

Development Control Committee B – 27 May 2020**Application No. 19/05042/F : Former St Johns Lane Health Centre St Johns Lane Bristol BS3 5AS****SITE DESCRIPTION**

This application relates to the land at the corner of St John's Lane and Wedmore Vale, in Windmill Hill, south Bristol. The site is currently occupied by a pre-WWII, single storey building most recently used as a health centre. The building has not been in active use since 2018, when the Wedmore Practice relocated to the Marksbury Road Surgery.

Access is provided to the site from Wedmore Vale and leads to a car park to the rear of the health centre with circa 12 car parking spaces.

The Malago Greenway cycle route runs along the edge of the site adjacent to Wedmore Vale and St John's Lane. The Victoria Park Primary School is located to the north of the site on the opposite side of St John's Lane and a vacant two-storey shop building (the William Hill building) is located to the east of the site. The remaining surrounding area is predominantly residential, made up largely of two-storey, semi-detached houses and some terraced houses.

The site is not located within a Conservation Area. There are no Listed buildings or structures within 200m of the site.

APPLICATION

The application seeks full planning permission for the demolition of the existing building on site and construction a part-four, part-three storey building containing 29 no. apartments (Use Class C3). The following housing mix is proposed:

- 15 no. one-bedroom, two-person apartments
- 12 no. two-bedroom, four-person apartments
- 2 no. three-bedroom, four-person apartments

The proposed flats would be for a mixture of social rent, affordable rent and shared ownership. 9 of the units would be secured via s.106 agreement as affordable housing in perpetuity.

The building would form an L-shape in plan, with a frontage along St John's Lane and a frontage along Wedmore Vale. The main pedestrian entrance to the building would be at the corner of Wedmore Vale and St John's Lane, with a large lobby and stairwell located within this area.

At ground floor level, the building would consist of five no. one-bedroom apartments and four no. two-bedroom apartments. Each of the ground floor apartments would benefit from outdoor amenity space in the form of gardens along the frontages.

At first floor level, the building would consist of five no. one-bedroom apartments and four no. two-bedroom apartments. The buildings would be accessed via a deck to the rear of the building. Three air source heat pumps would be located at first floor level adjacent to the William Hill building. Each of the first floor apartments would benefit from a balcony.

A further five one-bedroom apartments and four two-bedroom apartments are proposed at second floor level. Each of the second floor apartments would benefit from a balcony and would be accessed via the rear deck.

The third floor would be recessed, located around junction of the building and would contain two no. three-bedroom dwellings. This floor would be set back and not visible from the public realm. Each flat would benefit from a private terrace, located to the rear of the building.

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The building would be constructed in red brick at ground, first and second floor level, with the fourth floor constructed in standing seam aluminium. The elevations facing the internal parking area would be rendered and the deck access would feature grey powder coated metal railings. The central lobby area would feature grey powder coated metal screens and all external windows and doors are proposed to be grey upvc.

Eight car parking spaces would be provided to the rear of the building. A cycle store with 54 spaces would be included internally at the southernmost point of the building.

RELEVANT HISTORY

There are no recent, relevant planning applications onsite.

RESPONSE TO PUBLICITY AND CONSULTATION**Public Comments**

The application was submitted and validated in November 2019. In response to the proposals as submitted from interested parties, 77 comments were received from respondents to the application.

Of the 77 comments on the application as submitted, 72 of these comments were in objection to the scheme.

The following issues were raised:

- Concerns about the level of parking proposed and the potential impact of the proposed development on local parking provision
- Concern about the impact of the proposed development on local highways and associated safety issues for pedestrians and vehicles
- Concerns about potential noise, disruption and dust pollution that would be caused by construction
- Concern about the scale and massing of the proposed development relative to site context
- Concern about overlooking issues for neighbouring properties as a result of the proposed development
- Concern about the impact of the proposed development on existing infrastructure, local services and facilities
- Concern about the impact of the proposed development in terms of traffic congestion, with implications for local air quality in an area with excessive air pollution
- Concern about overshadowing impact of proposed development on neighbouring properties
- Comments that the level of cycling provision is overstated when considering minimum space requirements
- Concern about the safety of the proposed access to the car parking for the proposed development
- Concern about the access proposed for waste management/disposal and subsequent impact on the adjacent bus lane/car park
- Concern that the proposed development does not include sufficient mixture of housing units (family housing)
- Concern that the proposed development does not include sufficient public space or landscaping

Of the 77 comments on the application as submitted, 2 comments were neutral and included concerns about the level of parking proposed, a lack of sufficient public space or landscaping and concerns about construction impacts.

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Of the 77 comments on the application as submitted, 3 of these comments were in support of the scheme citing support for the provision of affordable housing, the sustainable location of development and for redevelopment and regeneration of the area.

A non-planning issue was raised relation to the impact of the proposed development for surrounding property prices.

Revised plans were submitted on the 2 April 2020, reducing the massing of the building, reducing the number of units from 35 to 29, increasing the parking provision onsite and making changes to materials.

In response to the revised plans and at the time of writing this report, 12 comments were submitted from interested parties (a number of whom had responded to the previously submitted plans, restating their previous concerns/points of objection).

All 11 of these comments are in objection to the scheme. The following issues were raised:

- Concerns about over-intensification of development relative to the site size and context
- Concerns about adequacy of future occupants' amenity space, both internal and external
- Concern that the proposed development would introduce an unsustainable/imbalanced community
- Concerns about the level of parking proposed and the potential impact of the proposed development on local parking provision (including following the introduction of the proposed Clean Air Zone (CAZ) and possible RPS scheme in Windmill Hill)
- Objection to the design of the proposed development, which is considered out of keeping with the application site context
- Concern about the uptake of renewable energy generation opportunities within the proposed development
- Objection to the principle of development, which excludes provision of community facilities
- Concern that the proposed development does not create an acceptable relationship with the former Union/betting shop premises to the east
- Objection to the level of Community Involvement undertaken in respect of the proposed development
- Concern about overshadowing impact of proposed development on neighbouring properties (8 St. John's Crescent)
- Concern about overlooking issues for neighbouring properties as a result of the proposed development

Several comments from neighbours have been received raising concerns about the consultation needed to account for the exceptional circumstances of Covid-19, as this has impacted the extent to which local residents and groups have been able to mobilise/respond to the proposals. In response, the consultation period has been left open to date with neighbours able to make comments up to the date this report is published. A update on the number and nature of comments will also be provided to members via the Amendment Sheet.

AMENITY GROUPS**Bristol Civic Society – Support**

The Society supports the proposed change of use and the design of this proposal. Three suggestions were included in the Society's response:

- The Society suggests that the development should step down towards the height of the adjacent houses to enhance the Wedmore Vale character area
- The Society suggest that more thought should to be given to making the amenity space and car park

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more secure

- We support the use of brick. Powdered metal window frames should be used, not white PVC

Each of the above comments was integrated into the revised plans.

INTERNAL CONSULTTEES

City Design Group (CDG) – No objection

In response to the scheme as originally submitted, the City Design Group officer provided the following comments:

“The surrounding area is dominated by two-storey buildings, with some taller elements along St. John’s Lane. As indicated within the pre-application response, three-storeys on site is considered to optimise the use of the land. There could be potential for an increase in height, with a recessed fourth storey located at the corner of the building; however the rationale for this must be set out and justified.

The change in height from two to three-storeys between properties on Wedmore Vale is stark, and not appropriately managed. The proposed building should step from two-storeys up to three-storeys at the transition with 11 Wedmore Vale.

The proposed recessed front elevation at the corner of St. John’s Lane and Wedmore Vale does not appropriately address the corner. There is scope to develop an atrium space here and create a feature of the corner.

The proposals for deck access are supported; however concerns were raised about the impact upon future residents where there could be a number of bedrooms adjacent to areas with high levels of foot-traffic that could be subject to noise and disturbance. It’s recommended that some defensible space is provided in front of the windows to these bedrooms to protect residents.

The proposed buff brick does not respond to the local context and is not present locally. The proposed materials should reflect the adjoining area - red brick and pennant stone are preferred.

Brick detailing and deep window reveals are supported and will add variation to the elevation.

Part 2 of the Urban Living SPD provides vital guidance on amenity space. The provision of defensible space / private parts of the main circulation space would be supported.”

In response, a revised scheme was submitted and the City Design Group responded outlining support for a change in materials to red brick, which is more in keeping with the surrounding area. A reduction in the size of the recessed fourth floor was considered acceptable and would not be visible from the street level. The size of the building adjacent to 11 Wedmore Vale was reduced and the relationship improved. The improvement to the corner feature lobby was supported as well as rearrangement of internal spaces to ensure that defensible space was provided to protect bedrooms.

In conclusion, the proposed development presents a high-quality design, responding appropriately to local context whilst applying principles of the Urban Living SPD by optimising the capacity of the site and providing sufficient amenity space, dual aspect living and internal spaces that are ergonomic.

Transport Development Management (TDM) – No objection

“Transport Statement

Due to the scale of the development a Transport Statement has been submitted. This sets out that the

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site is located within a predominately residential area and is served by four bus routes. Two of these are on Wedmore Vale (90 & 511) and the others are on St John's Lane (91 & 512), all of which are within a short walk. Bedminster Railway Station is within a moderate walk and the Filwood Greenway cycle route runs right around the sites boundary. As a result it concludes that the site is in a sustainable location, which TDM concurs with. The statement also includes an analysis of accident data within the proximity of the site. This concludes that all of the accidents can be contributed to driver error rather than any fundamental flaw with the design of the adopted highway. TDM agrees with this assessment. To determine the potential number of two-way trips the proposed usage would generate an assessment was made using data derived from TRICS.

This is an industry standard database of trip rates used to quantify the numbers of trips associated with new developments. This revealed that for the extant use over the course of a day 459 two-way car trips would be generated compared to just 60 for the proposed flats. Whilst this is a substantial reduction it should be noted that there would be more trips associated with the residential usage over the weekend than the former health centre. TDM considers the methodology used to undertake these calculations to be acceptable. Due to the sustainable location of the site the applicant proposes to provide a limited amount of off-street parking. To ascertain the amount of available on-street parking a parking survey using the council's methodology was undertaken on the 9th and 10th of September 2019 from 10pm until 12pm.

Within a distance of 150m this found that there were between 19 and 21 available spaces or 16 and 17 excluding areas where vehicles were parked on the footway. To determine the potential number of cars that could be generated by the site an analysis of car ownership data taken from the 2011 census for the 2011 super output area – lower layout E01014736 Bristol 040D was undertaken at TDM's request. This found that 31% of households did not own a car/van, 49% owned one car/van, 17% owned two cars/vans and 3% owned three or more car/vans. As the development will consist purely of affordable housing the applicant has stated that it is appropriate to apply the 31% ratio to non-car ownership and a 69% ratio to owning one car/van.

Applying these ratios would result in 21 vehicles being generated by the site. As there are eight off-street parking spaces this would leave 13 vehicles to be accommodated on-street which based on the parking survey results (excluding those parked on the footway) could be achieved without causing added parking stress. Whilst TDM understands how this calculation was reached it implies that someone living in affordable housing is less likely to own two cars. However, this ignores the fact that over time employment sites are more spread out across the Greater Bristol area, incomes have increased and rents for affordable housing are higher than those of council housing provided by Bristol City Council.

Whilst it is unlikely that the two/three bed households will own more than three vehicles, it is not considered unreasonably that some may own at least two. In these circumstances TDM considers it is appropriate to apply a 31% ratio to non-car ownership, a 54% ratio to owning one car/van and a 15% ratio to owning two cars/vans. Applying these ratios would result in 23 vehicles being generated by the site. As there are eight off-street parking spaces this would leave 15 vehicles to be accommodated on-street which based on the parking survey results (excluding those parked on the footway) could be achieved without causing added parking stress. Whichever method is used, there would be sufficient on-street parking to absorb any overspill parking safely.

Planning Obligations

Whilst a Travel Plan Statement has been provided, given local residents concerns around the impact of overspill parking a full Travel Plan is required for which a Travel Plan Audit & Management Fee of £3,616 will be required.

To support modal shift, a car club contribution of £10,000 is required.

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Site Layout

The applicant proposes to provide a rear car park that would be accessed via a private access road running along the southern boundary of the site. This will not feature a gate, which could result in unauthorised access and increase the risk of anti-social behaviour. A gate constructed to Secured By Design standards and electrically operated, set back at least 5m from the back edge of the footway is recommended. A hatched area should be provided to the rear, to indicate to motorists the extent to which the gate will open. To ensure that the vehicular visibility splay of the proposed access road will not be impinged the low level brick wall and box hedge has been pulled back slightly and the applicant has agreed to maintain it at no more than 0.6m high through a Management Strategy. This is acceptable.

Whilst a motorist would not be able to see any oncoming traffic should a bus be pulled up at the adjacent stop, given this arrangement already exists and there is no recorded accident history, it is unlikely that motorists would pull out until they believe it is safe to proceed, especially when taking into account the frequency of the services that use the stop and the time they would likely be stopped for. The access road measures approximately 4.2m wide, although 1m will be delineated for pedestrians with a series of bollards placed along the side and rear of the building.

Whilst the bollards should be retained within the rear car park, it should be designed as a shared access and be constructed from permeable block paving.

Suitable drainage must be provided at the point of access to prevent the discharge of any surface water onto the adopted highway as well as lighting to illuminate both the access road and the rear car park. Each of the parking spaces measures 2.4m x 4.8m with the disabled space having a 1.2m side and rear hatched area. Providing it is signed and marked accordingly this is acceptable. Swept path analysis has been submitted which indicates all of the bays can be accessed.

Car Parking / Cycle Parking

The applicant proposes to provide eight parking bays of which one will be for disabled people and another will feature an Electric Vehicle Charging Point. All of the bays will feature passive provision to enable future Electric Vehicle Charging Points to be installed which is acceptable. Whilst a significant number of objections have been made by local residents, the results of the parking survey and analysis of car ownership levels indicates that providing Advice I045A) Restriction of Parking Permits – Future Controlled Parking Zone/Residents Parking Scheme is applied, any overspill parking can be safely accommodated within surrounding streets. In respect of cycle parking the applicant proposes to provide an enclosed store accessed from the front of the building that will be able to accommodate 54 cycles. A further two Sheffield Stands will be provided at the main entrance to the building for the use of visitors which is acceptable.

Waste

The applicant proposes to provide an external waste store within the rear car park that will be large enough to accommodate two x 360ltr bins for plastic, one x 240ltr bin for glass, one x 240ltr bin for paper and two x 140ltr bins for organic waste, as well as four 1,100ltr bins, with one for cardboard and the other three for refuse. The bins will be placed adjacent to the cycle store for collection. This will need to be moved forward so as not to impinge access to the cycle store.”

Conditions have been requested by TDM for a Construction Management Plan, A Highway Condition Survey, details of lighting, implementation and use for storage of bins, completion of accesses, completion, maintenance and retention of car and cycle parking including a EVCP, submission of a travel plan, provision of visibility splays and gates to be located away from the adopted highway.

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Advices were requested in respect of construction impacts, parking permits, street names/numbering and travel planning.

Contaminated Land Environmental Protection – No objection

The revised report is acceptable. The applicants will need to decide on which remediation options they want to adopt as two potential options are proposed. Conditions are recommended to be applied to any future planning consent for the submission and implementation of a remediation scheme and the reporting of unexpected contamination.

Flood Risk Manager – No objection

I'm satisfied with the correspondence from Wessex Water confirming the new connection and discharge rate has been agreed. The revised drainage plan and sustainable drainage strategy report are acceptable and are considered to be in line with our West of England Sustainable Drainage Guidance. No conditions are required.

Nature Conservation – No objection

The Council's Ecologist has raised no objection to the planning application, subject to planning conditions for the provision of bird and bat boxes, the clearance of vegetation and advisory notes for bats and hedgehogs.

Sustainable Cities – No objection

The energy statement confirms that MHVR will be used to mitigate any potential risk of overheating under present climatic conditions.

Good energy efficiency measures are proposed and the proposed use of communal and individual air source heat pumps in combination with PV would meet policy BCS14. Further detail of the pumps and the proposed PV should be secured via condition.

The Broadband Assessment shows that Fibre to the Premises is available and the provision of an EV charging point is noted. Further details of what is proposed should be secured via condition.

Environment Health – No objection

I've looked at the above application and have some concerns regarding the potential for noise from condenser units to the rear of the adjacent William Hill building, traffic noise and noise from the playground at the Victoria Park Primary School opposite potentially affecting residents of the proposed development.

It is noted that there are a number of existing residential properties similar distances to both the school and St Johns Lane that whilst this road can be busy during the day it is less busy in the evening/night time. I also feel it would be likely that residents would expect some noise from the school and traffic at this location and it is unlikely to lead to any significant harm but I would just like to ensure that the property is suitably insulated, if necessary, against existing noise sources in the area.

I would therefore ask for a noise sensitive premises assessment to be submitted via condition should the application be approved

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RELEVANT POLICIES

National Planning Policy Framework – February 2019

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

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

KEY ISSUES

A. IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE AND IS THE HOUSING TYPE AND MIX APPROPRIATE?

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

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

Policy BCS12 states that existing community facilities should be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.

Policy BCS18 supports a neighbourhood with a mix of housing tenures, types and sizes to meet the changing needs and aspirations of its residents.

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

Full planning permission is sought for the demolition of the former health centre building. The health centre closed in 2018 and the site has been marketed by NHS Property Services for redevelopment. This site has been surplus to the requirements of in terms of a health / community use since the Marksbury Road surgery opened in 2018.

The proposed development would consist of the construction of a part four-, part three-storey building, with 15 no. one-bedroom, two-person apartments, 12 no. two-bedroom, four-person apartments and 2 no. three-bedroom, four-person apartments. Each of the apartments would fall under Bristol City Council's definition for affordable housing, and would be a mix of social rent, affordable rent and shared ownership.

Accordance with Policy BCS12 is demonstrated as the site is surplus to NHS requirements due to the nearby alternative provision and the fact that the site has been marketed and no offers for alternative community uses have been received.

The proposed development would contribute positively to housing supply within the Bristol and would be situated within the existing built up area as required by BCS5.

It is considered that the need for affordable housing is considered to sufficiently outweigh the need to retain an existing community use on the site.

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The site constitutes previously developed, brownfield land and the proposed development would represent the more efficient use of the site. This would accord with Policy BCS20.

The site is located on a high frequency bus route and within a sustainable location with sufficient access to amenities and services along St John's Lane. Further detail regarding this is provided within Key Issue D.

The principle of residential use on the site is considered acceptable and is supported by the NPPF and Policy BCS5.

Within the St John's Lane Local Super Output Area (LSOA), 72% of dwellings are houses; with the remaining 28% are flats, maisonettes or apartments. 25% of homes are social rented. 17% of dwellings in the LSOA have one 1 bedroom, 23% of dwellings have 2 bedrooms, 53% of dwellings have 3 bedrooms.

The proposed development would provide 15 no. one-bedroom apartments (equivalent to 52%), 12 no. two-bedroom (42%), four-person apartments and 2 no. three-bedroom apartments (8%). It is considered that the proposed development would provide a diverse housing mix to cater to a variety of needs and would contribute to creating a mixed community.

It is considered that the proposed housing mix and type would be acceptable.

B. WOULD THE PROPOSED DEVELOPMENT PROVIDE AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING?

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

All of the units would be affordable housing, with a mixture of social rent, shared ownership and affordable rent. 9 of these units would be secured as affordable housing in perpetuity via s.106 agreement. This would be equivalent to 31% and would therefore comply with Policy BCS17.

The mix of affordable housing to be secured via s.106 agreement is to be agreed.

It is considered that the proposed development would provide a sufficient level of affordable housing.

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

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

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

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

The existing site is occupied by a pre-WWII, single storey building of low architectural quality, with car parking to the rear. The surrounding area is largely residential and characterised by pre-WWII semi-detached houses and late 19th Century terraces. The site is not within a Conservation Area, and there

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are no Listed Buildings within a 200 metre radius.

The application seeks full planning permission for the construction of 29 apartments within a three and four storey building. The building would form an L-shape in plan, with two frontages; one along Wedmore Vale and one along St. John's Lane. A car park would be located behind the building.

City Design Group was consulted as part of the application process, and initially raised concerns about the scale of the proposed building. This has been mirrored in a large number of the objections received by neighbours and other interested parties.

The scale of three storeys was supported given the scale of the adjoining former William Hill building, which is two storeys with a high pitched roof and the scale of other recent developments, such as the one at the corner of Redcatch Road and St John's Lane, and the new three storey terraces at the site of the former ATS garage (32-38 St Johns Lane).

As a result, the proposed development was revised to reduce the extent of fourth storey, setting it back further behind the parapet of the third storey. This now means that the fourth storey would not be visible from the street. Whilst generally four storeys is considered to be above the norm for this location, the recessed upper storey is considered to have limited impact upon the character of the surrounding area and is considered to be acceptable when applying an approach of urban intensification consistent with the Urban Living SPD.

The massing of the building has also been reduced through the planning application determination process to better manage the step up from two storeys at 11 Wedmore Vale, whilst this section remains at three storeys, the building has been moved further from the southern site boundary and is considered to be of an appropriate scale and massing.

To preserve the amenity of the existing side facing windows, the proposed development steps down to a single storey adjacent to the William Hill building. This is also considered to appropriately preserve any development potential of that site, in accordance with Policy BCS21.

The proposed L-shape of the building correctly addresses both frontages, whilst the variation in the elevation and elevational treatments effectively breaks down the elevation and creates amenity space in the form of the balconies.

The centrally located entrance and lobby creates a distinct architectural feature which is welcoming, attractive and easy to use in accordance with the Urban Living SPD.

The car parking has been effectively located to the rear of the building, limiting its impact upon the character of the area and the cycle storage is located in a safe, accessible location.

The building would be constructed in red brick along the frontages and side elevations, with a recessed standing seam top floor. The internal elevations facing the car park would be rendered.

The proposed use of red brick would accord with the existing character of the area, reflecting the character of the early 20th Century dwellings on Wedmore Vale and the Victoria Park School opposite. The use of standing seam and metal creates variation in the elevation and it is considered that the material palette balances modern and traditional aesthetics effectively.

A condition should be attached to any permission for further details of the materials proposed to ensure that the proposed development is constructed in a high quality manner that enhances the character of the site.

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It is considered that the proposed development would create a high-quality environment for future occupiers, in accordance with Policy BCS21. The use of deck accesses would enable all the units to be dual aspect, whilst defensible space is to be provided in front of bedroom and living room windows to reduce noise and disturbance. Each apartment would benefit from outdoor amenity space in the form of gardens or balconies and mechanical ventilation would create a cool environment in summer, and a warm one in winter.

A condition is to be attached to any permission for the provision of a landscaping scheme and boundary treatments within the gardens along the St Johns Lane and Wedmore Vale frontages.

It is considered that the proposed development would represent an enhancement in the appearance and character of the site, removing a low-quality building, and replacing with a strong architectural form. It is considered that the scale is appropriate when applying the principles of intensification set out in the Urban Living SPD, but also considers the context of the surrounding area.

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

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

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access onto the highway network.

The proposed development would be accessed via the existing access from Wedmore Vale, adjacent to 11 Wedmore Vale. This shared access would lead to a car park with eight spaces, including one disabled space. An electric vehicle charging point would also be provided.

The proposed development is considered to be in a sustainable location on a high frequency bus route and close to shops and services.

The applicant has provided trip rates for the existing and proposed development. These industry standard rates, known as 'TRICS', outline that there would be a significant reduction in the number of two-way car trips as a result of former health centre use. It is estimated that the community use would have created over 400 trips per day, with the proposed residential use estimated to be around 60 trips. As such, it is expected that there would be a benefit in terms of traffic impacts for residential compared to the previous use, or a potential reuse as a community facility.

The TDM response details that a total of 23 vehicles would be generated by the site, for which there would be eight off-street car parking spaces provided. A car parking survey has been undertaken to ascertain whether the other estimated 15 vehicles can be accommodated on-street. Across the surveys, a total of 16 and 17 spaces were identified and TDM conclude that there would be sufficient on-street parking to absorb any overspill parking safely.

Vehicle tracking has been used to determine that all the car parking spaces can be utilised, and the cycle parking is considered to be acceptable both in terms of the number of stands, the location and accessibility. The vehicle charging point is in accordance with the Parking Standards Schedule.

The proposed bin storage is sufficiently large enough to accommodate the required refuse and recycling provision and the presentation point located to the front of the building would be accessible for Bristol Waste. A condition should be attached to any permission to ensure waste is not left to the front of the building and stored appropriately.

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A construction management plan and highway condition survey would sufficiently address and manage any construction impacts. These would both be secured via condition.

The proposed development would sufficiently address transport and highways impacts.

E. WOULD THE PROPOSED DEVELOPMENT BE ACCEPTABLE ON RESIDENTIAL AMENITY?

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

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

BRE Fact Sheet 1 sets out that if new development falls beneath a line drawn at 25° from the horizontal, then there is unlikely to be a substantial effect on daylight and sunlight.

Whilst 'SPD2: A guide to house alterations and extensions' main focus is householder applications, the supplementary planning document sets out that an indicative separation distance of 21 metres between habitable rooms is required when windows directly face each other.

The applicant has provided a shadow study (see Design and Access Statement, section 4.5). This demonstrates that due to the orientation of the development to the north of residential properties on Wedmore Vale and St John's Crescent, there would be virtually no shadowing of neighbouring homes. The proposed development would cause some shadowing to the side facing windows of the William Hill building, but these are not the principal windows and do not impact unacceptably on the amenity of the retail unit. The proposed building would be situated sufficiently far from Victoria Park School so as to not cause unacceptable harm to the amenity of pupils and staff through overshadowing.

There would be a slight increase in overlooking of 6 and 8 Wedmore Vale; however the proposed building would be situated in excess of the 21 metre separation distance (22 metres). Overlooking has been managed throughout with the varied nature of the elevation, whereby each window would be angled to not directly face neighbouring homes. The proposed development would result in a slight increase in overlooking of the school playground, but views would be screened almost entirely by the mature trees that line St John's Lane. Homes to the rear of the site on St John's Crescent and the eastern side of Wedmore Vale would be situated comfortably beyond the 21 metre separation distance from the proposed development so as to not cause overlooking.

The proposed development does include a number of balconies and two roof terraces to the three-bedroom units. The proposed balconies on the St. John's Lane and Wedmore Vale elevation would be situated sufficiently far from existing homes to avoid unacceptable overlooking. The proposed southern third storey terrace could offer some overlooking of the garden of 11 Wedmore Vale, and as such, as pre-occupation condition should be included as part of any permission for the details of a 1.8 metre high screen facing south on the southernmost three-bedroom unit and for that to be implemented prior to occupation. The northernmost terrace would be situated approximately 25 metres from 11 Wedmore Vale, so south-facing overlooking would not be an issue. It is, however, recommended that a further 1.8 metre high screen facing east is included on this terrace to stop any overlooking of the land to the rear of the William Hill building and no's 2 and 4 St John's Crescent beyond.

It is considered the proposed terraces and balconies would be located sufficiently far from other residences to avoid causing unacceptable harm to residential amenity through noise and disturbance.

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The proposed development would be situated sufficiently far from neighbouring properties so as to not be overbearing in its nature.

The proposed dwellings are considered acceptable in terms of providing sufficient space and flexibility for future occupiers would meet the nationally described space standards. Further detail on how the development creates a positive environment for future residents is set out in Key Issue C.

It is concluded that the proposed development would not result in any unacceptable impacts on residential amenity.

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

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

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

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

The site is within a sustainable location, adjacent to public transport links and within walking distance of shops and services on St John's Lane.

The proposed development includes good energy efficiency measures to reduce energy demand and renewable energy in the form of roof mounted PV and air source heat pumps to further reduce CO2 emissions. The Energy Statement submitted with the application sets out that the proposed new dwellings would reduce CO2 emissions by approximately 20%. This meets the requirements of Policy BCS14. A plan should be provided via condition demonstrating the location of and size of the proposed solar PV panels and the air source heat pumps.

The proposed development would include mechanical ventilation heat recovery to limit risk of overheating.

The proposed development would remove two small trees on site, one of which has died and replace them with six new trees.

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

CONCLUSION AND PLANNING AGREEMENT

The proposed development would contribute to the delivery of new, affordable homes on previously developed land, and is of an appropriate type and mix for the area. The design of the proposed dwellings is considered acceptable and there would be no unacceptable impacts upon residential amenity. Subject to conditions, the proposed development would be acceptable in terms of transport and highways. The proposed development would sufficiently reduce CO2 emissions and considers sustainable design and construction.

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It is recommended that planning permission is granted subject to conditions, and the agreement of the following planning obligations:

- Provision of nine affordable housing units (tenure to be agreed with BCC), to be secured in perpetuity.
- Contribution to travel plan audit and management / travel plan implementation: £3,616 or £4,865.
- Contribution to car club: £10,000.

RECOMMENDED - GRANT subject to planning agreement

Time limits for commencement of development

1. Full Planning Permission

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

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

Pre commencement conditions

2. Construction Management Plan

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

- 24 hour emergency contact number;
- Hours of operation;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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.

3. Highway Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been 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:

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

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.

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.

4. Submission of Remediation Scheme

Following demolition no construction 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 must be submitted to and 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 to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

5. Further details of access before relevant element started

Detailed drawings at an appropriate scale of the proposed shared access, inclusive of details of lighting and the provision for pedestrians, shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

Reason: In the interests of providing an acceptable, safe access for all road users.

6. Submission of samples before specified elements started

Samples of the proposed brickwork, sheet metal, render, metal work and proposed materials for decking, windows and doors shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

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

7. Submission and Approval of Landscaping Scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping. The scheme will include details of tree locations, species, a maintenance schedule for watering and aftercare to ensure establishment, tree pits proposed for the trees.

The approved scheme shall be implemented so that planting can be carried out no later than the first planting season following the occupation of the building or the completion of the development

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whichever is sooner.

All planted materials shall be maintained for five years and any trees removed, during, 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 or enhance the character of the site and the area and to ensure its appearance is satisfactory.

8. Renewable energy – further detail

Prior to implementation, details of the PV panels and Air Source Heat Pumps (including the exact locations, dimensions, design, technical specification) 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. Noise Sensitive Premises Assessment

No development shall take place until a detailed acoustic report on the existing noise climate at the development site has been submitted to and been approved in writing by the Local Planning Authority.

The report shall include a scheme of noise insulation measures for all residential accommodation. The noise insulation measures shall be designed to achieve noise insulation to a standard that nuisance will not be caused to the occupiers of residential accommodation.

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

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

Reason: In order to safeguard the amenities of nearby occupiers. The details are needed prior to the start of work as the acoustic report may require changes to the design details.

10. Nesting birds

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority. The authority will require evidence provided by a suitably qualified ecological consultant that no breeding birds would be adversely affected before giving any approval under this condition. Where checks for nesting birds are required they shall be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings.

Reason: To ensure that wild birds, building or using their nests are protected. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged.

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11. Further details of proposed screens

Prior to occupation of the proposed development, details of no. 1.8 metre screens located on the two roof terraces, and where appropriate on the deck accesses, shall be submitted to the local planning authority for approval. Prior to the occupation of the development, these screens shall be installed in accordance with the approved details and retained in perpetuity.

Reason: To protect the amenity of adjoining occupiers.

12. Implementation of approved remediation scheme

In the event that contamination is found, no occupation of the development 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 (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing by the Local Planning Authority.

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

13. Reporting of Unexpected Contamination

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice. Where remediation is necessary a remediation scheme must be prepared which ensures 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.

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. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

14. Energy and Sustainability in accordance with statement

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 statement prior to occupation.

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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), BCS14 (Sustainable energy), BCS15 (Sustainable design and construction) and DM29 (Design of new buildings).

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

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, 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 highway or pavement, except on the day collection.

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

16. Completion of Pedestrians/Cyclists Access – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

17. Completion and Maintenance of Car/Vehicle Parking – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason: To ensure that there are adequate parking facilities to serve the development.

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

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

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

19. Travel Plan – Not submitted

No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall 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.

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20. Provision of Pedestrian Visibility Splays

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

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

21. 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 (FILL IN) metres on the nearside carriageway edge shall be provided at all accesses/junctions, as shown on the approved plans. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

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

Post occupation management

22. Retention of Garage/Car Parking Space(s)

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the garage/car parking space(s) hereby permitted shall be retained as such and shall not be used for any purpose other than the garaging of private motor vehicles associated with the residential occupation of the property and ancillary domestic storage without the grant of further specific planning permission from the Local Planning Authority.

Reason: To retain garage/car space for parking purposes.

23. Gates to be Set Back from the Adopted Highway

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

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

List of Approved Plans and Drawings

24. List of Approved Plans and Drawings

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

SJL-CC-00-PL-A-501, existing site plan, received 16 October 2019

SJL-CC-00-PL-A-502, existing elevations, received 16 October 2019

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SJL-CC-00-PL-A-1100, revised ground floor plan, received 17 April 2020
 SJL-CC-01-PL-A-1101, revised first floor plan, received 17 April 2020
 SJL-CC-02-PL-A-1102, revised second floor plan, received 17 April 2020
 SJL-CC-03-PL-A-1103, revised third floor plan, received 17 April 2020
 SJL-CC-03-PL-A-2104, revised typical apartment layouts plan, received 17 April 2020
 SJL-CC-RF-PL-A-1300, revised roof plan, received 31 March 2020
 SJL-CC-ZZ-EL-A-1400, revised general arrangement elevations, received 31 March 2020
 SJL-CC-ZZ-EL-A-1401, revised general arrangement elevations, received 31 March 2020
 SJL-CC-ZZ-EL-A-1600, revised site sections, received 31 March 2020
 SJL-CC-ZZ-MR-A-9200, revised 3D visualisation (1 of 2), received 31 March 2020
 SJL-CC-ZZ-MR-A-9201, revised 3D visualisation (2 of 2), received 31 March 2020
 Revised Energy and Sustainability Strategy, received 17 April 2020
 Revised Transport Note, received 17 April 2020
 Revised Design and Access Statement (rev B), received 31 March 2020
 Revised Desk Study and Ground Investigation, received 31 March 2020
 Surface Water Attenuation Details, received 31 March 2020
 Updated Drainage Strategy, received 31 March 2020
 Transport Statement, received 16 October 2019
 Travel Plan Statement, received 16 October 2019

Reason: For the avoidance of doubt.

Advices

1. Impact on the highway network during construction

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

2. Restriction of parking permits – future controlled parking zone/residents parking scheme

You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.

3. Highway Condition Survey

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

4. Excavation Works on the Adopted Highway

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

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5. 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

6. Travel Plan Statement / Travel Plan – Not Submitted

You are advised that a Travel Plan Statement / Travel Plan is required to be prepared and submitted using the Travel Plan Guide for New Developments and the associated templates at www.bristol.gov.uk/travelplans

7. Bats

All species of bats and their roosts are legally protected. If bats are encountered all demolition or construction work should cease and an ecological consultant or the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.

8. Hedgehogs

Any undisturbed areas including where concentrations of leaves have collected should be checked for the presence of hedgehogs by an ecological consultant or contractor prior to demolition of the buildings. If hedgehogs are encountered they should be picked up wearing gloves, placed in a container and released outside the development footprint area in suitable habitat such as scrub, hedgerow or woodland.

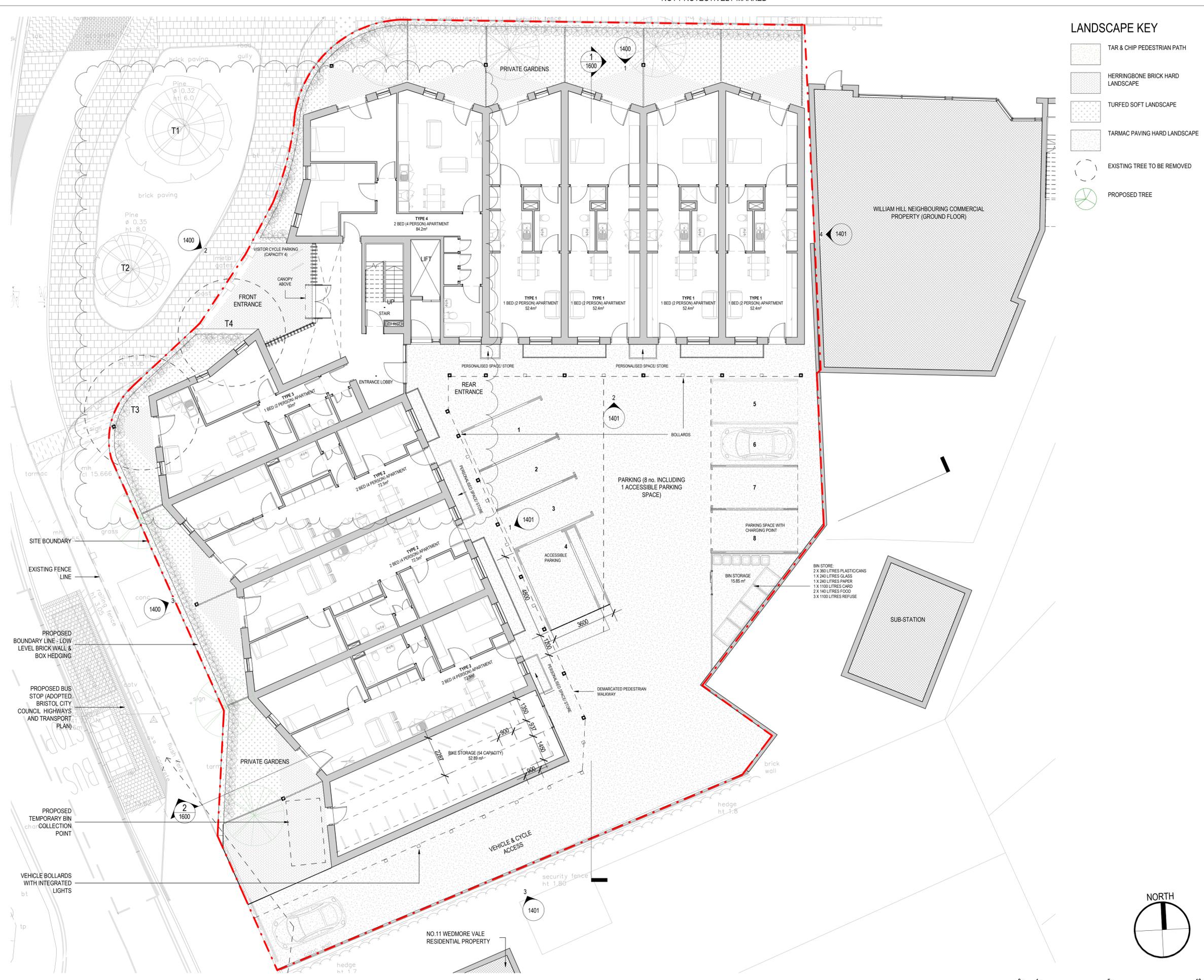
Supporting Documents

2. Former St Johns Lane Health Centre St Johns Lane

1. Existing site plan
2. Proposed ground floor plan
3. Proposed second floor plan
4. Proposed third floor plan
5. Proposed elevations
6. Proposed visualisation

100
0 10
Millimetres

Model Name (ENTER MODEL NAME HERE)
Model File Location (ENTER MODEL FILE LOCATION HERE) - Model Status (S0) - Model Issue Date (MODEL ISSUE DATE)



LANDSCAPE KEY

- TAR & CHIP PEDESTRIAN PATH
- HERRINGBONE BRICK HARD LANDSCAPE
- TURFED SOFT LANDSCAPE
- TARMAC PAVING HARD LANDSCAPE
- EXISTING TREE TO BE REMOVED
- PROPOSED TREE

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Notes:
 1. Drawings to be read in conjunction with all other disciplines drawings and specification documents
 2. Drawings are shown for design intent only and subject to further development.
 3. All dimensions are in millimetres unless otherwise specified.
 4. The level of information in this drawing is issued for information only. The information shown should not be used for any other purpose (such as building regulations, costing or construction) unless permission is expressly given by client/architect. To be read in conjunction with Civil, Structural and MEP information. Rights for party wall and rights of light lies with the client. A specialist measured survey has not been carried out on the site. All dimensions should be checked out on site. Illustrated material subject to copyright.

Master Apartment Schedule				
Level	Type	Family	Count	
Level 0	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4	
Level 0	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3	
Level 0	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1	
Level 0	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1	
Level 0:9				
Level 1	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4	
Level 1	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3	
Level 1	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1	
Level 1	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1	
Level 1:9				
Level 2	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4	
Level 2	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3	
Level 2	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1	
Level 2	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1	
Level 2:9				
Level 3	TYPE 5	3 BED (4 PERSON) APARTMENT - 79.1m² GIA	1	
Level 3	TYPE 6	3 BED (4 PERSON) APARTMENT - 80.8m² GIA	1	
Level 3:2				
Grand total: 29				

Level 0 - Apartment Schedule				
Level	Type	Family	Count	
Level 0	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4	
Level 0	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3	
Level 0	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1	
Level 0	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1	
Level 0:9				
Grand total: 9				

Rev.	Date	Description	By	Chk'd	App'd
1.7	07-04-2020	PLANNING	SC	DC	MC
1.6	06-04-2020	APARTMENT MIX CHANGE	SC	DC	MC
1.5	10-02-2020	PLANNING	SC	SC	MC
1.4	03-02-2020	DRAFT	SC	DC	MC
1.3	28-01-2020	DRAFT	SC	DC	MC
1.2	25-09-2019	BIKE STORAGE RECONFIGURATION	SC	DC	MC
1.1	23-09-2019	LANDSCAPE, CYCLE & PARKING AMENDMENTS	SC	DC	MC
1.0	17-09-2019	INFORMATION	SC	DC	MC

Drawing Status: **PLANNING** Submittal: **S0**

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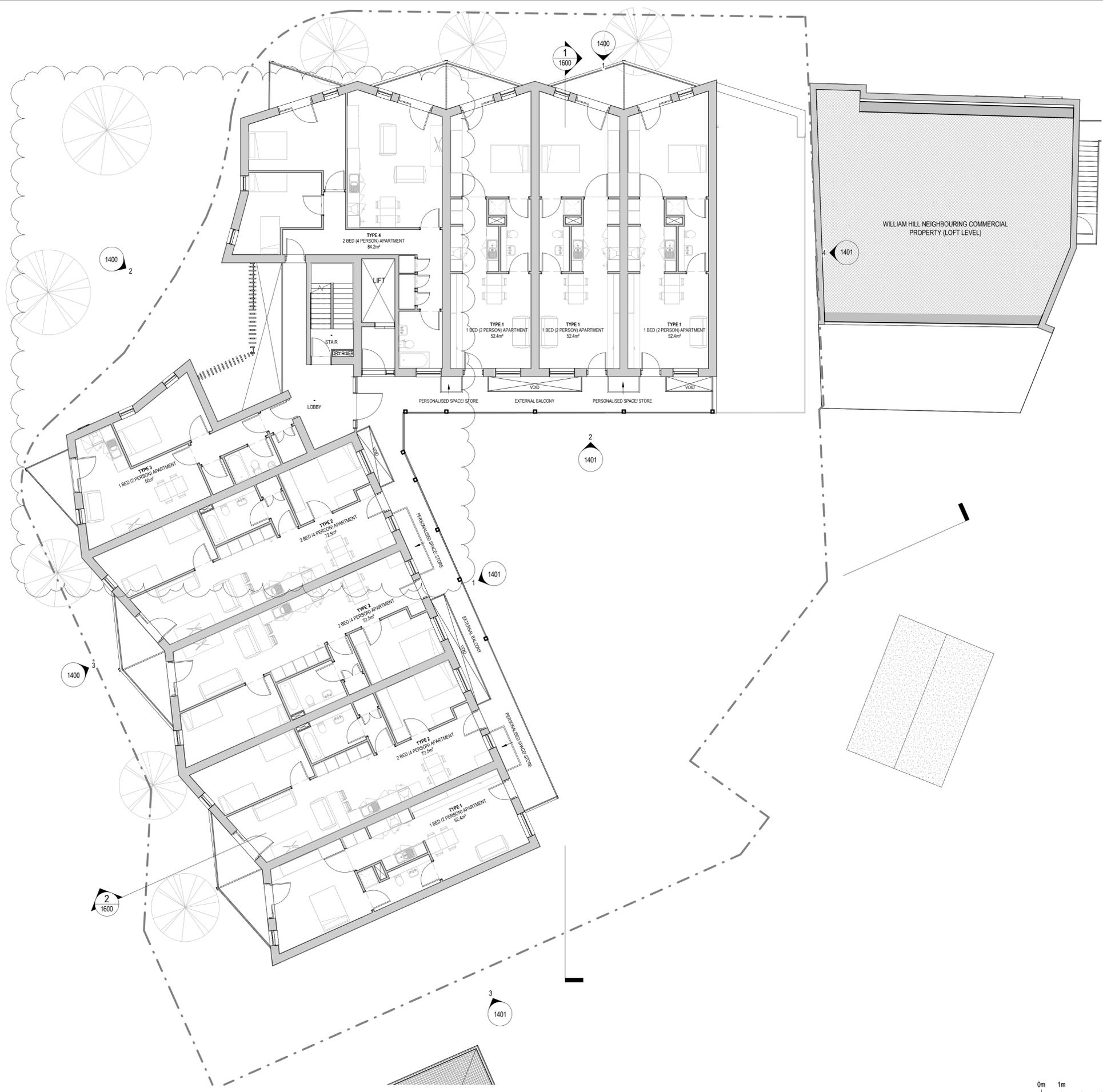
Client: **United Communities**
 Project Title: **ST JOHNS LANE
 BEDMINSTER, BRISTOL, BS3 5AS**

Drawing Title: **LEVEL 0 - GENERAL ARRANGEMENT PLAN**

Scale	Designed	Drawn	Checked	Authorised
1:100	SC	SC	DC	MC
Original Size	Date	Date	Date	Date
A1	27-09-2019	27-09-2019	27-09-2019	27-09-2019
Drawing Number	Revision			
SJL-CC-00-PL-A-1100				1.7

1 LEVEL 0 - GENERAL ARRANGEMENT FLOOR PLAN
 SCALE 1:100

100
0 10
Millimetres



It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Notes:

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Master Apartment Schedule			
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Level 0	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3
Level 0	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1
Level 0	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1
Level 0:9			
Level 1	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4
Level 1	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3
Level 1	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1
Level 1	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1
Level 1:9			
Level 2	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4
Level 2	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3
Level 2	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1
Level 2	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1
Level 2:9			
Level 3	TYPE 5	3 BED (4 PERSON) APARTMENT - 79.1m² GIA	1
Level 3	TYPE 6	3 BED (4 PERSON) APARTMENT - 80.8m² GIA	1
Level 3:2			
Grand total:			29

Level 2 - Apartment Schedule			
Level	Type	Family	Count
Level 2	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4
Level 2	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3
Level 2	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1
Level 2	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1
Level 2:9			
Grand total:			9

Rev.	Date	Description	By	Chk'd	App'd
1.5	07-04-2020	PLANNING	SC	MC	DC
1.4	06-04-2020	APARTMENT MIX CHANGE	SC	MC	DC
1.3	12-02-2020	PLANNING	SC	MC	DC
1.2	03-02-2020	DRAFT	SC	MC	DC
1.1	28-01-2020	DRAFT	SC	MC	DC
1.0	27-09-2019	PLANNING	SC	MC	DC

Drawing Status: **PLANNING** Submittal: **SO**

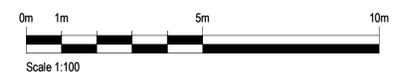
Cryer & Coe architects
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 Third Floor,
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 hello@cryerandcoe.co.uk
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Project Title:
**ST JOHNS LANE
 BEDMINSTER, BRISTOL, BS3 5AS**

Drawing Title:
LEVEL 2 - GENERAL ARRANGEMENT PLAN

Scale	Designed	Drawn	Checked	Authorised
1:100	SC	SC	DC	MC
Original Size	Date	Date	Date	Date
A1	27-09-2019	27-09-2019	27-09-2019	27-09-2019
Drawing Number	Revision			
SJL-CC-02-PL-A-1102				1.5

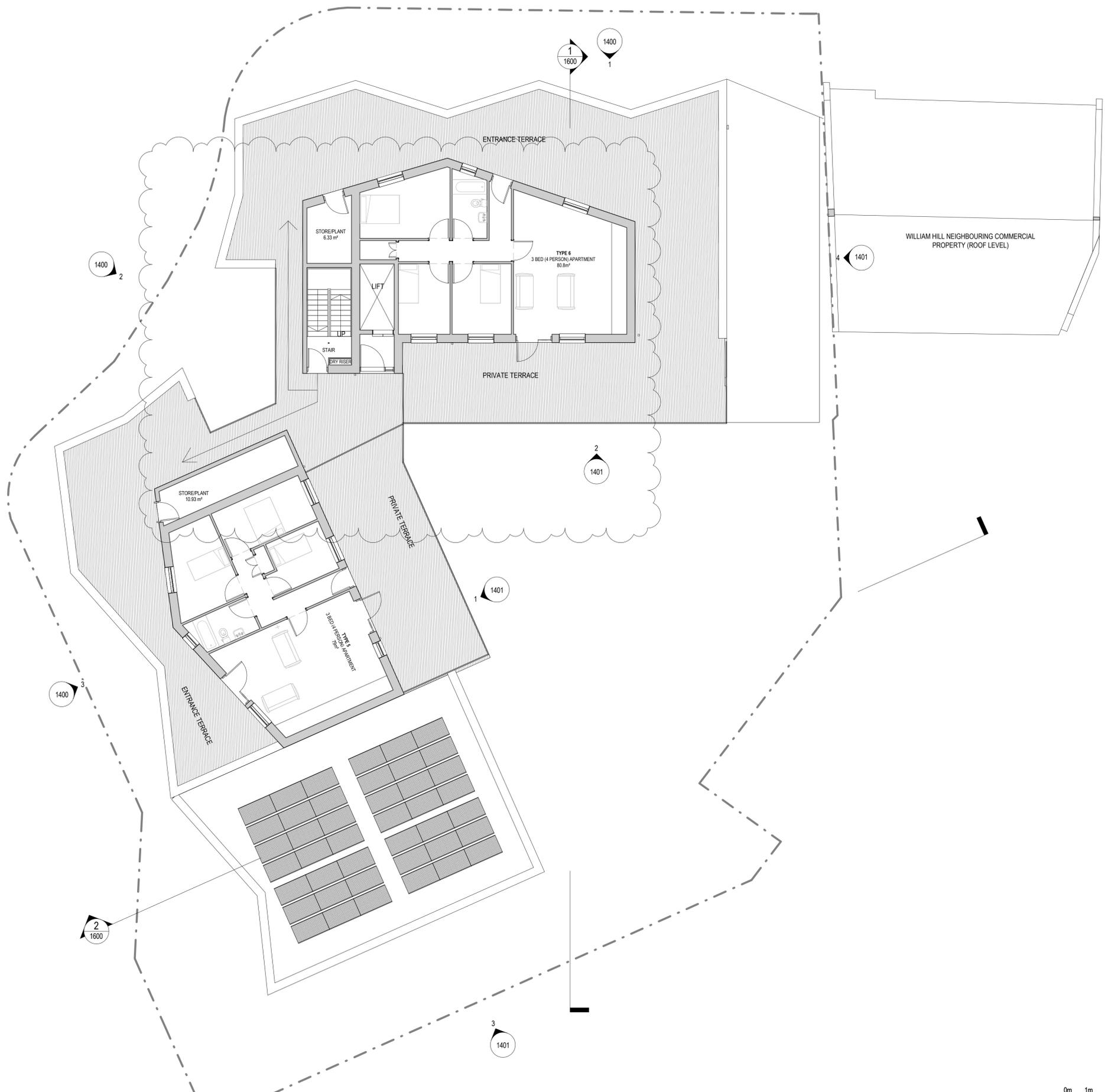


1 LEVEL 2 - GENERAL ARRANGEMENT FLOOR PLAN
 SCALE 1:100

Model Name (ENTER MODEL NAME HERE)
 Model File Location (ENTER MODEL FILE LOCATION HERE) - Model Status (S0) - Model Issue Date (MODEL ISSUE DATE)

100
0 10
Millimetres

Model Name (ENTER MODEL NAME HERE)
Model File Location (ENTER MODEL FILE LOCATION HERE) - Model Status (S0) - Model Issue Date (MODEL ISSUE DATE)



It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement

Notes:

- Drawings to be read in conjunction with all other disciplines drawings and specification documents
- Drawings are shown for design intent only and subject to further development.
- All dimensions are in millimetres unless otherwise specified.
- The level of information in this drawing is issued for information only. The information shown should not be used for any other purpose (such as building regulations, costing or construction) unless permission is expressly given by client/architect. To be read in conjunction with Civil, Structural and MEP information. Rights for party wall and rights of light lies with the client. A specialist measured survey has not been carried out on the site. All dimensions should be checked out on-site. Illustrated material subject to copyright.

Master Apartment Schedule			
Level	Type	Family	Count
Level 0	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4
Level 0	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3
Level 0	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1
Level 0	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1
Level 0: 9			
Level 1	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4
Level 1	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3
Level 1	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1
Level 1	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1
Level 1: 9			
Level 2	TYPE 1	1 BED (2 PERSON) APARTMENT - 52.4m² GIA	4
Level 2	TYPE 2	2 BED (4 PERSON) APARTMENT - 72.5m² GIA	3
Level 2	TYPE 3	1 BED (2 PERSON) APARTMENT - 50m² GIA	1
Level 2	TYPE 4	2 BED (4 PERSON) APARTMENT - 84.2m² GIA	1
Level 2: 9			
Level 3	TYPE 5	3 BED (4 PERSON) APARTMENT - 79.1m² GIA	1
Level 3	TYPE 6	3 BED (4 PERSON) APARTMENT - 80.8m² GIA	1
Level 3: 2			
Grand total:			29

Level 3 - Apartment Schedule			
Level	Type	Family	Count
Level 3	TYPE 5	3 BED (4 PERSON) APARTMENT - 79.1m² GIA	1
Level 3	TYPE 6	3 BED (4 PERSON) APARTMENT - 80.8m² GIA	1
Level 3: 2			
Grand total:			2

Rev.	Date	Description	By	Chk'd	App'd
1.5	07-04-2020	PLANNING	SC	MC	DC
1.4	06-04-2020	APARTMENT MIX CHANGE	SC	MC	DC
1.3	12-02-2020	PLANNING	SC	MC	DC
1.2	03-02-2020	DRAFT	SC	MC	DC
1.1	28-01-2020	DRAFT	SC	MC	DC
1.0	27-09-2019	PLANNING	SC	MC	DC

Drawing Status: **PLANNING** Submittal: **S0**

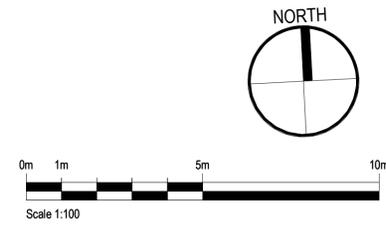
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Client: **United Communities**
 Project Title: **ST JOHNS LANE
 BEDMINSTER, BRISTOL, BS3 5AS**

Drawing Title: **LEVEL 3 - GENERAL ARRANGEMENT PLAN**

Scale	Designed	Drawn	Checked	Authorised
1: 100	SC	SC	DC	MC
Original Size	Date	Date	Date	Date
A1	27-09-2019	27-09-2019	27-09-2019	27-09-2019
Drawing Number	Revision			
SJL-CC-03-PL-A-1103				1.5



1 LEVEL 3 - GENERAL ARRANGEMENT FLOOR PLAN
 1103 SCALE 1:100

