the potential for ecological impacts on the river and its function as a wildlife corridor to occur as a result of the proposed development and to demonstrate that these can be adequately addressed. Changes in lighting levels affecting the river will be an important consideration, particularly in relation to nocturnal species. This information will also be needed to inform design and mitigation proposals.

You should apply our Standing Advice to this application as it is a material consideration in the determination of applications in the same way as any individual response received from Natural England following consultation.

The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted.

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OFFICER NOTE: The Council's Ecology officer has applied Natural England's Standing advice in his comment, and the summary is set out at Key Issue (F).

Archaeology Team has commented as follows:-

Previous archaeological work has established that there is some archaeological interest on this site relating to the remains of former industries on the site, the early route of Bath Road and the former toll house. Consequently archaeological mitigation including excavation will be required on this site should this development receive consent. This mitigation can be secured through attaching conditions on securing a programme of works and a WSI.

The Coal Authority has commented as follows:-

The Coal Authority considers that the content and conclusions of the Phase 1 Geoenvironmental and Geotechnical Desk Study are sufficient for the purposes of the planning system and meets the requirements of NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development. However, further more detailed considerations of ground conditions and/or foundation design may be required as part of any subsequent building regulations application.

Crime Reduction Unit has commented as follows:-

Paragraphs 91, 95 and 127 of the National Planning Policy Framework (adopted July 2018) require crime and disorder and fear of crime to be considered in the design stage of a development. Other paragraphs such as 8, 104, 106, 110, 117, and 127 also require the creation of safe environments within the context of the appropriate section.

The Bristol Development Framework Core Strategy (adopted June 2011) states that one of the overarching issues for ensuring a sustainable future is reducing the opportunity for crime. Bristol Local Plan - Site Allocations and Development Management Policies - (Adopted July 2014) section DM28: Public Realm states that Development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction. Section 4 adds that development will be expected to: Reduce crime and fear of crime by creating a well-surveyed public realm that is well managed and cared for.

- The Roller shutter to be used for the underground parking to ensure of a good security standard and to ensure if it breaks down the company used will attend ASAP as security will be breached until mended and vehicles and persons are both vulnerable to becoming a target for a crime related incident.

- Access to all the floors, I recommend the residence fob access is limited to only the floor level they live.

- In the DAS Statement it mentions a reception, will this be 24hrs?

- The Roof Terrace - are there factors within the design to stop a residence from taking their life? sadly this happens and measures need to be put in place.

- Lastly, although I cover the security measures designed in within the proposed development, I do have concerns regarding the vehicles driving in and leaving the site.

I would suggest that consideration should be given to applying for Secured by Design (SBD) certification.

Flood Risk Manager has commented as follows:-

The surface water drainage report sets out the strategy for managing surface water runoff from the development, which is to manage the surface water arising from two scenarios: a 1:30 year storm event coinciding with a 1:2 year tide level, and a 1:2 year storm event coinciding with a 1:200 year tide level. This approach is acceptable, noting that the effects of climate change must also be incorporated in to the design.

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However, insufficient information is provided to demonstrate that this approach, and the required technical standards described in the West of England SuDS Guide can be achieved in practice. In particular, consideration should be made to the volume of storm water storage that might be required, and correspondingly how that volume can be incorporated in to the proposals with consideration to site particular constraints (e.g. levels, existing utilities, available land etc.).

Furthermore, it is noted that there will be a requirement to divert existing highway drainage infrastructure that passes through the development site. It is also noted that it may not be possible to divert the system through adopted highway land. Agreement in principle from Transport Development Management should therefore be sought for Option B (carrier drain within private land) so that it can be demonstrated that there is a solution that can be brought forward that will not increase the risk of flooding on the highway.

Sustainable Cities Team has commented as follows:-

The development would comply with the Heat Hierarchy in BCS14, and would incorporate renewable energy measures. It would also mitigate the effects of climate change, and enable a future connection to a city-wide District Heat Network. The full sustainability response is found at Key Issue (G).

Transport Development Management has commented as follows:-

Following an initial objection, in view of the potentially safeguarded transport link along the A4 (Bath Road) and the foreseen conflict with servicing the development, the applicant has worked with officers to present a servicing arrangement from within the confines of the site. Transport Development Management no longer object to the development, and the full transport and movement issues are discussed at Key Issue (D).

RELEVANT POLICIES

Urban Living SPD - November 2018

Planning (Listed Buildings & Conservation Areas) Act 1990

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 and the Hengrove and Whitchurch Neighbourhood Development Plan 2019.

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 MIX OF LAND USES ACCEPTABLE FOR THIS SITE?

The site is within the Enterprise Zone, which seeks to attract growth and regeneration through a mix of uses. The site is also allocated within BSA1210 which sets out the following criteria for development on this site:

- Proposals should have regard to the EZ's Spatial Framework
- Suggested approach is housing and business.
- Development should be informed by a site specific flood risk assessment

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- address noise and pollution issues from nearby industrial and waste uses and Bath Road.
- seek to retain a green infrastructure link from east to west
- maintain or strengthen the integrity and connectivity of the wildlife network
- be informed by an ecological survey
- protect and enhance River Avon corridor.
- be informed by land stability investigation
- estimated number of homes is 40.

The site is within the Temple Quarter Enterprise Zone, and as such, advice in the adopted Enterprise Zone Spatial Framework applies;

The Spatial Framework recommends building heights of 2-4 storeys in this part of the Avon Riverside Area (low-rise). Taller buildings would only be allowed where their height would not be harmful to local character and distinctiveness. Any proposals for buildings which are 4 storeys or more would need to be carefully tested in relation to their landscape and visual impact. The appropriateness of the building heights is discussed at Key Issue (B).

The Spatial Framework encourages a wide range of uses as part of the growth and regeneration of the area as an employment-led, mixed-use quarter of the city centre. Mixed-use is set out to be where residential comprises up to 60% of the total floorspace, with the remaining 40% as employment generating.

The proposal would be predominantly residential, with a total of 418sqm of office floorspace. The commercial units would be positioned at basement level -2, which would front onto the river. Whilst comments have been received during public consultation questioning the viability of these units, the policy aim for commercial units is supported from an Economic Development perspective, and is in line with the TQEZ Spatial Framework. Within the Framework's Avon Riverside Place Plan, an objective for this area is to create a string of innovative and green business hubs linking the station and the Paintworks. The proposed workspace would fit with this objective. It is expected that management of the units would allow for flexibility of active ground floor uses to be able to respond to trends and market conditions.

DENSITY

The scheme would have a density of 270 dwellings per hectare. The Urban Living SPD identifies the site as being within the Inner Urban Area, where the recommended density is 120 dwellings per hectare. In accordance with the Urban Living SPD, a design-led approach has been taken which uses the site's attributes, surrounding context and capacity for growth to justify this higher density. The site is within walking distance to Bristol Temple Meads train station (10 minutes' walk), is within the Enterprise Zone, and is identified within the Spatial Framework as having potential for a landmark building. The full assessment against the Urban Living SPD is provided later in this report, however, it is considered that a high density scheme is supported in this instance. The impacts on the character of the area and amenity are also considered later in this report.

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

The proposed development falls within Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies. It comprises 152 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which seeks the provision of up to 30% affordable housing (46 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 Former Bath Road Petrol Station 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 unable to provide any affordable housing. A detailed viability appraisal and supporting commentary was submitted by Savills on behalf of the Applicant in support of the claimed viability position.

It should be noted that when the scheme was originally submitted, it comprised 160 dwellings, and it is on this basis that the viability testing was undertaken.

Whilst Savills had claimed that the proposed scheme was unable to provide any affordable housing, the applicant had taken a commercial view, and had offered 20% affordable housing (32 affordable dwellings) to be secured through a Section 106 Agreement.

Officers commissioned Lambert Smith Hampton to assess the viability information and advise the Council as to whether the Applicant's claim and subsequent offer was reasonable. Lambert Smith Hampton assessed the values and costs associated with the development, and have reported their conclusions to officers accordingly.

Lambert Smith Hampton disagreed with a number of the inputs used by Savills, and they concluded that the scheme was able to provide affordable housing whilst remaining viable. However their conclusion was that the scheme could provide 17% affordable housing (27 dwellings), which is lower than the amount offered by the applicant.

Since submitting the application, the scheme has been revised slightly and the total number of dwellings has been reduced from 160 to 152. These revisions take more value out of the scheme than cost, and therefore would, if anything, result in the revised scheme being less viable than the originally submitted scheme.

The applicant confirmed that their offer of 20% affordable housing (now 20% of 152 dwellings - equalling 30 affordable dwellings) remained. Consequently, it was not considered necessary to rerun the viability appraisal, as it would not have resulted in an increase on the 27 affordable dwellings previously concluded by Lambert Smith Hampton.

The applicants have worked closely with the Council's Affordable Housing Team to agree the type and tenure of the affordable housing provision, and the resulting offer comprises 23 dwellings for Affordable Rent and 7 dwellings for Shared Ownership, which is acceptable to the Affordable Housing Team.

The rent for the Affordable Rent dwellings would be capped at Local Housing Allowance maximums and would include service charges. This would make the dwellings more affordable than traditional Social Rent dwellings, which do not include service charges. It is also pertinent to note that two of the 3 bedroom Shared Ownership dwellings would be wheelchair accessible.

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The affordable housing mix is summarised in the following table:

Housing Type	Number	Tenure
One Bedroom Apartments	3	Affordable Rent
Two Bedroom Apartments	20	Affordable Rent
One Bedroom Apartments	1	Shared Ownership
Two Bedroom Apartments	3	Shared Ownership
Three Bedroom Apartments	3	Shared Ownership

Officers therefore recommend that the scheme be approved on the basis of the provision of 30 affordable dwellings (20% affordable housing) as set out in the above table. These would be secured via a Section 106 Agreement.

The mix of dwelling sizes of the 20% units to be secured as Affordable is set out in planning obligations Key Issue (J).

MIX OF DWELLINGS

Section 6 of the NPPF reflects the need to significantly boost the supply of housing and to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Policy BSC18 of the adopted Core Strategy reflects this guidance and 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" Paragraph 4.18.5, with reference to the evidence provided by the Strategic Housing Market Assessment, also notes that 'developments should contribute to a mix of housing types and avoid excessive concentrations of one particular type'. The policy wording states that development 'should aim to' contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists.

Analysis of the city's general housing needs and demands has identified a number of indicative requirements for each of 6 city zones. The zones reflect sub-market areas used in the Strategic Housing Market Assessment (SHMA). The intention is to provide a strategic steer for all sizes of residential scheme within each zone. Within the Bristol South Zone, 1 bed, 2 bed and 3 bed flats are considered appropriate. However, a more local area-based assessment is required to assess the development's contribution to housing mix. A smaller scale will not provide a proper understanding of the mix of that area; a larger scale may conceal localised housing imbalances. As a guide the neighbourhood is defined as an area equivalent to the size of a Census Lower Level Super Output Area (average of 1,500 residents).

The application site is located within the Sandy Park Road LSOA within the Brislington West Ward and is also very close to the boundary with Lower Totterdown and Wells Road LSOAs. A picture of the range of housing types in the LSOA can be obtained by consulting the 2011 Census data. The Sandy Park Road LSOA has a ratio of flats to houses at: 25.1% : 74.9%. Lower Totterdown LSOA has a ratio of flats to houses at 56.9% : 43.1%. Wells Road LSOA has a ratio of flats to houses at 43% : 57%. For Brislington West ward as a whole, the ratio is 20.5% : 79.5%.

It can be seen that accommodation in this part of the city is predominantly in houses, and there is a lack of units for smaller households of 1- and 2- bedrooms. New residential development is therefore expected to seek to redress the balance, and in this area therefore, to provide a range of unit sizes including smaller units. The scheme would still retain 10% of the units as larger 3 bedroom units, which would provide family-sized dwellings. This is commensurate with the BCS18 policy requirement to create neighbourhoods with a mix of tenures, housing types and sizes.

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The Outline scheme at the adjacent Paintworks development was approved with a mix of houses and flats, with a larger number of units with 3 or more bedrooms being delivered as houses (around 35%). Within the report to committee, it was recognised that there was a difficulty in achieving high densities and providing houses with gardens. The density at the Paintworks development is 120 dwellings per hectare. The application proposal is assessed under a different policy context than the Paintworks site, and the Urban Living SPD supports urban intensification to enhance the performance of the urban area. The provision of an appropriate mix, delivered solely as flats, is considered to be an acceptable approach for this site.

(B) WOULD THE PROPOSAL BE OF AN ACCEPTABLE HEIGHT, MASSING AND OVERALL DESIGN, AND WOULD IT IMPACT ON HERITAGE ASSETS?

The NPPF requires new development to establish a strong sense of place, and to be visually attractive as a result of good architecture, being sympathetic to the local character and history, while not preventing appropriate change (including increased densities).

In addition, requiring good design is at the heart of Bristol planning policy, and BCS21 expects a high quality design in all developments, which contributes positively to an area's character and identity, creating or reinforcing local distinctiveness.

DM26 requires new development to respond positively to the site, creating and enhancing public spaces and responding appropriately to height scale and massing of existing buildings.

DM27 requires development to achieve a coherent, interconnected and integrated built form, and to use trees and plants appropriate to the character of the area.

DM28 requires development to incorporate high quality and inclusive public realm, which is well surveilled and reduces crime and the fear of crime.

DM29 requires all new buildings to respond to their solar orientation, incorporate active frontages and clearly defined main entrances facing the public realm that emphasise corners and reinforce the most prominent frontages.

The Urban Living SPD was adopted by the Council in November 2018, and recognises the need to deliver at least 33,500 new homes by 2036. The document seeks to guide development towards creating compact, characterful and healthy urban areas, and to ensure that tall buildings are positioned well and demonstrate design excellence.

HEIGHT

In view of the height suggestion within the Enterprise Zone Spatial Framework of 2-4 storeys being appropriate on this site, height in excess of 4 storeys needs to be justified with a robust background townscape and views analysis. The applicant has used the advice in the Spatial Framework as the starting point (as set out above), as well as the Urban Living SPD. The tower building is proposed in tandem with the 6/7 storey buildings which are considered to assist the transition in scale down to the surrounding context. The tower element would depart from current context but it is considered that this is justified in townscape terms since the site is identified as being appropriate for a landmark building in the Spatial Framework and the building would provide urban link between Paintworks and Temple Meads. This would also comply with DM26 which requires new development to respond positively to the site, creating and enhancing public spaces and responding appropriately to height scale and massing of existing buildings.

The Spatial Framework supports the idea of a taller building onto the junction with Totterdown Bridge albeit on the other side of the road to the application site. City Design advice is that in actual fact it matters little which side of the road the taller building is located, however if this proposal is constructed it would suggest that any development proposed on the allocated site opposite this one (BSA1101) should be lower in scale and respond in a different way. It should also be noted that the principle of a taller building on this site is supported by the Inspector's decision (in the above-referenced appeal against the refusal of a scheme proposing a 12 storey building) due to the site's

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gateway location on a busy approach to the centre. The BUDF also supported a tall building, although both BUDF and the Inspector had concerns regarding the design of the tall element and its relationship with adjacent buildings. Officers consider that these concerns have been successfully addressed in this application.

The Inspector's comments in respect of the previously dismissed appeal noted:

"It is the bulk and height of the non-tower element of building 1 in concert with building 2 that seems to be to be inappropriate at this location....It seems to me that if they were reduced in height the tower would make a more impressive visual statement."
[the 6 and 7 storey elements attached to the tower were being referred to here].

From these comments, it is clear that the inspector identified the bulky stretch of 6 and 7 storey elements that were proposed adjacent to the tower in the appeal scheme as being problematic, and that the tower element should be seen as a landmark scheme making a significant visual statement.

Officers consider that the current application addresses this by stepping the tower building away from the linear block (a separation gap of 14m is provided) which allows the tower to make a more impressive visual statement. The base of the tower is more appreciated from river side, because the balconies are not evenly spaced it means the top middle and base appear integrated. This makes a successful response to Q3.3 of the Urban Living SPD.

City Design Group considers there is a compelling urban design rationale for a tall building at this location. The vertical proportions of the building that have been achieved in design terms enable a successful response can be ensured at this height.

Bristol Urban Design Forum (BUDF)

The pre-application stage version of the scheme was presented to the BUDF, and the panel largely supported the way in which the site was proposed to be developed. The panel commented that the proposed height in this location was considered acceptable but that the tower's relationship with the 6 storey 'shoulder' block needed to be resolved, and suggested that the lower element should be articulated in such a way as to visually detach it from the tower. It is considered that the current scheme successfully achieves this, as it steps down to six storeys fronting Bath Road and Totterdown Bridge, which visually sets apart the two elements. The sub-division of the tower into a cluster of three elements - the shoulder onto the Bath Road frontage, the narrow bay to Totterdown Bridge and the remaining riverside tower - help to integrate the building more effectively into this context and improve the proportionality of the taller elements. The brick faced shoulder provides a polite six storey frontage set back from the road and helps to relate the scale to the wider Bath Road context. The tower elements have an elegance particularly when viewed from the north and west.

The Panel considered that good and attractive linkages to and from the site would contribute to the success of the scheme, and that a good pedestrian and cycle link to Paintworks and along the north side of the river to Temple Meads was necessary. They supported the general massing of the Linear Block and the gradual step-down to the 3 storey block. The panel also encouraged the inclusion of the roof gardens and felt that these would be important in views of the scheme from above.

MASSING AND ELEVATIONS

The challenge with this scheme, even at pre-application stage, has been to ensure that the tower element reads as separate to the linear block, and that the 6/7 storey linear block reads successfully as three separate elements, as well as the relationship of the linear block to the Bath Road frontage. The scheme has evolved so that the two core areas of the linear block have been treated as recessive due to the darker material treatment, and also have a set-back upper floor. This responds to Q3.1 of Urban Living ("Is the tall building well-located?") as it is considered that the 7 storey

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elements would give a positive response to local context. Bath Road properties (townhouses) are 4 storeys and elevated. The seven storey elements appear as a linear response to Bath Road to reflect local style, but still have articulation so break up the massing. The scheme responds positively to Bath Road by fronting onto it. The tower element provides a marker in the landscape as a response to emerging higher density context which is close to the city centre. The scheme therefore successfully introduces a spatial hierarchy and works with the contours of the land, since buildings on the opposite side of Bath Road are higher. The two basement levels work with the existing contours and the building steps up to ground level.

HERITAGE ASSETS

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of *R (Forge Field Society) v Sevenoaks DC* [2014] EWHC 1895 (Admin) ("*Forge Field*") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48]. This is applicable here because there is harm to the settings of certain listed buildings caused by the proposals as set out below.

Section 16 of the national guidance within the National Planning Policy Framework (NPPF) 2019 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification. Paragraph 193 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight shall be).

Further, paragraph 194 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. It states that substantial harm or loss of grade II listed buildings or grade II registered parks or gardens should be exceptional, and assets of the highest significance should be wholly exceptional.

Paragraph 195 states that where a proposed development would lead to substantial harm to (or total loss of significance of) a designated heritage asset, LPAs should refuse consent unless it is demonstrated that the harm is necessary to achieve substantial public benefits that outweigh the harm or loss. Finally, paragraph 196 where a proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

In addition, the adopted Bristol Core Strategy 2011 within Policy BCS22 and the adopted Site Allocations and Development Management Policies within Policy 31 seek to ensure that development proposals safeguard or enhance heritage assets in the city.

Officers have undertaken the assessment required under the Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF, and have given special regard to the desirability of preserving the assets, their setting and features of special architectural or historic interest which they possess. They have given this harm considerable importance and weight.

a) Significance of the heritage assets

i) Grade II listed Thunderbolt pub

This is a nationally designated heritage asset. The building is picturesquely designed and in keeping

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with its originally rural setting. This setting has been diminished by the dual carriageway in front of it and separated from the application site on the opposite side of the road. The significance of the building remains as a good, well preserved example of a mid-Victorian tollhouse, though it is acknowledged that its setting is greatly impaired.

ii) Grade II listed Tower of the Church of the Holy Nativity

The church tower enjoys the escarpment as a stand-alone landmark when viewed from the north. Its setting is wide and is appreciated from much of the city. It is architecturally significant due to having been designed by Ponton and Gough (also famous for the Granary on Welshback).

iii) Local and Registered park and garden Arnos Vale Cemetery

This is a designated historic landscape, containing a series of highly regarded listed buildings. The significance of this landscape is derived from being an early example of a designed landscape dedicated as a burial ground.

iv) Arnos Vale Conservation Area

This is a nationally designated heritage asset - focused principally on Arnos Court and Arnos Vale Cemetery, with its green park setting.

b) Impact of the proposed development

i) Grade II listed Thunderbolt pub

The status of the Thunderbolt pub would be undermined by the proposed tower, which, when viewed against the backdrop of the existing dual carriageway would result in a low degree of less than substantial harm.

ii) Grade II listed Tower of the Church of the Holy Nativity

The status of the listed tower would be undermined by the proposed tower, but would result in a low degree of less than substantial harm.

iii) Local and Registered park and garden Arnos Vale Cemetery

It is considered that the scheme would have a neutral effect on Arnos Vale Cemetery as views of the site from the Cemetery (and vice versa), would not be possible due to the topography of the land on the south side of Bath Road, between the application site and the Cemetery

iv) Arnos Vale Conservation Area

For the same reason as above, the scheme would have a neutral effect on the Arnos Vale Conservation Area.

c) Is the Impact of the Proposed Works (Harm/Loss of Significance) Justified or Outweighed?

There is a degree of less than substantial harm that has been identified to the heritage assets due to the scale of the development proposed. It is considered that in order to mitigate this harm, the development should be carried out to a high level of specification, and to ensure this, details are embedded into the scheme to ensure the development is delivered in accordance with the high standard of design that has been presented with this application. These elements are conditioned.

TOWNSCAPE AND VISUAL IMPACT ASSESSMENT (TVIA)

The applicant submitted a TVIA, and officers have assessed this against the background of advice from the Landscape Institute. With regard to the visual impacts generally, the challenging scale of the proposed development in relation to the existing townscape is acknowledged. Viewpoints 3 (Upper Street) and 4 (Park Street) give an indication of impact on local views where a moderate to significant level of harm is likely to result. Having a regard to published advice from the Landscape Institute, the scale of likely impact arising from this development is not considered to be so great that there would

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be harm to the amenity of private residences. Whilst the tower would be visible from properties identified in the TVIA, as well as those identified in other, wider views, it is considered that the quality of the scheme which would be apparent in the elevations and public realm would successfully mitigate against the harm that has been identified.

PUBLIC REALM, PUBLIC ART AND LANDSCAPING

Public realm has been the subject of much discussion at pre-application stage and during the application period, on the importance of the public realm in respect of this site, which is required to contribute to the wider amenity for the local area as well as providing an attractive space for future residents. The BUDF made the point that previous schemes for the site had not included this as part of proposals to the detriment of those schemes. In addition the TQEZ spatial framework promotes the use of a continuous riverside walkway linking with the other potential development site to the west of Totterdown Bridge.

The design and maintenance of the new public space between the tower building and the linear block will be key to the success of this development. A good level of detail showing of hard and soft landscaping for this area, as well as the area between the linear block and Bath Road have been provided with the application.

The space is a difficult one to deal with given the topography and the relationship with the Bath Road. Design development of the proposed route and the link space with Bath Road has focused on changes to the steps and the addition of a series of dwell spaces. These have significantly improved the Riverside aspects of the scheme since the pre-application discussions and the early presentation to the BUDF. The inclusion of commercial space at the lower level relates well to the route and encourages wider population and use of the space.

In view of the necessity to enable refuse trucks to enter this part of the site to service the development, a robust form of landscaping that would be constructed to an adoptable standard is proposed. New trees would also be planted along Bath Road and within the site, at the entrances. In view of the vertical scale of the development, tall and narrow trees have been agreed on, which can have their crowns lifted in order to ensure visibility for pedestrians and vehicles moving around the site. The proposal also provides an extension to the Bath Road pavement which is potentially beneficial for the wider area and local community.

The species are discussed further in the TREE section of this report (Key Issue (E)). In order to have an impact, large trees need to be planted from the outset. It is considered that this part of the scheme successfully complies with DM27, which requires development to achieve a coherent, interconnected and integrated built form, and to use trees and plants appropriate to the character of the area; and DM28, requires development to incorporate high quality and inclusive public realm, which is well surveilled and reduces crime and the fear of crime.

Paintworks-style info-graphics would be used to mark the building entrances. In the main, the proposal lacks the integration of creativity or public art and as such there is question about whether the scheme as presented manages to capture effectively the spirit of the area, such as at Paintworks or the Enterprise Zone more widely. The west facing elevation on to the bridge may be somewhere to explore more creative design ideas around balconies, window panels or the cladding to add distinctiveness to this element of the tower building and its distinctiveness from the main tower building. A condition is recommended, to require details of public art to be submitted for approval.

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URBAN LIVING SPD

The applicant has prepared a response to the Urban Living SPD and this has been assessed by officers. On the whole the scheme results in predominantly green scores. Overall it is considered that the scheme responds well to this guidance and the areas where it does not meet the guidance, or where the way in which it responds is poor, there is a satisfactory explanation.

For question Q2.2 of the ULSPD, which requires areas of communal storage of bulky items to be designed into developments, whilst all the flats have internal storage areas and cupboards, areas of the ground floor have also been delineated for the communal storage of bulky items such as leisure equipment. Ideally, there would also be communal areas for the storage of bulky items on each floor, however, the applicant set out that due to fire regulations, such storage areas would need to have an entrance lobby and be separated from the access corridors. These are not therefore being proposed. Question Q2.4 and Q2.5 of the ULSPD requires private amenity space. In view of the shortfall, the applicant has agreed to a contribution to upgrade equipment at School Road Park which is to be secured by s106. This is set out at Key Issue (J).

A full summary of how the scheme responds to the Urban Living SPD is attached to this report at Appendix 1.

To conclude the Design Key Issue, it is considered that the less than substantial harm that has been identified to heritage assets, as well as the harm to key views, would be outweighed by the design excellence delivered by the development, including in the elevations and in the proposed areas of public realm. These elements are conditioned. The development would also deliver much needed housing, as well as a proportion of affordable housing. The harm identified is therefore considered to be outweighed.

(C) WOULD THE PROPOSAL SAFEGUARD THE AMENITY OF EXISTING RESIDENTS IN THE AREA, AND OFFER A GOOD STANDARD OF ACCOMMODATION FOR FUTURE RESIDENTS?

Good design and protection and enhancement of the environment are critical components of central government guidance, as identified in the NPPF. Adopted Bristol Core Strategy Policy BCS18 makes specific reference to residential developments providing sufficient space for everyday activities and to enable flexibility and adaptability by meeting the appropriate space standards. In addition, Policy BCS21 expects development to safeguard the amenity of existing developments and create a high-quality environment for future occupiers. Furthermore, Core Strategy Policy BCS15 requires development to address issues of flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting.

BRE DAYLIGHT AND SUNLIGHT

The scheme would introduce a new 15 storey element, and 6/7 storey blocks onto Bath Road, opposite nos.124-286 Bath Road, most of these properties are in residential use. This would result in a noticeable impact on daylight and sunlight received by occupiers of these properties. In order to explore how severe this relationship would be, the application is accompanied by a BRE Daylight and Sunlight Assessment. The application uses Vertical Sky Component (VSC), No Sky Line (NSL), Average Daylight Factor(ADF), and Annual Probable Sunlight Hours (APSH)

A total of 26 properties were assessed - including on Bath Road (nos 132-208 even), and on Park Street (nos.109 -111)

(i) Vertical Sky Component (VSC)

The VSC is a measure of light falling on a window, and the target for a good level of light is 27% - meaning a ratio of direct sky luminance falling on the surface of the window. 40% is the maximum possible VSC score, and would mean that if one had a view from a window which was totally

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unobstructed by buildings, 40% of the total hemisphere would be visible. If a development would reduce the VSC from a given window to less than 27%, AND to less than 0.8 times its former value, then according to the BRE guidelines it is likely that the loss of light would be harmful.

The results show that 26 windows, including 17 in no.162 Bath Road, would fail on the VSC test. The other 9 windows that would fail are spread between nos.198, 196, 194, 192 and 160 where there are reported to be secondary windows. This means that with the proposed development in place, the impact of the development would be noticeable from windows in 6 properties. Those windows tested would receive less than 27% of their former light received. The BRE Assessment points out that in any event, the VSC would not drop below 18% and that they would pass the other BRE tests.

(ii) No Sky Line (NSL)

This test is also known as the "Daylight Distribution" method and looks at how daylight is distributed within a room. If a development reduces the amount of daylight to less than 0.8 times its former value, the loss of light is likely to be noticeable. There is no absolute minimum identified by the BRE guidelines however.

The assessment shows that 98% of the rooms tested would pass this test, with 2 rooms in no.162 Bath Road, losing more than 0.8% their former NSL value with the proposed development in place. There is no information on what uses these rooms have.

(iii) Average Daylight Factor (ADF)

This test measures the overall amount of diffuse daylight across a room and takes into account obstructions in the amount of sky visible through a window. Acceptable ADF levels are 1% for a bedroom, 1.5% for a living room and 2% for a kitchen.

The results show that all habitable rooms on the lower floors of those buildings that were assessed comfortably meet this guideline. The rooms on upper floors would achieve higher daylighting levels.

(iv) Annual Probable Sunlight Hours (APSH)

The BRE recommends that APSH received at a window should be at least 25% of the total available, and at least 5% in winter.

All the rooms assessed meet this guideline.

Conclusion on Daylight and Sunlight

The tests show that some of the windows assessed would fall below the levels recommended in the BRE guidelines. This means that whilst the proposed development would affect daylight and sunlight received by surrounding properties, and the loss would be noticeable, for most of the windows there is no quantifiable reason to uphold a reason for refusal in this regard due to the largely positive results and conclusions that have been set out in the Assessment. Whilst some neighbouring properties would notice a reduction in daylight and sunlight received, it is not considered that these impacts would be significantly harmful as to warrant a refusal. It must be borne in mind that the BRE tests are guidelines only, and not planning policy, however they are a useful tool for assessing the impacts of developments on light received by neighbouring windows. They are intended to be applied flexibly, and the background sets out that in some areas (for example city centres and high density areas,) developments may not always achieve optimum levels of daylight or sunlight. The site is within Enterprise Zone where densities are typically high, and residents currently enjoy a more open aspect due currently vacant site. The application site is also some distance away from the affected properties, to the north. It is not therefore considered that a refusal on the basis of loss of daylight and sunlight could be supported.

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QUALITY OF ACCOMMODATION

Core Strategy policy BCS21 states that development should safeguard the amenity of existing development and create a high quality environment for future occupiers. Bristol Local Plan policy DM35 states that development with noise implications should provide appropriate mitigation. Policy BCS23 acknowledges the need to consider the impact a new development would have on the viability of existing uses by reason of its sensitivity to noise or other pollution.

Most of the units within the scheme have a dual aspect, with 32 (21%) being single aspect. The single aspect units are all positioned on the south elevation, with full height windows to living areas to maximise outlook and natural daylight. The overheating implications of this are explored at Key Issue (G), but many of these units also have balconies, which would improve the amenity for the residents. Floor to ceiling heights throughout the units would be 2.5m, which is the minimum height stated in the ULSPD for living areas.

The proposed units all comfortably meet with the National Space standards, and each unit is provided with at least 2sqm storage areas. The layout has been designed so that habitable spaces and communal circulation spaces are paired vertically (stacking) and horizontally, so that noise transfer between properties is minimised.

The lifts and circulation areas for Cores A, B and C would be wheelchair accessible, also being accessed from ground level, and the units themselves have all been designed to be accessible, and adaptable, meeting the requirements of Part M (3) of the Building Regulations (Access to and Use of Buildings).

SECURED BY DESIGN

The Avon and Somerset Crime Prevention Design Advisor was consulted on this application. Having initially queried whether a concierge system would operate, and whether residents would have access to all floors, the applicant confirmed that residents would only be able to access their own floors and the communal access floors (roof terraces and basements). Following this information being provided the officer raised no further concerns, but recommended an advice note in relation to secure windows, and advised that the scheme sign up to the Secured by Design initiative.

NOISE

In order to assess noise within the development, officers have had regard to the National Planning Policy Framework (NPPF). The Noise Policy Statement for England (NPSE), the Planning Practice Guidance (PPG) and Planning & Noise Professional Practice Guidance on Planning & Noise New Residential Development (ProPG) are also relevant to this application.

The NPPF sets out the government policies for planning and states that planning policies and decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution, and paragraph 180 states:

'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and the quality of life'

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And in paragraph 182 that:

Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

The NPPF seeks to avoid noise from giving rise to significant adverse impacts on health and quality of life arising from noise from new development, and to mitigate adverse impacts. It also recognises that some businesses will often create some noise, and should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established.

Local Plan Policy supports this, and BCS21 expects development to safeguard the amenity of existing developments and create a high-quality environment for future occupiers.

BCS23 requires development to be sited and designed to avoid adversely impacting environmental amenity or biodiversity of an area in terms of fumes, dust, noise, vibration, smell, light or other forms of air, land, water or land contamination. In doing so, the same policy also requires the impact of existing sources of noise or other pollution to be considered when designing and locating new development.

Policy BCS23 also acknowledges the need to consider the impact a new development would have on the viability of existing uses by reason of its sensitivity to noise or other pollution. This is particularly relevant here, where the occupiers of this development would be closely affected by legitimate business operations on neighbouring sites.

Bristol Local Plan policy DM35 states that development with noise implications should provide appropriate mitigation.

DM33 Development that has the potential for an unacceptable impact on environmental amenity, biodiversity or water quality by reason of pollution, should include an appropriate scheme of mitigation.

The application is accompanied by an Acoustic Design Report, as well as addendum notes which were supplied during the course of the application. This information has been assessed by the council's Pollution Control Officer, with the assessment set out below.

OPERATING HOURS OF NEARBY WASTE PREMISES

In view of the location of the nearby waste transfer sites, the windows within the scheme would be openable at the occupiers' discretion, and can become effectively sealed when closed and with secondary ventilation being provided. The applicant's assessment is based on the daytime noise levels when all the units were operating on the industrial estate. During the evening time period and at the weekend it is expected that not all of the units will be operating and external noise levels (and internal noise levels) would reduce significantly as a result.

According to the planning consent granted for waste transfer facility, Abacus, this can operate plant and equipment outside between 07.00 and 19.00 Monday to Fridays and between 08.00 and 12.00 on Saturdays. McCarthy Marland can operate similarly between 07:00 - 18:00 Monday to Friday, 08:00 - 13:00 on Saturdays. Neither site can operate on Sundays or Bank Holidays

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In addition to Abacus and McCarthy Marland, Bristol Waste operate the site immediately to the west of the Abacus site and permission was granted under 17/04490/F to extend operating times for:

- Tipping between 07:00 and 17:00 Saturday and Bank Holidays, Mon to Fri 07:00 to 21:00, not at all on Sundays.
- The bailer and sorting line from 07:00 to 23:00 Monday to Friday and between 07:00 and 19:00 Saturday and Sunday and Bank Holidays

Permission at Bristol Waste was granted subject to the noise impact being assessed in respect of residential premises in Totterdown, (further away than the application site) and the committee decision included an understanding that any applications for sensitive uses closer to the site would need to adopt suitable façade insulation measures.

Whilst the above hours show that nearby waste sites do not operate late in the evenings or on Sundays it would appear likely that one or more of the sites would be in operation for considerable amounts of time from early morning to evening during the week as well as at times during the day on Saturdays. Officers have had regard to a recent appeal at Princess House (BCC ref: 17/05540/COU). For this appeal the inspector felt that keeping windows closed to maintain adequate living conditions would be unacceptable. The Princess House site was also affected by commercial noise which only occurred during the day. This is similar to the application site, where the noise on the northern side facing the industrial estate is described as 'comprising an underlying industrial 'drone', with numerous bangs occurring regularly'.

The Inspector in the appeal decision for this site discussed above (ref: 07/02745/F) commented that noise from the waste transfer facilities could generate a significant amount of noise which had the potential to damage living conditions of future occupiers, however, mitigation was able to be designed into the scheme with noise impact concerns uppermost in mind, therefore, the inspector was 'satisfied that the noise levels experienced within individual apartments will not normally give rise to complaints.' As set out, the scheme would be designed to have windows that can be effectively sealed, and secondary ventilation provided during the noisiest hours. It is also important to note that this site is allocated for housing in the Local Plan. In view of these considerations, officers consider that since the mitigation measures can be secured by condition and incorporated within the scheme, the development is acceptable for this site.

Balconies

Balconies have been provided on the northern façade. The noise levels on these balconies will be above the levels recommended for outdoor amenity spaces when the waste management premises are operating. It should be noted that the majority of these balconies are small (7.5 sq m) and alternative communal roof terrace/gardens have also been provided where, with the use of some mitigation in the form of buffer zones or barriers, noise levels are predicted to be within recommended levels for external amenity. The development would therefore follow the guidance given in BS8233 which states:

'Other locations, such as balconies, roof gardens and terraces, are also important in residential buildings where normal external amenity space might be limited or not available, i.e. in flats, apartment blocks, etc. In these locations, specification of noise limits is not necessarily appropriate. Small balconies may be included for uses such as drying washing or growing pot plants, and noise limits should not be necessary for these uses. However, the general guidance on noise in amenity space is still appropriate for larger balconies, roof gardens and terraces, which might be intended to be used for relaxation. In high-noise areas, consideration should be given to protecting these areas by screening or building design to achieve the lowest practicable levels. Achieving levels of 55 dB LAeq,T or less might not be possible at the outer edge of these areas, but should be achievable in some areas of the space'.

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It also has to be noted that there are times, evenings and Sundays, when the waste management premises will not be operating. Occupiers would have the benefit of being able to use balconies during these times without the noise being present.

The development consists of multi-storey residential tower blocks, therefore officers agree with the applicant's acoustic report that the scope for good acoustic design is limited. The design also includes quieter roof terraces for the sole use of residents and in accordance with national policy guidance, this can partially off-set the impact of noise on residential developments. In accordance with the NPPF, it has been shown that measures are in place to 'mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development - and avoid noise giving rise to significant adverse impacts on health and the quality of life', and this will give suitable protection to existing businesses and future occupants of the development.

Conditions are recommended to ensure that as far as possible, occupants of the scheme are protected against noise and, importantly, an advice note shall be included, which advises future occupiers of the site that it may not be possible to uphold any noise complaints received from residents and occupiers of the site regarding noise impacts from the Albert Road Industrial Site, on the use of the balconies or terraces.

Overall, officers are satisfied that there would be no significant harm to amenity in relation to noise.

AIR QUALITY

Section 15 of the NPPF states that Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.

Core Strategy policy BCS23 States that development should be sited and designed in such a way as to avoid adversely impacting upon environmental amenity by way of fumes, dust, noise, or any form of air pollution.

Site Allocations and Development Management policies - policy DM33 states that development which has the potential for an unacceptable impact on environmental amenity by way of pollution, but is considered desirable for reasons of economic or wider social need will be expected to provide an appropriate form of mitigation.

An Air Quality Assessment (AQA) has been submitted with the application, which identifies the main air quality impacts as being the proposed centralised energy plant and increased traffic on local roads. The Assessment has been assessed by the Council's Air Quality manager who initially raised questions with regards to the proposed gas boilers located in Core D in terms of the location of their output. Additional justification and evidence was requested from the applicant in relation to the air quality dispersion model. Assurance was duly provided, and in order to ensure sufficient dispersal from the boiler stacks, the air quality officer has recommended a condition requiring the stacks to discharge vertically above roof level.

The report concludes that the impacts on air quality are not significant, and the air quality officer is in agreement with this. There are no further objections on air quality

(D) WOULD THE SCHEME SUCCESSFULLY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

The NPPF requires all developments that generate significant amounts of movement to be required to provide a Travel Plan, and the application should be supported by a Transport Statement. It also states that in assessing applications, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be - or have been - taken up,

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given the type of development and its location;

- safe and suitable access to the site can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

It also states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

BCS10 sets out development principles, and places pedestrians and cyclists at the top of the hierarchy of road user priorities. It requires proposals to create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

DM23 expects development to provide a safe secure, accessible and usable level of parking provision having a regard to parking standards, as well as secure and well-located cycle parking and facilities for cyclists. The same policy also expects developments to provide appropriate servicing and loading facilities which make effective and efficient use of land and be integral to the design of the development. DM32 also requires the location of recycling and refuse provision to be integral to the design of the proposed development.

TRANSPORT STATEMENT

The Transport Statement submitted sets out that the site is in a highly sustainable location due to its proximity to the city centre, Temple Meads Station, St Phillips Greenway and located on nine bus routes with both in and outbound bus stops adjacent to the site. Officers concur with this assessment.

Traffic counts were undertaken by the applicant, and the transport modelling system, 'TRICS' data was used to calculate traffic projections for the proposed development. Currently, during both the AM and PM peak, vehicles were predominantly travelling towards the city centre. The TRICS data revealed that on a given week day, this proposal would create an estimated 908 two-way trips (of all modes of transport), of which 24% would be by car. This equates to 31 two-way trips during the AM peak and 34 two-way trips during the PM peak. To service the site for refuse collection and deliveries, an estimated 17 two-way trips would be generated equating to two two-way trips during the AM peak and four two-way trips during the PM peak. These trips were then assigned to the network and subsequently modelled using another modelling system - 'PICARDY'. This revealed that whilst there are likely to be some delays, the additional traffic would be able to be absorbed within the network without causing significant delays, and that this would not unduly effect this key public transport corridor. To support the application a Stage One Road Safety Audit was also undertaken.

BUS SERVICES / CARRIAGEWAY REALIGNMENT / MASS TRANSIT

Bath Road forms one of the city's key public transport corridors. Whilst bus prioritisation was introduced along the A4 corridor as part of the Greater Bristol Bus Network, further prioritisation is needed to speed up journey times, especially from the Brislington Park and Ride site. As part of the West of England Joint Transport Study (which will form the basis of the revised Joint Local Transport Plan) a new Metrobus route has been proposed along the A4 from Keynsham to the City Centre. The A4 corridor is also being examined as a potential route for a mass transit system. Whilst it was initially requested that a section of the application site be retained for this purpose, (as supported by policy DM24) a feasibility study undertaken subsequently indicated that the land was no longer required, thereby enabling it to be released for redevelopment. Whilst the applicant was unable to provide additional land for public transport, they agreed to a request to remove the kink in the kerbline and to provide a half or full layby within the application site to prevent buses pulled up at the adjacent stop from delaying any other buses heading towards Brislington.

CYCLE LINKS

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Due to the size of the proposal, the applicant is required to improve cycle links to the site, and has agreed to make a Section 106 contribution of £20,000 to improve access to St Phillips Greenway from the northern end of Totterdown Bridge which goes west to Temple Meads, and west. This contribution will enable signage and lighting to be improved, vegetation to be pruned and a wheel ramp to be installed.

SERVICING

In assessing recycling and refuse provision, regard must be had to the location of the provision of refuse storage, and to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives.

Where the servicing of the site would take place has been subject of much discussion throughout both the pre-application and application processes.

To service the site, the applicant originally proposed to remove the existing vehicle crossovers either side of the bus stop and provide a layby on Bath Road, along with constructing a new priority junction in order to access the basement carpark. However, a Stage One Road Safety Audit, indicated that the lay-by would have presented a hazard to pedestrians and other road uses, and would not have provided sufficient space to service the site, resulting in refuse vehicles blocking the road in this location. Officers instead advised that loading facilities would need to be provided within the confines of the site. This was found to be possible utilising the existing vehicle crossovers, with vehicles stopping behind the adjacent bus stop, and is shown in the scheme presented to Members.

The loading bay within the site would need to be adopted so that Bristol Waste can enter the site to service it. Transport officers have also stated that the loading bay would ideally need to be longer, in order to accommodate the scenario of a waste collection vehicle and delivery vehicle needing to enter the site at the same time. The applicant's transport modelling shows that this scenario could arise, and if it did, it could result in vehicles overhanging the road. Officers explored whether the loading bay could be made longer, by shifting the entrance slightly to the west, however, this would require the relocation of a number of stats (utilities) along this stretch of the pavement, which would add significant cost to the development and would impact on viability. Officers therefore consider that this type of scenario would occur relatively infrequently, and that vehicles would deal with the situations as they arose. The TRO amendment to insert double yellow lines outside the site would prevent vehicles from waiting here and causing an obstruction.

For the commercial units, a total of 1.2 trips per day is predicted, and the supporting documents state that these would take place between 9am-5pm, which is acceptable. A Service Management Plan is requested as a condition, where details of how servicing and deliveries to the site would be co-ordinated and managed would be expected.

BASEMENT PARKING AREA

Access in and out of the basement parking area off Bath Road would be Left Turn only. Right turns into and out of the site would add to congestion and present a collision risk on this busy part of Bath Road. A splitter island outside the entrance is being proposed, in order to strengthen this restriction. The ramp leading into the basement would be 1:12 gradient, and it has been designed to comply with guidance on underground parking areas. There would be 6m of level access road at ground level into the ramp, so that cars exiting the car park would have eye level views of the road.

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In view of the sustainable location of the site, the development proposes 40 car parking spaces. Of these, three would be designated for the use of disabled people, and a further eight would have Electric Vehicle Charging Points (ECVP). A Car Club bay is also being funded by the applicant, and one years' membership would be provided for each dwelling within the development.

For a site of this size, using the Temple Quarter Enterprise Zone parking standard, 193 parking spaces would be permitted under the council's maximum parking standard. Only 40 spaces have been proposed due to the availability of sustainable transport as well as the constrained nature of the site. Assuming the spaces would be allocated to individual flats, this would leave 112 flats without any parking provision. An analysis of car ownership levels taken from the 2011 census for Windmill Hill ward indicated that on average car ownership per household is 0.95 cars. For this development, it would equate to 152 cars. However, the applicant considers that due to the sites sustainable location the actual level of any overspill is likely to be substantially less than the 112 vehicles indicated.

To determine whether the surrounding roads have sufficient capacity to absorb this number of vehicles, the applicant undertook a parking survey on the 7th and 8th June 2018 which recorded the availability of on-street parking within a 150m radius of the site, at half past midnight, 7am and 6pm. Disregarding vehicles parked over dropped kerbs and on double yellow lines, the survey recorded that there were 32 spaces within 150m of the site. This indicated that there were spaces available on Bath Road, but that these would not be sufficient to support any potential overspill. To address this, the applicant has agreed to pay for additional waiting restrictions to be reduced, which could be incorporated within a future residents parking scheme, if one were to be introduced, as would be needed to prevent overspill from this site as well as from the adjacent site and the new student campus adjacent to Bristol Temple Meads.

CYCLE PARKING

The development would contain three stores to accommodate a total of 288 cycles. This would consist of 128 two-tier racks due to the restricted amount of space, with 16 Sheffield Stands for residents who may find using the two-tiered racks difficult to use. This is sufficient based on the storage required for both residents and any staff of the commercial units. For the use of visitors 10 external Sheffield Stands are proposed in the public realm, which would be weatherproofed and secure.

TRAVEL PLAN

A Travel Plan has been submitted which sets out how the development would seek to reduce the number of trips made by private vehicles over its lifetime. Monitoring of this document will be undertaken over a 5 year period, and for this, the Council collects a fee, secured as a Planning Obligation. For this scheme, the monitoring fee is £5,000.

RIVER WALKWAY

The river walkway is accessible via lift from the public square, and the walkway itself contains ramps, meaning that it would be useable by wheelchairs, pushchairs and cycles. It is envisaged that the walkway would link to the Paintworks site to the east, as well as the other allocated site to the west, although connection relies upon the agreement of other parties on neighbouring sites, which is not yet available. The fact that the development would facilitate these links complies with the criteria for the site allocation, in BSA1210.

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REFUSE AND RECYCLING

Each of the four cores would have a dedicated internal waste store, along with a separate store for commercial waste in the basement of the tower. A collection point is proposed adjacent to where the refuse vehicles would stop (in the loading bay), and this is within an acceptable distance for collection by Bristol Waste. A condition is proposed requiring the submission of a Waste Management Plan which would set out how waste would be stored and collected. Collections should be timed to avoid peak periods.

With the proposed conditions in place, the transport impacts of the development are found to be acceptable.

(E) TREES

Policy BCS9 states that individual green assets should be retained wherever possible, and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size.

Policy DM17 seeks to protect Important Open Spaces, Unidentified Open Spaces, Urban Landscape and Trees and recognises the role these features have in providing landscape and visual amenity quality.

The trees on site are self-seeded open secondary regenerated trees on abandoned industrial land. The trees are predominately of average quality and do not have sufficient merit individually to restrict development of the site. However due to the percentage of canopy cover over the site appropriate tree retention and replacement needs to be a priority to ensure green infrastructure is a lasting feature following occupation.

The 36 arboricultural features on site consist of 29 individual trees and 7 groups. Of these, 25 individual trees and 5 groups have been identified for removal. The 5 groups of trees to be removed contain 26 trees, mitigation has not been presented for these trees because they fall within the 0-150mm category within the planning obligations document. The arboricultural report suggests that due to their size and self-seeded origins no mitigation is necessary however, this is a reasonable number of trees and some mitigation for this overall loss shall be secured.

The Bristol Tree Replacement Strategy would require 53 replacement trees while the proposed landscape scheme has presented 17 replacement trees along the Bath Road frontage. Policy allows for a financial contribution to be made for the shortfall in replacement trees, which would equate to 36 trees - £27,540 in total. Trees on the river edge and on the western embankment would be protected and retained.

The arboricultural report is a preliminary survey of the trees on site which includes an arboricultural implications assessment. Due to the topography of the site, heavy vegetation and poor ground conditions the locations of the trees within group 17 are estimated and some mapping discrepancies may have occurred. The number of trees within group 17 (along the river edge), is estimated at around 75 trees. An arboricultural method statement has not been provided at this time due to unsuitable conditions which meant that it was considered unsafe to access this area to accurately survey the trees. The impact on this group has not been fully addressed at this stage. A general specification to fell selected trees and prune the canopy of those retained to allow 2m canopy clearance from the proposed structure has been presented. It is therefore considered acceptable to survey this area as part of a condition.

Trees 1, 2 & group 4 are located on the western boundary of the site adjacent to Totterdown Bridge. Group 4 provides a reasonable amenity to the area and acts as a screen to the proposed development. These trees are growing in an elevated verge above the proposed and therefore the impact of development is likely to be minimal.

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In terms of replacement landscaping, this has been the subject of much discussion during the course of the application. The replacement species along Bath Road that were originally proposed, were small species and would have provided an insignificant green infrastructure contribution to the area, being proposed as mostly shrubs. They would have needed cyclic maintenance to prevent obstruction to the highway. Considering the proposed building heights, officers considered that the trees in this location needed to provide a sense of scale, and that tall, columnar species would work better to provide a sense of scale and to provide canopy clearance over the footway, and ensure visibility for vehicles entering and leaving the site.

Revised landscaping proposals were drawn up, and trees now shown along the Bath Road frontage are *amelanchier lamarckii* (Shadbush); *pyrus calleryana* (callery pear); *metasequoia glyptostroboides* (dawn redwood) and these will offer amenity value to the public realm, and would be an appropriate response to the development.

(F) ECOLOGY

The NPPF promotes conservation, restoration and enhancement of priority habitats, ecological networks and the protection of priority species.

As stated above, the site borders a Site of Nature Conservation Interest - the river Avon, which provides a refuge for flora and fauna, contributes to national biodiversity and geodiversity targets, adds to local character and distinctiveness and enhances quality of life by reducing the effects of pollution.

Policy BCS9 states that the integrity and connectivity of the strategic green infrastructure network will be maintained, protected and enhanced, and that nature conservation sites will be protected. Policy DM19 expects developments to be informed by appropriate surveys and be designed to avoid any harm to identified habitats, species and features of importance.

Initially, the Ecology officer held an objection because the ecological report submitted with the application was outdated (it was undertaken in September 2016.) This also resulted in the comment (above) from Natural England, which stated that they required further information to understand the ecological impacts on the river and its function as a wildlife corridor. The Environment Agency objection also referenced the outdated survey. The applicant subsequently updated their survey, and upon further consideration, the ecology officer provided updated comments, taking into account the fact that the site forms part of the River Avon Site of Nature Conservation Interest, which is a commuting corridor for bats. The full comments include consideration of legally protected species, which addresses Natural England Standing advice.

The site surveys set out that the former filling station, including the grassy area on the Bath Road frontage, supports only extremely small quantities of vegetation. Although the number of plant species recorded is fairly high, almost all are common and widespread in similar habitats both in and around Bristol. Many of the species recorded are non-native. There were changes in the species lists between 2016 and 2018, with some species disappearing and a slightly higher number appearing. This is typical of formerly developed sites where the vegetation is developing.

The survey concludes that the site is of minimal nature conservation value but that the wooded fringe along the edge of the site does, however, form part of a wildlife corridor. It notes that the river itself is valuable as a wildlife corridor, however, there was no evidence of protected species on the site itself. The survey concludes that the vegetation along the river bank should be left intact to ensure a barrier between the development and the river.

Officers are in agreement with the survey, and have recommended conditions on lighting, green roofs, installation of bird and bat boxes, details of boundary treatment, removal of Japanese Knotweed and installation of protective fencing around the SNCI during construction.

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As embedded in the NPPF, sustainability should be integral to all new development, and should encourage opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems. BCS13 encourages developments to respond pro-actively to climate change, by incorporating measures to mitigate and adapt to it. BCS14 sets out a heat hierarchy for new development, and an expectation that new development will connect to existing CHP/CCHP distribution networks. The same policy also expects development to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%. BCS15 requires developments to demonstrate through a Sustainability Statement how they have addressed energy efficiency; waste and recycling; conserving water; materials; facilitating future refurbishment and enhancement of biodiversity. This policy also requires a BREEAM Excellent score to be achieved for all major non-residential development. Bristol City Council's Climate Change and Sustainability Practice Note provides further advice on these matters.

The application is supported by a Sustainability and Energy Report, incorporating an Overheating assessment.

District Heat Connection and Heat Hierarchy

The Heat Hierarchy in Policy BCS14 favours the use of large scale renewable and low-carbon energy installations. It sets out that new development should demonstrate that heating and cooling systems should, in the first instance, connect to an existing CHP/CCHP distribution network in preference over individual systems. Bristol City Council is developing a city-wide heat network and already has a network in place in some parts of the city. This development lies within the heat priority area, and will therefore be designed to connect to the heat network, and the Energy Team have confirmed that there will be a Heat Network within the vicinity of the site. The developer has agreed to the connection, however, it is not possible to secure this through s106 at this stage, as there is no likely date on which the development would need to be 'heat network ready'. Instead, a condition requiring the details of a future connection is imposed. Site wide gas fired community heating /cooling is proposed, which would comply with the heat hierarchy in BCS14.

Sustainable Design

Policy requires developments to be designed to minimise their energy requirements, by incorporating enhanced building fabric, addressing air tightness and using high efficiency lighting. The development would incorporate high levels of insulation and high-performance glazing on all facades to reduce the demand for space heating. All living rooms would have full height windows to maximise light, reducing the need for artificial lighting. 100% of light fittings would be low energy lighting, with communal areas fitted with occupant sensors. Mechanical ventilation and heat recovery (MVHR) is proposed for all dwellings, and smart meters would be used to control energy usage.

Renewable Energy

The report sets out that the applicant explored a range of renewable energy measures, including biomass heating, ground source heat pumps, air source heat pumps (ASHP), photovoltaics (PV), solar thermal and wind. The most suitable technologies were found to be ASHP and PV panels, which, in tandem with gas fired boilers would reduce the development's CO2 emissions by 20.1%, therefore complying with policy BCS14.

Overheating and Climate Change

In view of the fact that many of the units are south facing, an overheating assessment has been prepared by the applicant. This looks at how long windows would need to be open during a day to purge the building of heat. This has been subject of much discussion with officers and the applicant's sustainability consultant. To complete the study, two worst case apartments were tested for the amount of time their windows would have to be open in any one day (summer). Following officers'

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concerns that windows would need to be open for a significant amount of time, when residents may not be in, the applicant provided information to state that the glazing would be of a low g-value specification, which would limit solar gain. Balconies would also provide solar shading. The applicant has used a 2020 climate change model, and was asked to also undertake the study to also respond to the projected 2050 climate change which was done satisfactorily. The revised documents shall form part of a condition, requiring the development to be constructed in accordance with the design specifications within the reports.

BREEAM

The proposed BREEAM score would be 72.75% (Excellent). The final BREEAM certification confirming this score once the development is complete shall be required by condition, within a specified time of completion. This complies with policy BCS15.

Overall the energy strategy and sustainability measures proposed by the development are good. The development would not only comply with policies on building design, climate change and renewable energy, but would also be future-proofed to connect to a heat network once one is available in the area.

(H) FLOOD RISK

The proposal site is located within an area at risk of flooding - Flood Risk Zones 2 + 3 - as identified by the Environment Agency. The areas of risk are on the northern edge of the site where the land falls down towards the river.

The NPPF and policy BCS16 require that a sequential approach is taken to the location of development, locating developments in areas with the lowest risk of flooding first. However, the site is also allocated for development by virtue of site allocation BSA1210, and that allocation in itself has been sequentially tested. Whilst there is still a need to locate developments in areas of lowest flood risk, most of the site falls outside the areas of risk, as noted above.

The applicant has submitted a Flood Risk Assessment (FRA) which sets out how the development would be resilient to the risk of flooding.

Initially, the Environment Agency raised objections to the scheme, since the proposed development was shown as being too close to the river bank, and would prevent access by the Environment Agency for essential maintenance vehicles. They also raised an objection to the applicant's flood risk modelling which showed the development increasing flood risk elsewhere.

Following a meeting with the Environment Agency, the applicant prepared a revised FRA, which showed the north elevation building edges being stepped further back from the river edge (it is now shown as being 4.8m away from the top of the high tide mark). The riverside walkway would be cantilevered from the buildings, and no piles would be proposed along the edge of the top of the bank. In respect of the risk of flooding the site benefits from flood protection, and the Environment Agency advised that Finished Floor Levels should be set at least 300mm above the 1 in 200 year flood event which would be 10.6 metres AOD, for the commercial units and 14.2 AOD for the residential units.

The Environment Agency required the impact of the proposed development on the stability of the riverbank to be considered, due to a concern that the development could impose additional loads to the bank and compromise its stability. Change to the stability of a bank can be caused by a number of factors, including change in slope of bank, removal of vegetation, surcharge of the bank by new loads and erosion of bank. To guard against this, the new river wall and development is designed to transfer all loads to the underlying mudstone rock via piles which would be set back from the bank edge.

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In response to the Flood Risk officer's comments, the applicant indicated that surface water runoff from the site will be discharged unrestricted to the river Avon and thus there is no need for attenuating surface water on site. Surface water outfalls have been located above the 1 in 200 year tide level to ensure they are not surcharged resulting in a submerged outfall with reduced discharge capacity, thus negating the need for onsite storage.

In order to divert the highway drainage, the design intent will be to prioritise positioning it in the public footway. No surface water runoff flow paths are shown to flow through the site from the higher areas immediately to the south, across Bath Road.

(I) GROUND STABILITY AND CONTAMINATION

Policy DM37 relates to unstable land. It states that on sites where there is reason to suspect unstable land and the risk of instability which could materially affect either the proposed development or neighbouring occupiers, development will only be permitted where a desk-based study to assess the previous uses of the site and their potential for instability in relation to the proposed development has been carried out. Where the study shows that instability is likely but does not provide sufficient information on its precise nature, the policy requires that site investigation and risk assessment are carried out to determine the standard of remediation required to make the site suitable for its intended use.

The above policy applies to this application, due to the risk of potential impact upon three major pieces of infrastructure: Bath Road, Totterdown Bridge and the bank of the River Avon.

The applicant has provided a Phase 1 Geoenvironmental and Geotechnical Desk Study, Bank Stability Design Note and Geotechnical Note. This has been assessed by an independent Geotechnical advisor.

Stability of River Bank

Historically, the riparian edge of the site was used for barge repairs. The reports conclude that the construction process and eventual building loads next to the river will be significantly higher than anything that has been experienced on the site previously. In view of alluvium deposits, which give rise to weak layers), the buildings on site would need to have piled foundations.

Stability of Bath Road

The existing retaining wall within the site would be removed as part of the works, which could be problematic if it is found that this wall is currently supporting the steep cliff. A ground investigation is therefore recommended, secured by condition, which would be supported by a strategy for supporting the road at each stage of development, including during the works and in the completed development.

Stability of Totterdown Bridge

The Totterdown Bridge has been present next to the site since 1904, replacing a ferry which used to cross the river in a similar location. The foundations of the bridge neighbour the site. The exact location of the foundations is not known and will need to be discovered as part of the ground investigation. They may spread beneath the site, and if this is the case they would be compromised in any development. A ground investigation into the bridge foundations shall be required as a pre-commencement condition, and according to the results, a solution to ensure that the bridge is protected will need to be presented for approval.

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The site is located in an area with historic coal mining activities, and is in a High Risk Area. The Coal Authority originally commented that there was a mine entry at the centre of the site, however, later confirmed that in fact, it was a water pump shaft, and as such, there would be no impact on land stability from past mining activities. The Coal Authority therefore raised no objection.

Policy DM34 relates to contaminated land. Due to the presence of a previous polluting use on the site, the application is accompanied by a Phase 1 Geoenvironmental and Geotechnical Desk Study. This recommends that an intrusive ground investigation is required to confirm the geological succession and nature of the ground conditions beneath the Site. The investigation would be a combined geotechnical and geoenvironmental investigation and would also investigate the nature of the existing retaining measures on the Site. It is reported that this would deliver efficiencies to the project and avoid unnecessary, repeated or abortive work. The results of such a site investigation will inform foundation and pavement design, implications for landscaping and earthworks on the Site and the need for and scope of any remediation of residual contamination on the Site, however, the applicant has not followed this through.

The Council's Land Contamination officer has reviewed the document and commented that further investigation is required, in view of the uncertainties at this site - particularly, establishing whether or not there are any remaining underground storage tanks at this site.

Therefore conditions are recommended to require further information, including a site specific risk assessment and intrusive investigation to assess the nature and extent of the site contamination and whether or not it originates from the site.

(J) PLANNING OBLIGATIONS

Section 106 of the Town and Country Planning Act 1990 sets out the legislative background for securing planning obligations, and the NPPF sets out that planning obligations should only be used where they are necessary, directly related to the development, and fairly and reasonably related in scale and kind to the development. BCS11 states that obligations or contributions secured by s106 may be sought from any development that has an impact requiring mitigation, and that CIL is also required in accordance with the CIL regulations. The Council adopted its own Planning Obligations SPD in 2012, which supports and provides additional guidance against the above legislation and policies.

The developer has agreed to the following contributions, which are being secured by s.106.

AFFORDABLE HOUSING:

4x1bed flats, 24x2 bed flats and 2x3bed flats (30 total) with 77% Affordable Rent and 23% Shared Ownership.

HIGHWAYS CONTRIBUTIONS

TRO amendment Parking restrictions	£8,000
Improve St Phillips Greenway	£20,000
TRO to amend bus lane	£5,395
TRO Car Club Bay	£5,395
TRO Loading bay within site	£5,395
Travel Plan monitoring fee	£5,000
Car Club membership for residents (one per household)	

TREES £27,540

PARKS £59,000

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FIRE HYDRANTS	£3,000
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Total:	£138,725
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CONCLUSION

It is considered that the application makes an ambitious but successful response to the site. It is acknowledged that the height of the tower would exceed the height of surrounding context, as well as the recommended height stipulated in the Spatial Framework, however, for the reasons set out in this report, a tall building of the quality proposed is considered to be an appropriate response for this site. The site is in a sustainable location, and the scheme will bring about enhancements to the existing infrastructure networks as well as introducing valuable new public realm and opening up an access to a new river walkway. The scheme performs well against criteria in the Urban Living SPD - it would provide a good standard of accommodation and would not significantly harm amenity of residents living close to the site.

Impact on traffic on Bath Road has been adequately modelled, and officers are satisfied that the development would satisfy the tests in the NPPF, and would not introduce severe or unacceptable impacts on the highway network in terms of congestion or parking overspill.

The s106 attached to the recommendation would ensure that an acceptable level of affordable housing is provided, in accordance with the viability exercise which has been verified by external experts and officers.

The application adequately addresses ground stability and flood risk, and the proposed conditions would the responses to these matters are suitably reinforced.

The scheme is therefore recommended for approval, subject to conditions and s106.

APPENDIX 1 - URBAN LIVING RESPONSE**ASSESSMENT AGAINST URBAN LIVING SPD****Part 1: Major Development****City**

Q1.1 Requires the scheme to have adopted an approach to urban intensification which is broadly consistent with its setting. Agree that the applicant has undertaken a design -lead approach and it has been an iterative process. Also agree with the applicant's justification. Does not comply with SF which required 40 homes, but agree that other circumstances dictate that density should be much higher than the Spatial Framework.

The site is located in an area identified by the SPD as having a weaker townscape character, fewer contextual constraints and low intensity usage. Such sites are described as having significant potential for intensification.

Agree Amber.

Neighbourhood

Q1.2 The scheme should contribute towards creating a vibrant and equitable neighbourhood. Green. Facilitates links to other sites.

Q1.3 requires a scheme to respond positively to the existing context, or where the area is undergoing significant change, the emerging context

There is a positive response to local context - 7 storeys - Bath Road properties (townhouses) are 4

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storeys and elevated. These elements appear as linear response to Bath Road to reflect local style, but still have articulation so break up the massing. The scheme responds positively to the road by fronting onto it. Tower element provides a marker in the landscape as a response to emerging higher density context which is close to the city centre. Introduces a spatial hierarchy

(g) Does this scheme work with the contours of the land? Yes - Bath Road other buildings are higher. The 2 current basement levels work with the existing contours and the building steps up to ground level.

Green.

Block and Street

Q1.4 (c) the scheme enables the potential for links to east and west due to the incorporation of a river walkway which would be publicly accessible. (i) Building entrances are regular and legible. Hard and soft landscaping is being introduced.

Green.

Q1.5 (a) the building height is lower on the south side to take advantage of sunlight and has windows to stairwells

(k) a Wind Assessment has been provided. Public square allows natural light to enter buildings

Green.

Q1.6 (c) designing out opportunities for anti-social parking (g) car club membership is proposed (on per household) and one on-street bay, which is to be included in the TMO.

Servicing

(b) lay-by within the site would be provided.

(e) servicing integrated into a busy pedestrian area

REFER TO TRANSPORT KEY ISSUE (D) - GREEN

Part 2: Guidance for Major Residential Development**Shared Access and Internal Spaces**

Q2.1 Building entrances and shared internal spaces should be welcoming, attractive and easy to use (a) directly from public realm - this is done where possible from linear blocks (c) celebrating entrances - they have recessed legibly entrances with info-graphics like Paintworks. (f) linear block has 2 cores, with 7 units off, and light corridors so help foster sense of community. GF flats have their own accesses. Does not have long corridors and neither does the tower.

Access control systems have been provided

Green.

Q2.2 The scheme should provide practical, attractive and easily accessible communal amenity space that meets the needs of its target resident profile.

a) 1.5m width corridors - comfortable, naturally lit and comply with Part M generous. (i) safe secure accessible storage area for bulky items (prams, mobility scooters leisure equipment etc) - room for improvement.

g) Child yield would be 40

(h) the scheme provides areas for the storage of post

(i) the scheme provides areas for the storage of bulky items within the ground floor reception areas. Amber as there is no space for the storage of bulky items on the individual floors.

Q2.3 The scheme should provide sufficient private outdoor space, including children's play areas.

(a) 5sqm balconies and 400sqm outdoor communal roof terrace space.

Green.

Q2.4 Outdoor spaces should be well designed. Balconies are designed with a minimum depth of 1500mm.

Where units do not have projecting balconies, they have Juliette balconies. Hard and soft landscaping

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would be provided within the scheme as well as an enhanced access to the river.
Green.

Q2.5 The scheme should creatively integrate children's play

If the scheme cannot provide sufficient space, they should identify nearby public areas and provide contributions to local parks and improve the links to the parks.

Amber - a contribution is being made to local park (School Road Park)

Q2.6 Internal layouts should be adaptable

Meet space standards, no single aspect north units, construction - would have a minimum floor to ceiling height of 2.5m.

Green.

Q2.7 The scheme should create homes with adequate levels of privacy and noise insulation

15m min separation - low but due to penetration of light and orientation and also the minimal width of the development that would be affected (ie the short edge rather than the long edge of the building) this is acceptable in this instance

Stacking is acceptable and due to the island nature of site there is no front or back, therefore there would be increased opportunity for natural surveillance

Green.

Q2.8 The scheme should maximize natural light with dual aspect units.

80% of the units would be dual aspect, with none of the single aspect units on the north side. Officers accept that they couldn't build any more dual aspect units into the scheme because of the linear nature of the site.

Overheating has been considered and adequate mitigation is provided. Good levels of light in each unit.

Green.

Part 3: Tall Buildings

Q3.1 The tall building should come forward as part of a spatial strategy, or through a thorough contextual analysis. Justified that it is departing from current context but justified in townscape terms. There is scope for a landmark building on the site.

Green.

Q3.2 The building should make a positive contribution to long-range, mid-range and immediate views. The TVIA has been assessed in line with the Landscape Institute guidance. Whilst some harm has been identified, the quality of design as well as the quality of the public realm would outweigh the small degree of harm.

Green.

Q3.3 The building should demonstrate design excellence.

The use of materials ensures that the linear block massing is broken up and the tower uses brick frames with recessive brick colour to articulate and manage the massing. High quality public realm space.

Drawings show sufficient detail that the quality would be designed in and would be conditioned. We wouldn't want this design quality to be lost through later iterations therefore as much detail possible has been shown on the drawings at officer request.

Base is more appreciated from river side, because the balconies are not evenly spaced it means the top middle and base are integrated.

Green.

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Q3.4 The building should ensure the safety of occupants and passerby in terms of fire safety
Agree with applicant's response on fire safety. The buildings would exceed all the requirements in Approved Document B (fire safety). The tower (being over 30m) will require a sprinkler system. Escape routes have been designed to be direct and clear.
Green.

Q3.5 The scheme should not interfere with aviation or broadcast or wireless services, or on solar energy generation of neighbouring buildings.
Green.

Q3.6 Servicing, maintenance and management should be well considered.
Green.- Key issue (D) on transport.

Q3.7 The scheme should deliver healthy, pleasant environment for occupants, with small, shallow floorplates to maximize light into circulation areas.
Green- discussed in amenity Key Issue (C)

Q3.8 The building fabric should incorporate sustainable materials
Green- sustainability Key Issue (G)

Q3.9 The scheme should take account of wind impacts and daylight and sunlight, both during construction and when complete
WIND

Appendix D of SPD says that height differential and density grading principles should be considered before active strategies to protect pedestrians at street level are adopted, such as podiums and canopies. Wind speeds should be considered around the entrances into both proposed and adjacent buildings, along key pedestrian routes and in spaces for recreation. The applicant is expected to provide mitigation for any areas that are likely to have high wind speeds. For high level roof terraces, intelligent parapet and landscape design could be used to improve wind conditions.

Wind assessment has been completed and shows that the scheme incorporates adequate mitigation for the areas which would experience the strongest winds (on the north-west corner) by incorporating balustrades on the balconies, and retaining vegetation at GF level.
Green.

COMMUNITY INFRASTRUCTURE LEVY

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

The CIL liability for this development is £1,157,906.25

RECOMMENDED GRANT subject to Planning Agreement

Time limit for commencement of development

1. Full Planning Permission

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

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

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Pre commencement condition(s)

2. Phasing Plan

Prior to the commencement of the development hereby approved a plan illustrating individual phases in which the development is to be commenced and completed will be submitted to and approved in writing by the local planning authority.

The development will be undertaken in accordance with the approved phasing plan.

Reason: In order to control the development of the site and allow flexibility in the timing of development of the site.

3. Ground Investigation - Land Stability

Prior to commencement of development, the applicant shall submit to the LPA a ground investigation and risk assessment to determine the standard of remediation required to make the site suitable for its intended use for approval in writing. The works shall be carried out in accordance with the approved details.

Reason:
In the interests of land stability.

4. Insurance - Land Stability

No development shall take place until the developer has provided evidence that an appropriate insurance policy has been taken out (to which the City Council will have access as a named party on the insurance details), to be approved in writing by the Local Planning Authority, in respect of any adverse effect the works may have on the long-term integrity of the slope. The insurance policy shall be sufficient to cover any potential problems that may arise during the course of construction and consequently as a result of the development.

Reason:
To ensure that the Local Planning Authority as a named party in the insurance policy, has the access to the policy in order to secure the necessary funds to carry out any remedial works required in respect of stability of the retaining wall or site, in the event that this becomes necessary.

5. Condition survey - Land Stability

Prior to commencement of development, a condition survey of existing ground conditions and structures within 25m of the proposed development shall be submitted to the LPA and approved in writing. This should include a visual assessment, photographic record, and surveyed targets attached to the walls.

Reason
In order to determine whether any adverse effects occur during construction works, and in the interests of land stability.

6. Temporary works assessment - Land Stability

Prior to commencement of development, the applicant shall submit a temporary works assessment, which sets out how works would be undertaken to ensure the integrity of the slope and existing structures are not compromised during construction activities; for example, from the applied load of a piling rig, or from vibration induced damage. The assessment shall

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be approved in writing by the LPA, and works shall be carried out in accordance with the approved details.

Reason

In the interests of land stability.

7. To ensure implementation of a programme of archaeological works

No development shall take place within the area indicated on plan number 1875-FCBS-XX-DR-A-1900 P3 until the applicant/developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

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

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

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

8. Details of Renewable Energy

Prior to commencement of development (with the exception of works below the prevailing ground level), details of the PV panels and Air Source Heat Pumps (including the exact location, dimensions, design/ technical specification and associated ductwork) together with calculation of energy generation and associated CO₂ emissions to achieve 20% reduction on residual emissions from renewable energy in line with the approved energy statement should be submitted to the Local Planning Authority and approved in writing. The renewable energy technology shall be installed prior to occupation of the dwellings and thereafter retained.

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

9. Broadband

Prior to commencement of development (with the exception of works below the prevailing ground level), evidence of the provision of 'next generation broadband' shall be submitted, to demonstrate that the development has been registered with a recognised provider. Registration should show the speed rating/specification of the connection. The scheme shall be enabled to connect to the broadband infrastructure to achieve the speeds stated.

Reason: To ensure development is sustainable, in accordance with BCS15.

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10. Details of Green Roof prior to Relevant Element

Prior to commencement of relevant part of the development, a method statement shall be submitted to and approved in writing by the Local Planning Authority for the creation of a green roof on site which does not employ a significant area of Sedum (Stonecrop). This shall include details of the layout and area, construction, design (to include the provision of features for invertebrates, mounds and troughs, seeding and planting) and maintenance of the green roof. The development shall be carried out in accordance with the statement or any amendment approved in writing by the Local Planning Authority.

Reason: To encourage opportunities for green infrastructure and biodiversity on the site.

11. Lighting details

Prior to commencement of development, details for any proposed external lighting within the site boundary shall be submitted and agreed in writing by the Local Planning Authority. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries. The lux contour plan should show lux levels at frequent intervals (lux levels at 0, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels should be superimposed on a site plan which includes all land that is affected by raised light levels (including potentially land outside the red line planning application area). The approved lighting plan shall be carried out within the development, unless agreed otherwise in writing by the LPA.

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

12. 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.

Reason: In the interests of conserving biodiversity.

13. Protective fencing

Prior to commencement of development, robust fencing shall be installed along the boundary of the SNCI (river bank) with warning signs displayed stating 'No Access: Wildlife Protection Area'. The fencing shall remain in place throughout until the development is completed.

Reason

In the interest of nature conservation.

14. Finished Floor Levels

The finished floor levels of the commercial uses shall be set no lower than 10.6 mAOD. The finished floor levels of the residences shall be set no lower than 14.2 mAOD. Resistance and resilience measures must be set no lower than 10.77 mAOD for the plant room and other key services servicing the "More Vulnerable" uses on higher floors. The measures shall be maintained for the lifetime of development.

Reason

To reduce the risk and impact of flooding to the proposed development and future occupants.

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15. Balcony heights - Block A

The balconies alongside the riverside walkway of Block A shall be constructed no lower than 21.65 mAOD.

Reason

To enable Environment Agency operational access 24 hours a day and 365 days a year to the river frontage for maintenance or emergency activities, in the interests of flood risk management.

16. Podium construction

The development hereby permitted shall not commence until such time as a scheme providing structural details of the proposed excavation works, the podium construction, loadings and supporting structural calculations has been submitted to, and approved in writing by, the local planning authority in consultation with the Environment Agency. This scheme shall also include a traffic management plan and vehicle routing plan onto and off the podium, as specified on page 30, section 4.5 'Riparian maintenance and riverside access' of the Flood Risk Assessment (FRA) Burohappold Engineering 036157 28 January 2019 Revision 02. The development shall thereafter be implemented and maintained in accordance with the approved details.

Reason

To ensure the structural integrity of the proposed development, safeguard the structural integrity of the highway and reduce the impact of flooding by enabling 24/7 365 days a year operational access to the river frontage (lifting of materials and machinery down to the riverside level by crane).

17. Foundations - EA

The development hereby permitted shall not be commenced until such time as full details of the proposed foundations, excavation works and supporting structural calculations for the development has been submitted to, and approved in writing by, the local planning authority in consultation with the Environment Agency.

Reason

To ensure the structural integrity of the existing bank in the interests of flood risk management.

18. Arboricultural Method Statement

Notwithstanding the information within the submitted Arboricultural Impact Assessment, prior to commencement of development, an Arboricultural Method Statement (surveying in particular the group of trees on the river edge along the northern edge of the site - identified in the current documents as group 17), shall be submitted for approval in writing by the LPA. Works shall be carried out in accordance with the approved details.

Reason:

In order to protect the ongoing amenity and biodiversity value of the trees on site.

19. Protection of Retained Trees During the Construction Period

Prior to the commencement of development, the protective fences shall be erected around the retained trees in the position and to the specification shown on Drawing No. 180822-1.5-BRB-TPP-MM of the Arboricultural Impact Statement. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works

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on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fences shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced areas there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

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

20. Sound insulation

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of façade noise insulation measures, including ventilation and noise mitigation for balconies and gardens and roof terraces.

The scheme of noise insulation measures shall take into account the recommendations detailed in the Noise Assessments submitted with the application and the provisions of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings".

The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

Reason:

In order to protect the amenity of future occupiers

21. Large scale details

Prior to the commencement of the relevant works, detailed part elevations and sections for each building at 1:20 scale showing all typical external treatments and building elements shall have been submitted and approved in writing by the Local Planning Authority. The development will be carried out in accordance with the approved details.

Reason: In order to ensure that the external appearance of the buildings are satisfactory, in accordance with quality expectations set out within the approved plans, and appropriate to the local context.

22. Details and Samples

Prior to the commencement of the relevant works, details of external materials, including hard landscaping (to include paving, kerbs, edging, showing jointing details), shall have been submitted and approved in writing by the Local Planning Authority. An agreed sample reference panel to include external facing materials and construction details shall be erected on site and approved in writing by the Local Planning Authority. The approved reference sample panel shall be retained on site until the completion of the development. The development will be carried out in accordance with the approved materials and panel.

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Reason: In order to ensure that the external appearance of the buildings and public realm are satisfactory, in accordance with quality expectations set out within the approved plans, and appropriate to the local context.

23. Submission and approval of public art scheme

Prior to commencement of development (with the exception of works below the prevailing ground level), a Public Art Plan for the public areas and river walkway, shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art are integrated into the design of the development.

24. Employment

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

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

25. Roof Layout Plan

Prior to commencement of development, (with the exception of works below the prevailing ground level), a plan showing the layout of all roofs to show the location of plant, green roofs and the boiler stacks in Core D showing to discharge vertically above roof level, shall be submitted for approval in writing by the LPA. The development shall be carried out in accordance with the approved details.

Reason:

In order to safeguard the amenity and health of residents of the scheme in terms of air quality, and to ensure a high quality appearance.

26. Landscaping and Tree planting

The proposed tree planting and landscaping, shown on drawing number 485-500 P07 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

27. Hard and soft boundary treatment and River Walkway public realm

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Prior to occupation details of a landscaping scheme including new boundary treatments, as well as a public realm scheme for the river walkway, shall be submitted for approval in writing by the LPA. The scheme shall include details of paving/walkway surfaces, lighting, viewing platforms, balustrade details and a maintenance strategy as well as planting on the proposed communal roof terraces, the proposed planters and embankments, and construction details of boundary treatments, including 500mm stone wall, coping and piers. Development shall be undertaken in accordance with the approved details.

Reason: To ensure the quality of the public realm and to provide biodiversity features on site.

28. Details of brickwork to bin store on tower building

Prior to commencement of relevant element, details showing the decorative perforated brickwork to the refuse storage area related to the tower building shall be submitted to and approved in writing by the LPA. The approved brickwork shall then be installed within the development and retained as such.

Reason

In order to ensure a high quality design to the public realm.

29. Heat Networks - Future Proofing

Prior to commencement of development (with the exception of works below the prevailing ground level), detail demonstrating proposed measures to future-proof the development for connection to Bristol City Council heat network shall be submitted to and approved in writing by the LPA. The development shall be constructed and thereafter maintained in accordance with the approved details.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate change) and BCS14 (Sustainable Energy) and BCAP 21 (connection to heat networks).

30. Approval of 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

- Construction of vehicle crossover to provide access to the basement carpark and reinstatement of the footway to full kerb height as required
- Construction of a splitter island in front of the access point to the basement carpark, incorporating illuminated keep left bollards at both ends with an illuminated no right turn sign in the centre
- Amend the length of the cycle lane, bus cage and lengthen the raised kerb at the bus stop as required subject to further consultation with Public Transport Infrastructure Team
- Extend the existing splitter island in front of both access points to the loading bay incorporating a illuminated keep left bollard, illuminated no right turn sign and realign the kerblines
- Install illuminated no right turn traffic signs either side of the exit from the loading bay and the access point to the basement carpark
- Upgrade streetlighting for 100m in either direction of the site

Indicating proposals for:

- Threshold levels of the finished highway and building levels

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- 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.

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.

31. Highway to be adopted

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

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

32. Highway Retaining Walls

No development shall take place until structural details of the proposed excavation works have been submitted to and approved in writing by the Local Planning Authority. The excavation works shall be carried out in accordance with the approved plans.

Reason: To ensure the works safeguard the structural integrity of the highway in the lead into the development both during the demolition and construction phase of the development.

33. Highway Condition Survey

Prior to commencement of development, (including investigation work, demolition, siting of site compound/welfare facilities) a survey of the condition of the adopted highway shall be submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

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

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

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

34. Construction Management Plan - Major Developments

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

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
- Deliveries, waste, cranes, equipment, plant, works, visitors;
- Size of construction vehicles;
- The use of a consolidation operation or scheme for the delivery of materials and goods;
- Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
- Programming;
- Waste management;
- Construction methodology;
- Shared deliveries;
- Car sharing;
- Travel planning;
- Local workforce;
- Parking facilities for staff and visitors;
- On-site facilities;
- A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

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35. Site Investigation and Risk Assessment (Contamination)

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 (except demolition) in connection with the development, hereby approved, commencing on site. This investigation and report must be conducted and produced in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

36. 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.

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

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

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

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

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38. 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 35 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 36, 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 37.

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.

39. Energy and Sustainability

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the Energy and Sustainability Report (Environmental Services Design, dated April 2019) and Overheating comments (submitted 15 April 2019) prior to occupation. A total 33.4% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 20% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings), BCAP20 (Sustainable design standards), BCAP21 (connection to heat networks).

40. Details of Mechanical Ventilation - Not Shown

No mechanical ventilation, other than that shown on the plans, shall be installed within the development without written prior consent from the LPA.

Reason: These details need careful consideration and formal approval and to safeguard the amenity of adjoining properties and to protect the general environment.

41. BREEAM

Prior to occupation the following information shall be submitted to the local planning authority and approved in writing:

- The full BREEAM Post Construction report prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (including dates/receipt confirmation email from the BRE)
- A letter of confirmation from the BREEAM assessor confirming any known reasons why the building may not be able to achieve the credits and rating indicated in the final BREEAM post construction report.

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Within 6 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason: To ensure the development is built in a sustainable manner in accordance with BCS15 (Sustainable design and construction) using the most up to date BREEAM methodology.

42. Bird and Bat boxes

Prior to occupation of the development details provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include ten built-in swift boxes or bricks and five built-in bat boxes or bricks as well as six invertebrate boxes.

Reason: To help conserve legally protected bats and birds which include priority species.

43. Flood Evacuation Plan - Residential Property

No building or use hereby permitted shall be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information:

During Demolition/Construction Process

- * command & control (decision making process and communications to ensure activation of FEP);
- * training and exercising of personnel on site (H& S records of to whom and when);
- * flood warning procedures (in terms of receipt and transmission of information and to whom);
- * site evacuation procedures and routes; and,
- * provision for identified safe refuges (who goes there and resources to sustain them).

During Occupation of Development

- * occupant awareness of the likely frequency and duration of flood events;
- * safe access to and from the development;
- * subscription details to Environment Agency flood warning system, 'Flood Warning Direct'.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site.

44. C26 Flood Evacuation Plan - Commercial Property

No building or use hereby permitted shall be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information:

- * command & control (decision making process and communications to ensure activation of FEP);
- * training and exercising of personnel on site (H& S records of to whom and when);
- * flood warning procedures (in terms of receipt and transmission of information and to whom);
- * site evacuation procedures and routes; and
- * provision for identified safe refuges (who goes there and resources to sustain them).

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The FEP shall be reviewed at intervals not exceeding 3 years, and will form part of the Health & Safety at Work Register maintained by the applicant.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site

45. To ensure completion of a programme of archaeological works

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

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

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

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

Reason: To record remains of archaeological interest before destruction.

47. River Walkway Links

Prior to occupation, a management plan demonstrating how the river walkway would be retained for the public enjoyment of the river, and facilitate links to neighbouring sites to the east and west shall be submitted for approval in writing by the LPA. The development shall be operated in accordance with the approved details.

Reason:

To ensure the site retains a green infrastructure link from east to west, in accordance with site allocation BSA 1210 in the interest of public amenity.

48. Travel Plans - Not submitted

Notwithstanding the Travel Plan that has been submitted with the application, a revised Travel Plan, following the guidance in the template provided on the council's website shall be submitted prior to occupation of the development. The Travel Plan shall comprise immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use, and shall be 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: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

49. 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

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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.

50. Completion of Vehicular Access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

51. Installation of vehicle crossover - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the vehicular crossover(s) has been installed and the footway has been reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety and accessibility

52. Reinstatement of Redundant Accessways - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the existing accesses to the development site has been permanently stopped up and the footway reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety.

53. Completion and Maintenance of Vehicular Servicing facilities - Shown on approved plans

No building or use within each phase hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed for each particular phase in accordance with the approved plans and the phasing plan approved under condition 2. Thereafter, these areas shall be kept free of obstruction and available for these uses.

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

54. Completion and Maintenance of Car/Vehicle Parking - Shown on Approved Plans

No building or use within each phase hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans has been completed for each particular phase, in accordance with the phasing plan approved under condition 2, and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

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

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

No building or use within each phase hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed for each phase in accordance with the phasing plan approved under condition 2, 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.

56. Provision of Pedestrian Visibility Splays

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

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

57. Provision of Vehicular Visibility Splays

No building or use hereby permitted shall be occupied or use commenced until visibility splays 2.4 metres back from the centre line of the access and extending 43 metres on the nearside carriageway edge shall be provided at all accesses/junctions. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

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

58. Car Club

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

The car club scheme shall comprise:

- o The provision of a parking space suitably lined and marked
- o Provision of car club membership for all eligible residents of the development for a minimum of a year

Reason: In order to encourage the use of sustainable modes of transport.

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59. Access to Totterdown Bridge

No building or use hereby permitted shall be occupied or use commenced until details of how access to Totterdown Bridge will be facilitated to enable the bridge to be maintained has been submitted to and approved in writing by the by the Local Planning Authority. The approved access shall be implemented as part of the development, and access shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: To ensure unrestricted access is provided at all times to Totterdown Bridge to enable essential maintenance can be carried out

60. Electric Vehicle Charging Points

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

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

61. Delivery & Servicing Plan

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

- a) The contact details of a suitably qualified co-ordinator;
- b) How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;

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

62. Waste Management Plan

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

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

63. Car Park Management Plan

No building or use hereby permitted shall be occupied or use commenced until a car park management plan setting out how the car park will be managed has been prepared, submitted

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to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.

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

64. Noise from plant & equipment affecting residential

No commencement of use shall take place until an assessment to show that the rating level of any plant & equipment (including from Air Source Heat Pumps), as part of this development, will be at least 5 dB below the background level at any time at residential premises. The development shall be operated in accordance with the approved details.

Reason

In order to safeguard residential amenity.

Post occupation management

65. Use of Refuse and recycling facilities

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: To safeguard the amenities of nearby occupiers

66. Hours of operation of Commercial units

The use of the the commercial units shall not be carried out outside the hours of 8am to 7pm Monday to Saturday and on Sunday 10am to 4pm.

Reason: To safeguard the residential amenity of nearby occupiers.

67. Hard and soft landscape works - shown

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

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

68. Infiltration of drainage

No infiltration of surface water drainage into the ground on site is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason

To protect water quality in the Secondary Aquifer beneath the site and the River Avon.

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69. Protection of parking and servicing provision

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

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

List of approved plans

70. 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.

1875-FCBS-XX-DR-A-1000 P3 Site location plan existing
 1875-FCBS-XX-DR-A-1001 P3 Site location plan proposed
 1875-FCBS-XX-DR-A-1800 P3 Site Plan existing (OS)
 1875-FCBS-XX-DR-A-1801 P3 Site Plan existing (Topo)
 1875-FCBS-XX-DR-A-1810 P3 Site Plan existing (demolition)
 1875-FCBS-XX-DR-A-1900 P3 Site Plan proposed
 1875-FCBS-XX-DR-A-2000 P4 Site GA Plan LB2
 1875-FCBS-XX-DR-A-2001 P3 Site GA Plan LB1
 1875-FCBS-XX-DR-A-2002 P4 Site GA Plan L00
 1875-FCBS-XX-DR-A-2003 P3 Site GA Plan L01
 1875-FCBS-XX-DR-A-2004 P3 Site GA Plan L02
 1875-FCBS-XX-DR-A-2005 P3 Site GA Plan L03
 1875-FCBS-XX-DR-A-2006 P3 Site GA Plan L04
 1875-FCBS-XX-DR-A-2007 P3 Site GA Plan L05
 1875-FCBS-XX-DR-A-2008 P3 Site GA Plan L06
 1875-FCBS-XX-DR-A-2009 P3 Site GA Plan L07
 1875-FCBS-XX-DR-A-2010 P3 Site GA Plan L08
 1875-FCBS-XX-DR-A-2011 P3 Site GA Plan L09
 1875-FCBS-XX-DR-A-2012 P3 Site GA Plan L10
 1875-FCBS-XX-DR-A-2013 P3 Site GA Plan L11
 1875-FCBS-XX-DR-A-2014 P3 Site GA Plan L12
 1875-FCBS-XX-DR-A-2015 P3 Site GA Plan L13
 1875-FCBS-XX-DR-A-2016 P3 Site GA Plan L14
 1875-FCBS-XX-DR-A-2017 P3 Site GA Plan RF
 1875-FCBS-XX-DR-A-2020 P4 Core A LB02
 1875-FCBS-XX-DR-A-2021 P3 Core A LB01
 1875-FCBS-XX-DR-A-2022 P4 Core A L00
 1875-FCBS-XX-DR-A-2023 P3 Core A L01-L05
 1875-FCBS-XX-DR-A-2028 P3 Core A L06-L08
 1875-FCBS-XX-DR-A-2031 P3 Core A L09-L11
 1875-FCBS-XX-DR-A-2035 P3 Core A L12-L14
 1875-FCBS-XX-DR-A-2037 P3 Core A RF
 1875-FCBS-XX-DR-A-2040 P3 Core B LB02
 1875-FCBS-XX-DR-A-2014 P3 Core B LB01
 1875-FCBS-XX-DR-A-2042 P3 Core B L00
 1875-FCBS-XX-DR-A-2043 P3 Core B L01-L05

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1875-FCBS-XX-DR-A-2047 P1 Core B L05 1 of 1
1875-FCBS-XX-DR-A-2048 P1 Core B L05 2 of 1
1875-FCBS-XX-DR-A-2049 P3 Core B L06 1 of 2
1875-FCBS-XX-DR-A-2050 P3 Core B L06 2 of 2
1875-FCBS-XX-DR-A-2051 P3 Core B RF 1 of 1
1875-FCBS-XX-DR-A-2052 P3 Core B RF 2 of 2
1875-FCBS-XX-DR-A-2060 P3 Core C LB01
1875-FCBS-XX-DR-A-2061 P3 Core C L00
1875-FCBS-XX-DR-A-2062 P3 Core C L01-L04
1875-FCBS-XX-DR-A-2065 P3 Core C L05
1875-FCBS-XX-DR-A-2066 P3 Core C RF
1875-FCBS-XX-DR-A-2080 P3 Core D L00
1875-FCBS-XX-DR-A-2081 P3 Core D L01-L02
1875-FCBS-XX-DR-A-2083 P3 Core D RF
1875-FCBS-XX-DR-A-2090 P4 Podium LB02
1875-FCBS-XX-DR-A-2091 P3 Podium LB01
1875-FCBS-XX-DR-A-2092 P4 Podium L00
1875-FCBS-XX-DR-A-2700 P3 Existing Site Section 01
1875-FCBS-XX-DR-A-2701 P3 Existing Site Section 02
1875-FCBS-XX-DR-A-2702 P3 Existing Site Section 03
1875-FCBS-XX-DR-A-2703 P3 Existing Site Section 04
1875-FCBS-XX-DR-A-2704 P3 Existing Site Section 05
1875-FCBS-XX-DR-A-2705 P3 Existing Site Section 06
1875-FCBS-XX-DR-A-2706 P3 Existing Site Section 07
1875-FCBS-XX-DR-A-2707 P3 Existing Site Section 08
1875-FCBS-XX-DR-A-2710 P3 Existing Site Section 11
1875-FCBS-XX-DR-A-2711 P3 Existing Site Section 12
1875-FCBS-XX-DR-A-2720 P3 Site Section 01
1875-FCBS-XX-DR-A-2721 P4 Site Section 02
1875-FCBS-XX-DR-A-2722 P3 Site Section 03
1875-FCBS-XX-DR-A-2723 P3 Site Section 04
1875-FCBS-XX-DR-A-2724 P3 Site Section 05
1875-FCBS-XX-DR-A-2725 P3 Site Section 06
1875-FCBS-XX-DR-A-2726 P3 Site Section 07
1875-FCBS-XX-DR-A-2727 P3 Site Section 08
1875-FCBS-XX-DR-A-2730 P3 Site Section 11
1875-FCBS-XX-DR-A-2731 P3 Site Section 12
1875-FCBS-XX-DR-A-2800 P3 Site Elevation 01
1875-FCBS-XX-DR-A-2801 P4 Site Elevation 02
1875-FCBS-XX-DR-A-2802 P3 Site Elevation 03
1875-FCBS-XX-DR-A-2803 P4 Site Elevation 04
1875-FCBS-XX-DR-A-2804 P3 Site Elevation 05
1875-FCBS-XX-DR-A-2805 P3 Site Elevation 06
1875-FCBS-XX-DR-A-2806 P3 Site Elevation 07
1875-FCBS-XX-DR-A-2807 P3 Site Elevation 08
1875-FCBS-XX-DR-A-2810 P3 Tower Elevation 01
1875-FCBS-XX-DR-A-2811 P3 Tower Elevation 02
1875-FCBS-XX-DR-A-2812 P4 Tower Elevation 03
1875-FCBS-XX-DR-A-2813 P4 Tower Elevation 04
1875-FCBS-XX-DR-A-2820 P3 Linear Block Elevation 01
1875-FCBS-XX-DR-A-2821 P3 Linear Block Elevation 02
1875-FCBS-XX-DR-A-2822 P3 Linear Block Elevation 03
1875-FCBS-XX-DR-A-2823 P3 Linear Block Elevation 04
1875-FCBS-XX-DR-A-2830 P3 Walkup Block Elevation 01
1875-FCBS-XX-DR-A-2831 P3 Walkup Block Elevation 02

Development Control Committee A – 19 June 2019**Application No. 18/04620/F : Former Esso Garage Bath Road Totterdown Bristol BS4 3AG**

1875-FCBS-XX-DR-A-2832 P3 Walkup Block Elevation 03
 1875-FCBS-XX-DR-A-2833 P3 Walkup Block Elevation 04
 485-100 P7 Landscape Plan
 485-400 P1 Typical Boundary Detail
 485-500 P7 Planting Plan
 485-RP-001 P1 Landscape Maintenance Schedule
 036157/2318/014 REV 4 Revised site access layout

Reason: For the avoidance of doubt.

Advices

- 1 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

- 2 Please note that this planning application has been assessed against current planning legislation only. The applicant (or any subsequent owner or developer) is therefore reminded that the onus of responsibility to ensure the proposed cladding installation meets current fire safety regulations lies fully with them and that they are legally obliged to apply for the relevant Building Regulations.
- 3 Implementing Secured by Design has proved to reduce the number of burglaries where it has been implemented. Further information on the Secured by Design initiative may be found at www.securedbydesign.com if you decide to apply for the SbD accreditation then please do not hesitate to make contact.
- 4 Approved Document Q of schedule 1 of the building regulations 2010 that came into force on October 1st 2015, creates security requirements in relation to windows and doors including those that are easily accessible. Windows and doors must reach the required PAS 24:12 certification and standards as set out in this document.
- 5 The applicant is reminded that evidence that the PV design has been approved by an MCS (Microgeneration Certification Scheme) accredited installer to ensure shading is taken into account within the energy generation calculations should be submitted within energy statements and PV details.
- 6 Details to demonstrate how a development has been future-proofed to connect to a heat network should include:
 - Provision of a single plant room, located adjacent to the planned (or if not planned, likely) heat network route, producing and distributing all hot water via a site wide heat network, including engineering measures to facilitate the connection of an interfacing heat exchanger;
 - The design of space heating and domestic hot water services systems in order to achieve consistently low return temperatures and in line with the CIBSE: Heat Networks Code of Practice for the UK (or other future replacement standard)
 - Space identified for the heat exchanger;
 - Provisions made in the building fabric such as soft-points in the building walls to allow pipes to be routed through from the outside to a later date; and
 - External (where detail is available) and internal district heat pipework routes identified and safeguarded.
 - Provision for monitoring equipment as specified by the DH provider.

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- Provision of contact details of the person(s) responsible for the development's energy provision for the purpose of engagement over future connection to a network.
 - Provision of evidence of heat trust compliance
- 7 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
- 8 Note that in deciding to grant permission, the Committee/Planning Service Director also decided to recommend to the Council's Executive in its capacity as Traffic Authority that on the creation of any Restricted / Controlled Parking Zone area which includes the development, that the development should be treated as car free / low-car and the occupiers ineligible for resident permits.
- 9 Application for advertisement consent needed: You are reminded of the need to obtain separate consent under the Town and Country Planning (Control of Advertisements) Regulations 1992 for any advertisements requiring express consent which you may wish to display on these premises.
- 10 Works on the public highway: 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 TDM - Strategic City Transport (100TS), Bristol City Council, PO Box 3176, Bristol, BS3 9FS, telephone 0117 903 6846 or email TransportDM@bristol.gov.uk, allowing sufficient time for the preparation and signing of the agreement. You will be required to pay fees to cover the councils cost's in undertaking the following actions:
1) Drafting the agreement
2) A monitoring fee equivalent to 15% of the planning application fee
3) Approving the highway details
4) Inspecting the highway works.
- 11 Traffic Regulation Order (TRO): In order to comply with the requirements of condition **** you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.
- 12 Highway to be adopted: 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.
- 13 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 9036852 or email

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traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

14 Street Name and Numbering

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

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

15 No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year. 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.

16 Bird and Bat boxes shall be undertaken in accordance with the approved details.

Guidance: Examples of built-in bird and bat boxes are available from:

<http://www.ibstock.com/sustainability-ecozone.asp>

http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html

If built-in bat boxes cannot be provided within built structures, they should be provided on trees. Bat boxes should face south, between south-east and south-west. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings should be placed as close to the eaves (if present) as possible.

Swifts

Internal nest trays or boxes are particularly recommended for swifts. Swift bricks are best provided in pairs or groups (e.g. at least two or three on a building, avoiding windows). This is because they are usually colonial nesters. Swift boxes/bricks are best located on north, north-east or east facing walls, at least 5 metres high, so that there is a clear distance (drop) below the swift boxes/bricks of 5 metres or more so that there is space for the swifts to easily fly in and out of the boxes. Locating swift boxes under the eaves (where present) is desirable. One of the best designs is those by Schwegler because they are very durable. See below for some websites with examples of swift boxes:

http://www.nhbs.com/schwegler_swift_box_16_tefno_173237.html

<http://swift-conservation.org/Shopping!.htm>

Further guidance is available at:

<http://www.swift-conservation.org/InternalNestTrays.htm>

17 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.

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18 Over and above the requirement for planning permission works within 16 metres of the Tidal Main River Avon will also require a Flood Risk Activity Permit under the Environmental Permitting Regulations. This includes the riverside walkway and platforms, building foundations and surface water outfalls. Further details can be found here <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or by contacting your local environment agency office by emailing bridgwater.FRAP@environment-agency.gov.uk

19 Noise complaints- balconies and open windows

The application has been assessed taking into account the noise from the Albert Road Industrial Site, as well as road traffic noise.

Conditions are attached to this consent requiring a scheme of noise mitigation to ensure an acceptable living environment for future residents. However, it is not possible to mitigate the noise experienced from use of the proposed balconies and terraces (without them being enclosed spaces). The Local Planning Authority considers however that it is preferable that residents have the option of balconies for use in quieter periods provided that an acceptable living environment is achieved internally within the residential units through satisfactory noise insulation (building fabric and glazing) and mechanical ventilation.

Future owners/occupants of the site are advised that given the matters above and that the Albert Road Industrial Site, has been in operation for some time prior to the development the subject of this application; that it may not be possible to uphold any noise complaints received from future residents of the site regarding noise impacts from the Albert Road Industrial Site, on the use of the balconies or terraces.

20 Sound insulation

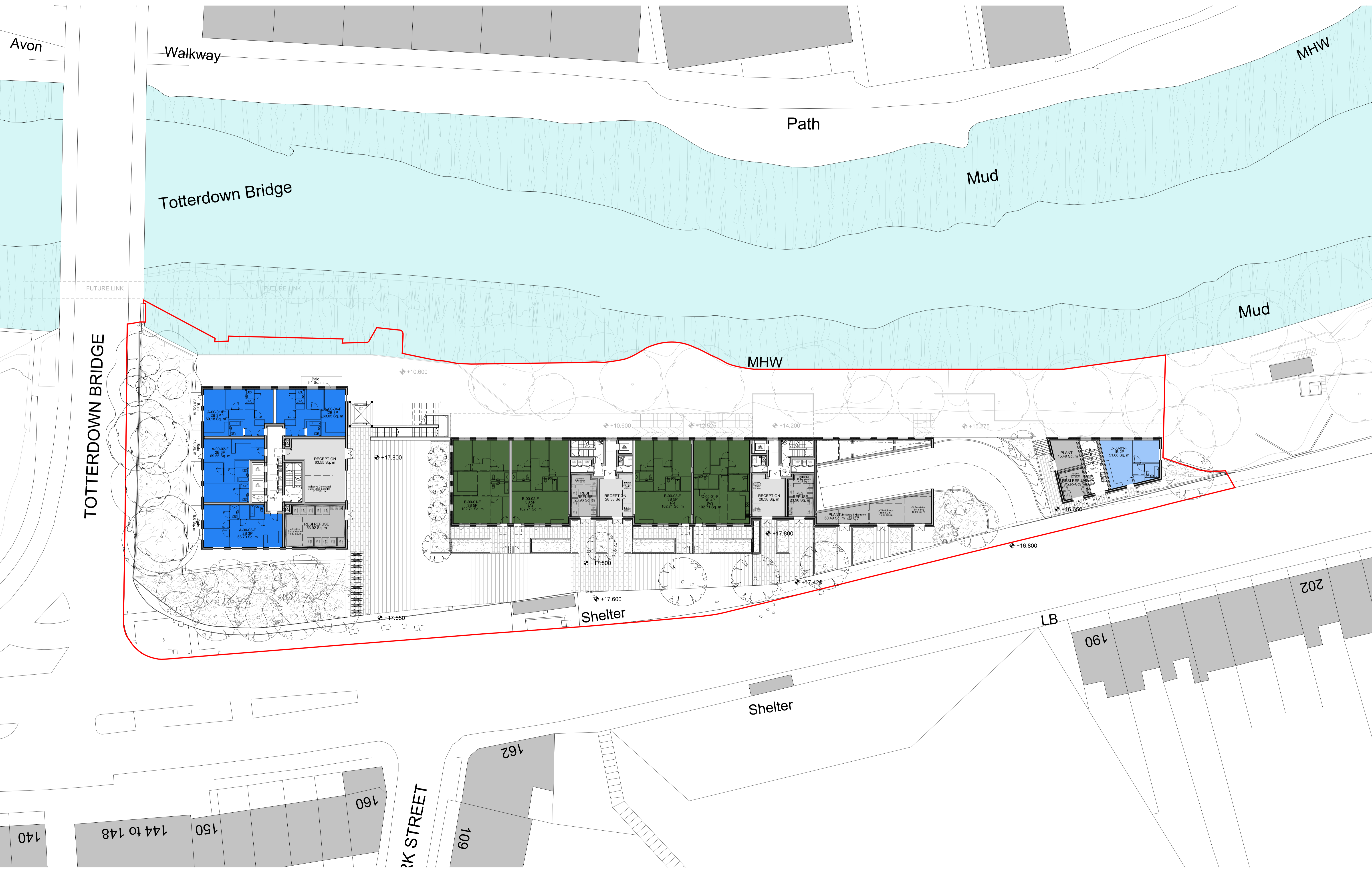
The recommended design criteria for dwellings are as follows:

Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.
Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours & LAm_{ax} less than 45 dB in bedrooms.

Supporting Documents

1. Former Esso Garage Bath Road

1. Site Layout Plan – Ground Floor
2. Elevation – Bath Road
3. Elevation – River
4. Basement car parking plan
5. Lower basement layout
6. Level 6
7. Level 7
8. Access and servicing layout
9. Landscaping plan



NOTES - GENERAL
 - Disclaimer: The documents listed/attached are uncontrolled versions issued to enable the recipient to prepare their own documents/models/drawings for which they are solely responsible. The documents listed are based on background information current at the time of issue. FCB Studios accepts no liability for any such alterations or additions to or discrepancies arising out of changes to such background information which occur to that information after it is issued by FCB Studios.
 - Do not scale from a drawing - Work to figured dimensions only. All dimensions to be checked on site prior to the execution of any work.

AREAS
 - Plans to be read in conjunction with accompanying area schedule, if any and as noted on the drawings, and any discrepancies should be highlighted.
 - Areas as noted are subject to change due to ongoing co-ordination with Mechanical, Electrical, Fire and Transport Consultants, client brief changes, and the outcome of discussions with external parties.
 - Areas shown are indicative and must be reviewed and confirmed by the cost consultant, who should highlight any discrepancies.
 - Areas noted (GSA / GSA / NGA / NGA / NGA) are measured and calculated generally in accordance with RICS code of measuring and have been calculated in metric units unless instructed otherwise.
 - Construction tolerances, work by others and design by others may affect the stated areas and increases and decreases inherent in the design development and construction processes.
 - FCB Studios do not take responsibility for areas measured and noted.

COORDINATION
 - The various elements of the building have been coordinated as far as is possible at this stage of the design process. As the design develops, further coordination might result in loss of area or a change in design. All structure shown is indicative; refer to Structural Engineer's design.

BOUNDARIES
 - This drawing shows the general position of the boundaries. It does not show the exact line of the boundaries. Measurements scaled from this plan may not match measurements between the same points on the ground.

Key	Shared Spaces	Affordable Rent (AR)	Shared Ownership (SO)	Private Sale (PS)
Site Boundary	Commercial	1 Bed 2 Person Flat	1 Bed 2 Person Flat	1 Bed 2 Person Flat
	Reception	2 Bed 3 Person Flat	2 Bed 3 Person Flat	2 Bed 3 Person Flat
	Plant/Bin/Bike Store	2 Bed 4 Person Flat	2 Bed 4 Person Flat	2 Bed 4 Person Flat
		3 Bed 4 Person Flat	3 Bed 4 Person Flat	3 Bed 4 Person Flat
		3 Bed 5 Person Flat	3 Bed 5 Person Flat	3 Bed 5 Person Flat

Revision History

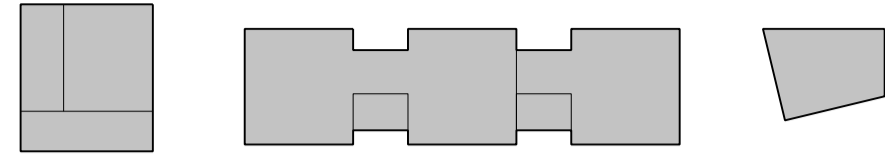
Revision	Description	Date
P1	Issue for Planning	11.10.2018
P2	Planning Addendum	04.02.2019
P3	Planning Addendum	11.04.2019
P4	Planning Addendum	20.05.2019

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BATH ROAD
 BRISTOL BS4 3EG
 SITE GA PLAN
 L00
 Do not scale
 Original printed at A1

Job/Drawing No
 1875-FCBS-XX-DR-A-2002 P3
 Amendment
 Scale 1:250 (1:500 @ A3)
 Date 08.05.2017
 Drawn GJC
 All dimensions to be checked on site



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 - Areas shown are indicative and must be reviewed and confirmed by the cost consultant, who should highlight any discrepancies.
 - Areas noted (SEA / QSA / NSA / NQA) are measured and calculated generally in accordance with RICS code of measuring and have been calculated in metric units unless instructed otherwise.
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BOUNDARIES
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- 01 Brick Cladding - Buff Brick Frame
- 02 Brick Cladding - Buff Brick Recessed Panel
- 03 Brick Cladding - Dark Brick Frame
- 04 Brick Cladding - Dark Brick Recessed Panel
- 05 Brick Cladding - Multi tone Dark Brick Recessed Panel
- 06 Brick Cladding - Multi tone Dark Brick Recessed Blank Panel
- 07 Brick Panel - Hit & Miss Detail
- 08 Coping - Stone
- 09 Spandrel Panel - Glazed Brick
- 10 Spandrel Panel - Metal
- 11 PPC Metal Framed Balcony
- 12 Balustrade - Metal
- 13 Balustrade - Glazed
- 15 PPC Metal Framed Canopy
- 16 External Lift Zone
- 17 Metal Roller Shutter
- 18 Bath Road Public Realm
- 19 Riverside Terrace
- 20 Riverside Walkway
- 21 Riverside Wall
- 22 Accessible Roof Terrace
- 23 Energy Centre Flue
- 24 Existing Bus Stop
- 25 Louvre - Anodised Patterned Metal
- 26 Door - Anodised Metal
- 27 Door - Glazed
- 28 Full Height Glazing to Commercial Unit
- 29 Vehicular Ramp with Roller Shutter
- 30 Juliet Balcony

Revision History

Revision	Description	Date
P1	Issue for Planning	11.10.2018
P2	Planning Addendum	04.02.2019
P3	Planning Addendum	11.04.2019
P4	Planning Addendum	20.05.2019

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**BATH ROAD
 BRISTOL BS4 3EG**

**SITE ELEVATION 02
 SOUTH - BATH ROAD**

Do not scale

Original printed at A1

Job/Drawing No
 1875-FCBS-XX-DR-A-2801 P3

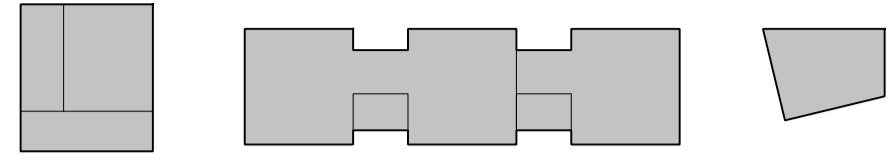
Amendment

Scale 1:250 (1:500 @ A3)

Date 10.08.2017

Drawn GJC

All dimensions to be checked on site



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AREAS
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COORDINATION
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BOUNDARIES
 - This drawing shows the general position of the boundaries. It does not show the exact line of the boundaries. Measurements scaled from this plan may not match measurements between the same points on the ground.

- 01 Brick Cladding - Buff Brick Frame
- 02 Brick Cladding - Buff Brick Recessed Panel
- 03 Brick Cladding - Dark Brick Frame
- 04 Brick Cladding - Dark Brick Recessed Panel
- 05 Brick Cladding - Multi tone Dark Brick Recessed Panel
- 06 Brick Cladding - Multi tone Dark Brick Recessed Blank Panel
- 07 Brick Panel - Hit & Miss Detail
- 08 Coping - Stone
- 09 Spandrel Panel - Glazed Brick
- 10 Spandrel Panel - Metal
- 11 PPC Metal Framed Balcony
- 12 Balustrade - Metal
- 13 Balustrade - Glazed
- 15 PPC Metal Framed Canopy
- 16 External Lift Zone
- 17 Metal Roller Shutter
- 18 Bath Road Public Realm
- 19 Riverside Terrace
- 20 Riverside Walkway
- 21 Riverside Wall
- 22 Accessible Roof Terrace
- 23 Energy Centre Flue
- 24 Existing Bus Stop
- 25 Louvre - Anodised Patterned Metal
- 26 Door - Anodised Metal
- 27 Door - Glazed
- 28 Full Height Glazing to Commercial Unit
- 29 Vehicular Ramp with Roller Shutter
- 30 Juliet Balcony

Revision History

P1 - Issue for Planning	11.10.2018
P2 - Planning Addendum	04.02.2019
P3 - Planning Addendum	11.04.2019

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BATH ROAD
BRISTOL BS4 3EG
SITE ELEVATION 01
NORTH - RIVERSIDE

Job/Drawing No
 1875-FCBS-XX-DR-A-2800 P3

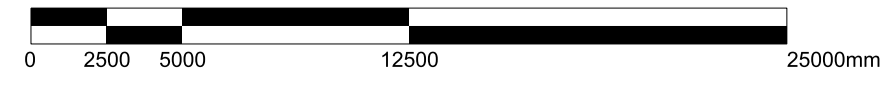
Scale
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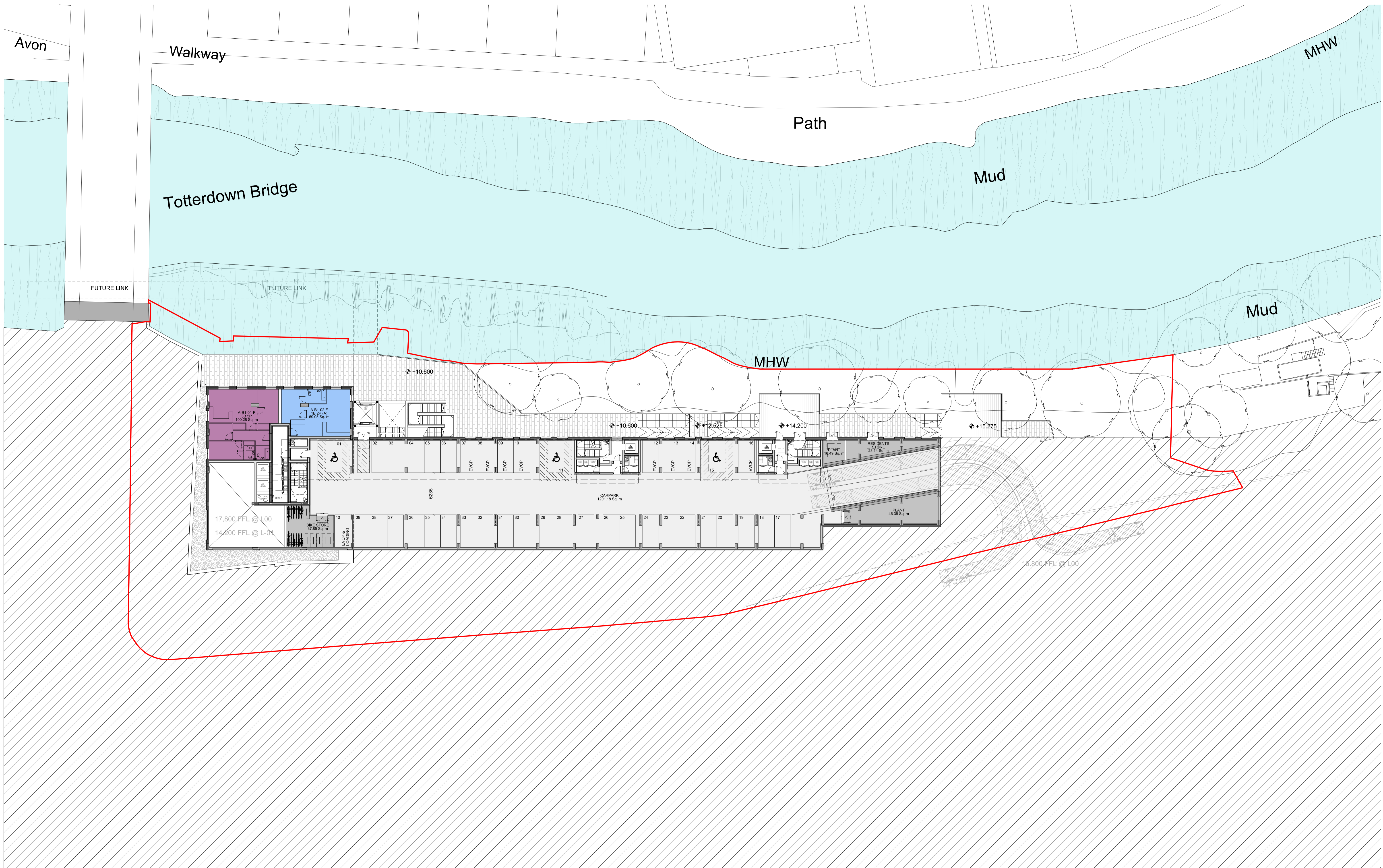
Date
 10.08.17

Drawn
 GJC

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 All dimensions to be checked on site

Original printed at A1





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Revision History

Revision	Description	Date
P1	Issue for Planning	11.10.2018
P2	Planning Addendum	04.02.2019
P3	Planning Addendum	11.04.2019

Scale: 0 2500 5000 12500 25000mm

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BATH ROAD
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SITE GA PLAN
 LB01

Job/Drawing No
 1875-FCBS-XX-DR-A-2001 P3

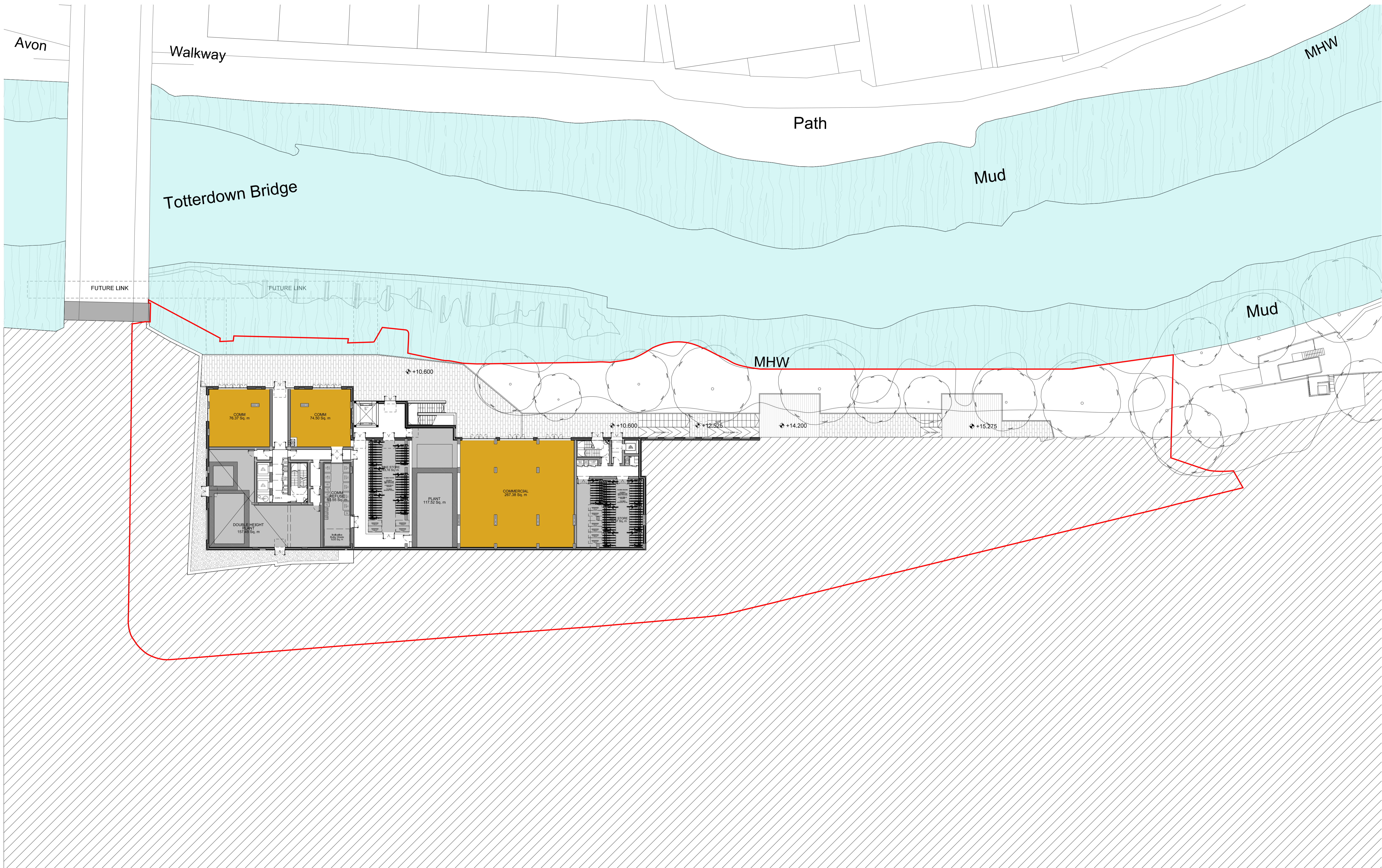
Scale
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Date
 08.05.2017

Drawn
 GJC

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Revision History

Revision	Description	Date
P1	Issue for Planning	11.10.2018
P2	Planning Addendum	04.02.2019
P3	Planning Addendum	11.04.2019
P4	Planning Addendum	20.05.2019

0 2500 5000 12500 25000mm

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BATH ROAD
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 SITE GA PLAN
 LB02

Job/Drawing No
 1875-FCBS-XX-DR-A-2000 P3

Scale 1:250 (1:500 @ A3)
 Date 08.05.2017
 Drawn GJC

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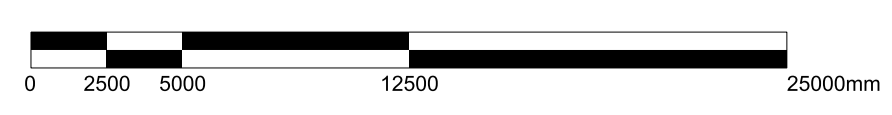
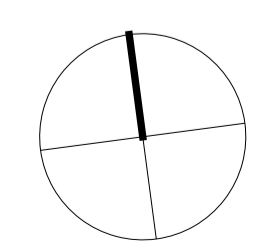
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P1 - Issue for Planning	11.10.2018
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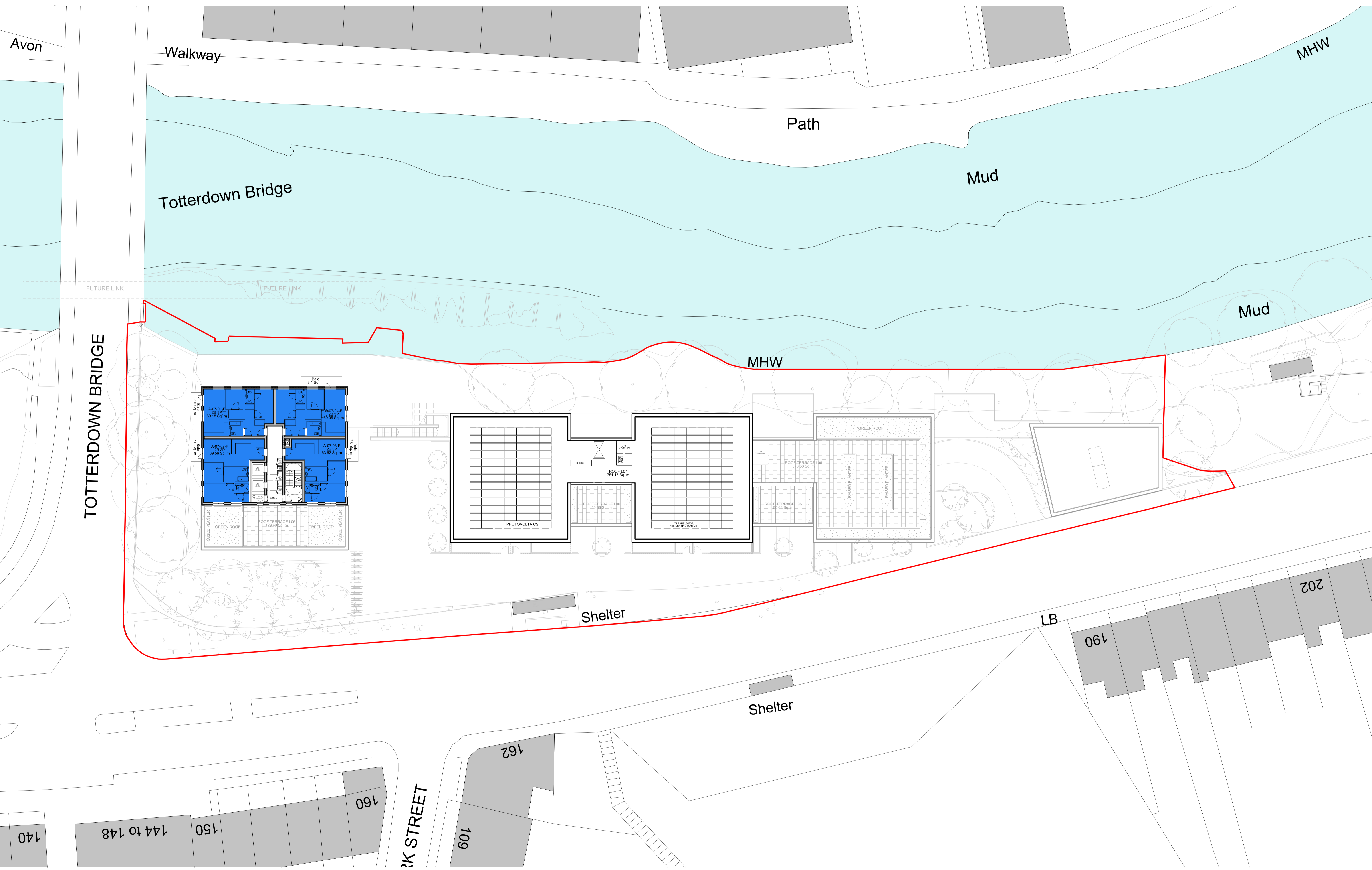
BATH ROAD
 BRISTOL BS4 3EG
 SITE GA PLAN
 L06

Job/Drawing No
 1875-FCBS-XX-DR-A-2008 P3

Scale 1:250 (1:500 @ A3)
 Date 08.05.2017
 Drawn GJC

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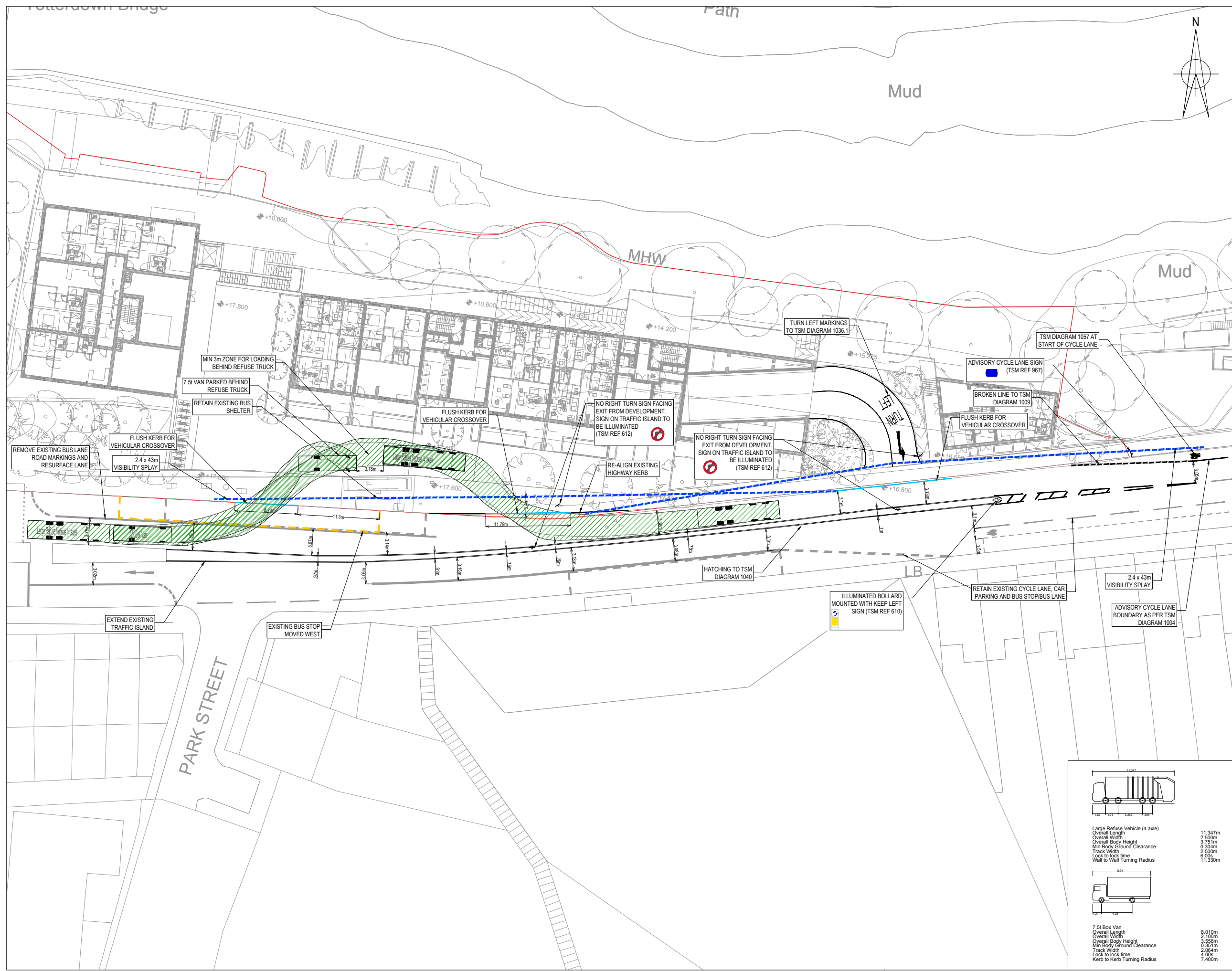
BATH ROAD
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 SITE GA PLAN
 L07

Job/Drawing No
 1875-FCBS-XX-DR-A-2009 P3

Scale 1:250 (1:500 @ A3)
 Date 08.05.2017
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IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

- CONSTRUCTION.
- MAINTENANCE/CLEANING/OPERATION.
- DECOMMISSIONING/DEMOLITION.

Notes

- 1) ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
- 2) EXISTING YELLOW LINEWORK INDICATING AREAS WHERE WAITING IS NOT PERMITTED (OR LIMITED TO CERTAIN TIMES) ARE TO BE RETAINED OR REPLACED AS NECESSARY.
- 3) THE PROPOSED LAYOUT IS SUBJECT TO SECTION 278 AGREEMENT.
- 4) EXISTING LINEWORK SHOWN HAS NOT BEEN SURVEYED AND IS BASED ON PHOTOGRAPHS ONLY.

KEY:

- TACTILE PAVING
- 2.4 x 43m VISIBILITY SPLAY IN ACCORDANCE WITH MANUAL FOR STREETS FOR A ROAD SUBJECT TO A 30MPH LIMIT
- FLUSH KERB FOR SHARED CROSSOVER SITE ACCESS

- 04 UPDATED TO COMMENTS/29.05.19 OD/LJ
 - 03 UPDATED TO COMMENTS/28.05.19 OD/LJ
 - 02 DIMENSIONS ADDED/27.03.2019 OD/LJ
 - 01 ACCESS AMENDED/21.03.2019 OD/LJ
 - 00 ISSUED FOR COMMENT/11.02.2019 OD/LJ
- Rev Description/Date Dm/Chk

PLANNING

Status of drawing

**BUROHAPPOLD
ENGINEERING**

Architect
 Project BATH ROAD, BRISTOL
 Drg Title REVISED SITE ACCESS LAYOUT

Scales@A3 1:500
 Drawn by OD
 Checked by LJ
 Date 11.02.2019

Job No.
 Drg No. 036157/2318/014

Rev 04

Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

7.5l Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.364m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Tree Planting Schedule

Qty	Name	Common Name	Size	Form
Trees				
7	Metasequoia glyptostroboides	Dawn Redwood	25-30cm girth	Clear Stem
4	Betula pendula	Silver Birch	25-30cm girth	Feathered
1	Betula pendula	Silver Birch	25-30cm girth	Clear Stem
6	Pyrus Calleryana 'Red Spire'	Callery Pear 'Red Spire'	25-30cm girth	Clear Stem
4	Amelanchier lamarckii	Juneberry	2.0-2.5m high	Multi Stem

Planting Schedule

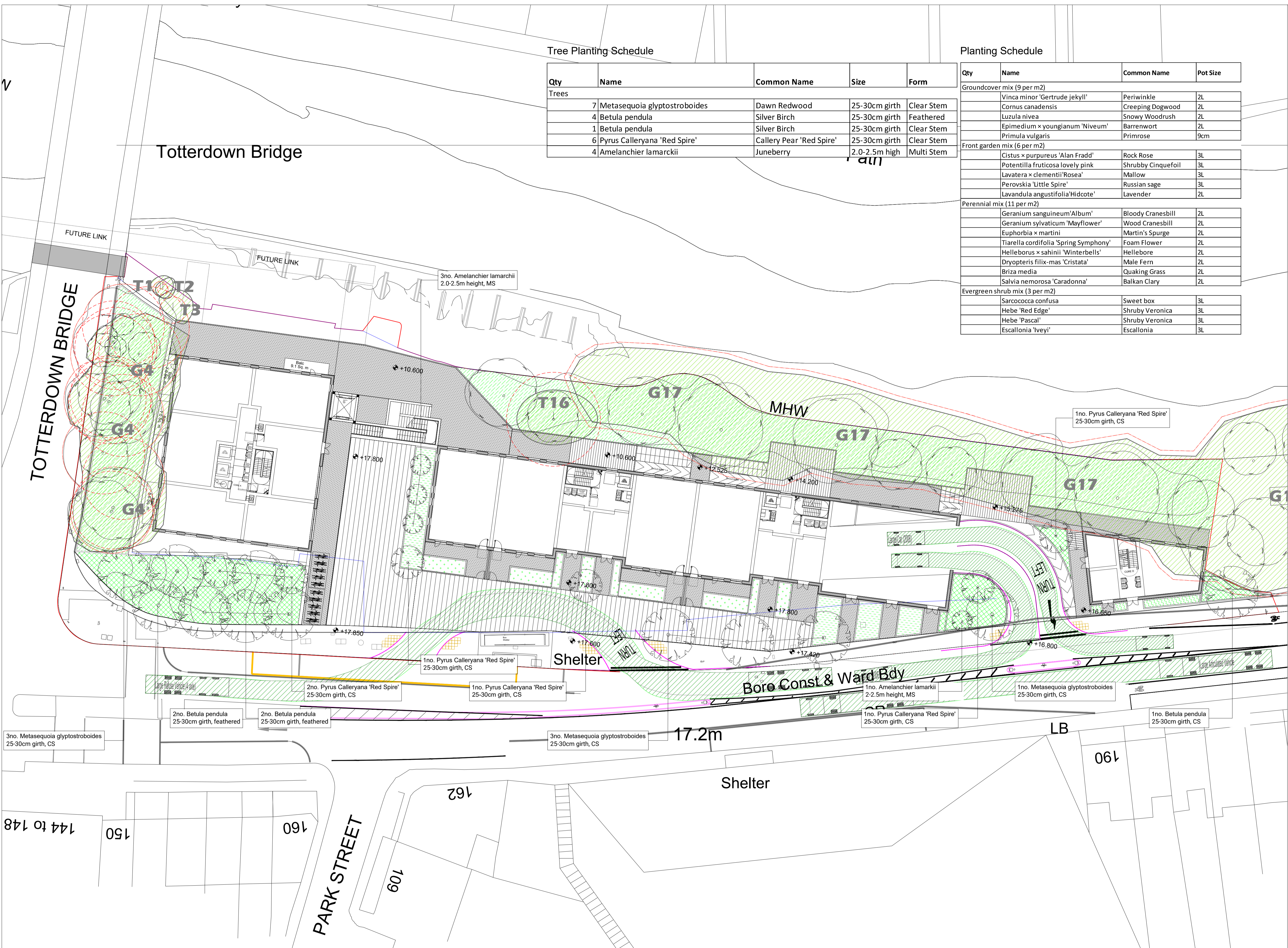
Qty	Name	Common Name	Pot Size
Groundcover mix (9 per m2)			
	Vinca minor 'Gertrude jekyll'	Periwinkle	2L
	Cornus canadensis	Creeping Dogwood	2L
	Luzula nivea	Snowy Woodrush	2L
	Epimedium x youngianum 'Niveum'	Barrenwort	2L
	Primula vulgaris	Primrose	9cm
Front garden mix (6 per m2)			
	Cistus x purpureus 'Alan Fradd'	Rock Rose	3L
	Potentilla fruticosa lovely pink	Shrubby Cinquefoil	3L
	Lavatera x clementii 'Rosea'	Mallow	3L
	Perovskia 'Little Spire'	Russian sage	3L
	Lavandula angustifolia 'Hidcote'	Lavender	2L
Perennial mix (11 per m2)			
	Geranium sanguineum 'Album'	Bloody Cranesbill	2L
	Geranium sylvaticum 'Mayflower'	Wood Cranesbill	2L
	Euphorbia x martini	Martin's Spurge	2L
	Tiarella cordifolia 'Spring Symphony'	Foam Flower	2L
	Helleborus x sahinii 'Winterbells'	Hellebore	2L
	Dryopteris filix-mas 'Cristata'	Male Fern	2L
	Briza media	Quaking Grass	2L
	Salvia nemorosa 'Caradonna'	Balkan Clary	2L
Evergreen shrub mix (3 per m2)			
	Sarcococca confusa	Sweet box	3L
	Hebe 'Red Edge'	Shrubby Veronica	3L
	Hebe 'Pascal'	Shrubby Veronica	3L
	Escallonia 'Ivey'	Escallonia	3L

Soft Works Key

- Existing vegetation retained
- Groundcover mix (Shade tolerant)
- Front garden mix (Perennials and shrubs)
- Perennial mix (Perennial mix to encourage wildlife under tree canopy)
- Evergreen shrub mix
- Proposed tree
Note: Clear stem to maintain clear vehicle visibility splays
- Existing tree to be retained and protected
- Root Protection Area
(Displayed for information only, refer to arboricultural reports for all existing tree works)

Hard Surfaces Key

- Small Concrete Block Pavers
- Large Format Concrete Units
- Timber Deck with Anit-Slip Strips
- Cycle hoops and shelter



Do not scale drawings. All dimensions to be checked on site.
Errors to be reported immediately to landscape architect.
To be read in conjunction with all relevant architects, Services and engineers drawings.

Revision Tracker	Status	Date
A - Issued for Information	-	22.09.2017
P01 - Issued for planning	-	22.08.2018
P02 - Issued for planning	-	11.02.2019
P03 - Issued for planning	-	10.04.2019
P04 - Issued for planning	-	11.04.2019
P05 - Issued for planning	-	12.04.2019
P06 - Issued for planning	-	12.04.2019
P07 - Issued for planning	-	25.04.2019

Churchman Landscape Architects

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Date: 12.04.2019
Scale: 1:250/A1
Drawn: RS/DF

Location: Bath Road
Client: Hadley Property Group

Bath Road Planting Plan

485-500