

WARD: Southville

SITE ADDRESS: Little Paradise Public Car Park Little Paradise Bristol BS3 4DY

APPLICATION NO: 20/02647/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 29 September 2020

Proposed development of a new public car park on the existing Little Paradise car park site.

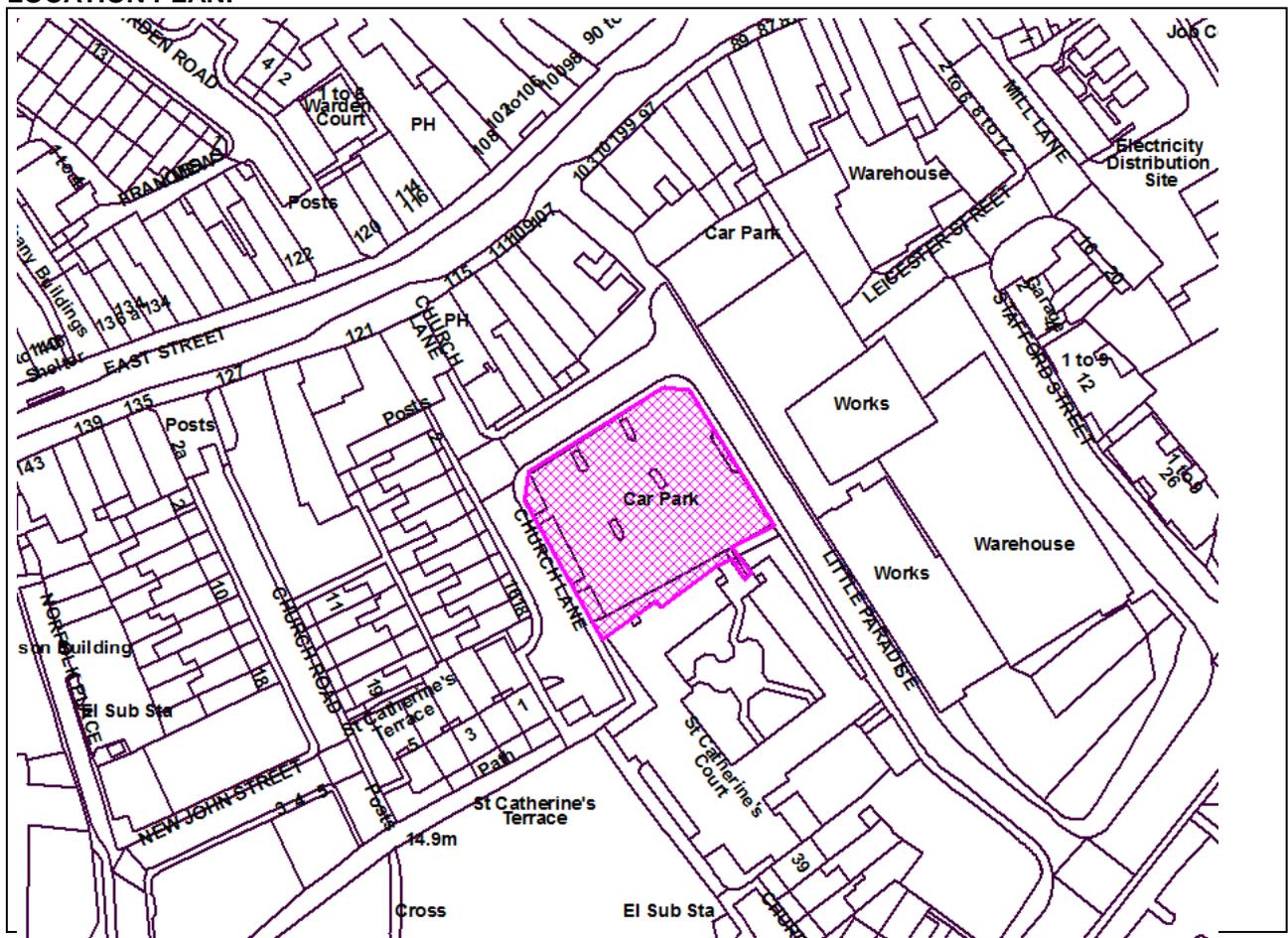
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: JLL
31 Great George Street
Bristol
BS1 5QD

APPLICANT: Dandara Limited & Bristol City Council
C/O Agent
Bristol

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

LOCATION PLAN:



Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY****APPLICATION SITE DESCRIPTION AND BACKGROUND**The application site

The application site area is approximately 0.12ha. The site is currently in use as a surface level car park providing 50 parking bays consisting of:

- Blue Badge Bays – 2 spaces
- Motorcycle Bays – 1 space
- Public Parking – 47 spaces

In addition to the above there is one motorcycle parking space.

Vehicular access to the site is currently from the eastern side of Little Paradise and exit is from the same side of Little Paradise, further along the road. There is a one-way circulation within the car park. Pedestrian access is achievable from multiple points around the boundary of the site.

There are two routes through to East Street and the Primary Shopping Area (as defined by the Local Plan), approx. 50 metres to the north of the site.

There are eight individual trees within the central and eastern parts of the car park; one group of four trees; and a single hedgerow along the western boundary on Church Lane. The site does not contain any statutory or locally listed buildings. The northern boundary of the site adjoins the Bedminster Conservation Area. The site is located within Flood Zone 1 (low probability of flooding). The site is in Bristol's Central Air Quality Management Area.

The application site is undesignated in the Bristol Local Plan.

The site is bounded to the south by St Catherine's Court – this provides Supported Housing for Older People – it has 28 one-bedroom flats. There is a permissive footpath that runs between the boundary of St Catherine's Court and the application site (this route which connects Church Lane and Little Paradise).

Little Paradise runs along the eastern and northern boundaries of the application site. To the east is a site known as Plot 4 (Stafford Street & Little Paradise), which is subject to a separate application (18/06722/F) for 295 build to rent apartments with communal facilities and 21 affordable housing apartments.

To the north are the rear of retail and business units that front onto East Street. To the west the site is bound by Church Lane which on the western side has a two-storey Victorian terraced street. This terrace is located within the Bedminster Conservation Area.

Parking is available on a pay and display basis Monday – Saturday 08:00 – 18:00, with no restrictions outside these times, on Sundays and Bank Holidays.

Little Paradise lies within the Bedminster East residents' parking scheme (RPS) area. There is a length of parking for RPS permit holders on the east of Little Paradise in operation between 09:00 to 17:00 Monday to Friday which is also pay and display parking for a maximum stay of three hours. There are parking restrictions which do not permit on-street parking any time on both sides of Little Paradise. Disabled parking is available on the east-west section of Little Paradise, which can accommodate three cars.

Church Lane serves local residents with parking on the western side falling within the Bedminster East RPS area. A disabled bay is also located at the East Street end of Church Lane.

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The application site (and Little Paradise North) were identified within the Bedminster Green Framework as 'inclusion subject to consideration' i.e. an area that could be included. Hereford Street car park which is located nearby and on the other side of the A38 from the application site formed part of one of the five key sites – Plot 5 (Land adjacent to Dalby Avenue), which is centred on Bedminster Green.

The Bedminster Green Framework was reported to and noted by Cabinet in March 2019. The Framework is a high-level document that sets broad principles and parameters to help shape and integrate individual site-based development proposals, as they come forward through the planning and design process to create a high quality new urban quarter. In terms of planning decisions, the Bedminster Green Framework is a material planning consideration in relation to determination of planning applications for each site in the Bedminster Green area.

Following the report to Cabinet, Bristol City Council has been working with Dandara, to consider opportunities for improved parking as part of the wider Bedminster Green regeneration area to support East Street shopping area and modernise parking facilities.

THE APPLICATION

This is an application for full planning permission by Dandara Limited and Bristol City Council for a three-storey decked public car park on the site of the existing Little Paradise public car park site.

The new car park would provide 90 parking spaces:

- Blue Badge Bays – 18 (2 electric vehicle charging points)
- Electric Vehicle Car Club – 6 (all electric vehicle charging points)
- Public Parking – 66 (14 electric vehicle charging points)

One motorcycle parking space is provided in addition to the car parking spaces outlined above.

The car park would be between circa 7.7 metres and 9.6 metres in height above the existing ground level, with the latter measurement including the stair core on the northern part of the site. The proposed development would be roughly square in plan form measuring approximately 14.9 metres wide (east and west elevations) by 16.6 metres long (north and south elevations).

The proposals include for the provision of landscaping, tree planting, lighting, signage, CCTV surveillance and associated highways works.

Access to and exit from the car park will be provided from the northern side of Little Paradise. This will move the access further away from existing residents at St Catherine's Court (to the south) and future residents at Plot 4 (to the east).

Vehicular access is proposed at ground floor level with internal ramps leading to a half level at basement level and up to higher levels.

Pedestrian access is located adjacent to but separate from the vehicular access, and a second step-free pedestrian access is available from the lower level of the car park at the corner of Church Lane/Little Paradise.

The car park would be constructed with elevations treated with perforated metal panels with balustrades in between.

A lift and stairs are accessible to car park users at each level.

The car park will continue to be owned and managed by Bristol City Council.

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It is proposed to provide an improved pedestrian crossing point for the footpath to the south of the car park.

A speed table is proposed as part of this application at the proposed junction of Little Paradise with Leicester Street. This would be a new junction, with the two streets proposed to be connected via the proposed development at Plot 4 (ref. 18/06722/F). The speed table is proposed to reduce traffic speeds on the approach to the right-angled bend on Little Paradise and the proposed car park access.

The development will result in the loss of eight of the existing trees onsite. The group of four trees on Church Lane are to be retained. A total of 18 replacement trees are to be provided. The landscape proposals include a total of 15 replacement trees to be planted with a contribution of £9,959.64 proposed to compensate for three trees that cannot be provided on site.

The exterior of the car park will be lit. The top level of the car park (level 3) will be lit with 4m tall column luminaires. The interior of the car park will be lit with LED ceiling mounted lights.

The car park is formed of half levels, from a basement level to level 2 as shown in the proposed layout plans and elevations included in the planning application.

'Pay and Display' parking machines will be located on each level of the car park. These will be managed by Bristol City Council Parking Services.

The application would facilitate the closure and relocation of public parking in two car parks owned by Bristol City Council – Little Paradise North and Hereford Street.

Little Paradise North car park (11 parking bays) forms part of a separate application: 18/06722/F, which would be redeveloped for housing, all 11 blue badge parking bays from this car park would be relocated to the proposed development.

Hereford Street car park (50 parking bays) is subject to pre-application enquiry for a housing-led redevelopment. These spaces are proposed to be consolidated and relocated to the proposed development.

RELEVANT HISTORY

The application site is subject to a long history, having previously been in industrial use during much of the 20th Century. The most recent applications relating to the car park use are included below:

Installation of 1 no. CCTV camera.

Ref. No: 06/00338/F | Status: GRANTED subject to condition(s)

EQUALITIES IMPACT ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its 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. Overall, it is considered that the approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010. In this case the design and access to the development have been assessed with particular regard to disability, age and pregnancy and maternity issues.

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The proposed development would provide 18 disabled parking spaces for blue badge holders. This is an increase in the number of disabled parking spaces onsite and would be equivalent to the overall number of spaces across the four car parks around the East Street Shopping Area. Further detail on this issue is provided in Key Issue B.

PRE-APPLICATION COMMUNITY CONSULTATION

Engagement was undertaken with local residents, groups and individuals with an interest in the site, as detailed below.

- A letter was issued on 31 January 2020 to all residents that overlook the Little Paradise car park. The letter invited residents to attend a meeting on 11 February with the BCC Property and the Cabinet member for planning, Councillor Beech, in order to find out more about the proposals.
- Copies of posters were provided to stakeholders and a post card public engagement notification was issued to 5,000 homes.
- Public engagement events in the form of drop-ins and 'walkabouts' took place on Monday 2 March- Bedminster Library (from 4:30 to 6:45pm); and Thursday 5 March- Windmill Hill City Farm from 2:30 to 6pm.
- A public survey was available online from Monday 24 February until Monday 30 March 2020. The online survey period was extended (from 23 March to 30 March) due to the Covid-19 pandemic and its impact in terms of a drop-in session and 'walkabout', originally planned for 19 March 2020, being cancelled.

The engagement events referred to above consulted on the proposed new car park as well as the restoration project for the River Malago and wider transport and movement improvements on the A38/Dalby Avenue.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was submitted and validated in June 2020. In response to the proposals as submitted, 106 comments were received from interested parties to the application.

Of the 106 comments on the application as submitted, 14 were in support, 2 neutral and 90 comments were in objection and included concerns about:

- The proposal is premature to come forward prior to results of the BCC consultation on parking
- Loss of green infrastructure, including trees and open space
- Lack of demand for a car park; the existing car parks in the area are underused
- Access into the car park would be difficult once Bedminster Green is developed
- Object to increased cars in the area rather than more pedestrian and cycle friendly neighbourhoods
- Increased air pollution
- Increased noise in the local area
- Increase in anti-social behaviour and safety concerns for locals
- The design is out of keeping with the character of the conservation area
- Design would be too high and an eyesore
- Local residents would need to compete with shoppers for parking spaces
- Impact on residential amenity by way of; noise, light pollution, overshadowing and loss of privacy
- Increased traffic and congestion in the area
- Safety concerns for pedestrians
- New housing developments should provide parking within the development rather than purpose built car parks

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Revised plans were submitted on the 11 September. In response to the revised plans and at the time of writing this report, no additional comments were submitted from interested parties.

Any further comments received will be reported to Members by way of the Amendment Sheet and covered within the Officer presentation.

AMENITY GROUPS

BS3 Planning Group – Objection

“Given the council's drive towards a carbon free city it seems odd that this car park has fewer electric car charging points than it does conventional vehicle spaces. We are objecting to this proposal on the grounds that it is against published policy and will bring more vehicles into the area rather than increasing provision for pedestrians and cycles. The nearby development on Bedminster Green will already increase traffic into and around the area and this car park can only exacerbate the situation”

Windmill Hill and Malago Community Planning Group – Objection

“WHaM objects to this development, the principal reason being the insensitivity to the existing residents in the immediate area of the car park and the likely detrimental impact it will have on their quality of life. They will be adversely affected by increased traffic, pollution, noise, overlooking and crime.”

Bedminster BID – Support

The Bedminster BID uploaded a letter of support. The BID firmly supports the multi storey car park number.

The BID represents 350 businesses. With the Town Team it has spent eight years trying to reinvigorate East Street, once the thriving retail heart of South Bristol. We have had wonderful support and involvement from the local community – and enjoyed some successes. However, it remains a huge challenge, with a much worsening retail outlook given the current crisis - sadly reflected in dozens of empty shops, and a proliferation of charity shops, pawnbrokers, vapeshops etc.

Given the impact of austerity over the past ten years and now Covid the prospect of significant and much needed investment by the public sector continues to be bleak. We believe therefore the it is essential this multi storey car park is created to encourage car borne shoppers to visit regularly and free up surface level car parks for residential development and substantially increase local walkable demand.

Urgency is called for given the latest closures of Boots, Poundstretcher, and 3 banks being added to the long list of large stores leaving in the past twelve months including Bon Marche and Argos.

EXTERNAL CONSULTEES

Historic England – No objection

Full comments available online.

INTERNAL CONSULTEES

Transport Development Management (TDM)– Support

Transport Development Management (TDM) has been consulted on the proposed development of a new 90 space public car park on the existing Little Paradise car park site. The car park is intended to be owned and managed by Bristol City Council Parking Services and proposes the following:

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- 18no 3.6m x 4.8m disabled bays
- 16no Electric-Vehicle 4.8 x 2.4m standard bays inclusive of a rapid charging space
- 50no non EV 4.8m x 2.4m standard parking bays
- 6no Electric Vehicle car club 4.8m x 2.4m parking bays to serve Bedminster Green
- Electricity substation / transformer to accommodate EV charging

This development forms an important element of the wider Bedminster Green regeneration project. It is proposed as part of the consolidation and improvement of public car parking in the vicinity to provide an upgraded facility delivering a greater number of parking spaces closer to the East Street shopping destination.

TDM considers that this rationalisation will enable the comprehensive redevelopment of existing car parks for housing development, but also enhance the vitality and viability of the local shopping centre for those whose only option is to travel by car. Further to this, these proposals, through liaison and negotiation have resulted in the provision of additional benefits including increased disabled car parking closer to East Street, new Electric Vehicle (EV) charge points and six EV car club spaces to serve the wider Bedminster Green development in the interests of the wider regeneration further reducing additional car reliance. A third benefit is the removal of on-street parking and the ability to address / deliver a number of public realm enhancements as part of this and the neighbouring plot and to better serve new residential development.

Traffic Flows along Little Paradise

In terms of traffic flows, the net increase in parking that will be accessed from Little Paradise (including blue badge and car club and Stafford Street spaces) amounts to 80 spaces. A 90 space car park in this location therefore increases the number of spaces in this area by 10. Whilst it is inherent that this will lead to additional traffic along Little Paradise, TDM do not consider the environmental impacts of this additional traffic will be material in nature, particularly when more than a fifth of the spaces (20/90) will be for electric vehicles only.

However, TDM *would* be concerned about a future situation where the car park is full, and motorists were making trips along Little Paradise, entering the car park, failing to find a space and then exiting back out along Little Paradise. To avoid this situation TDM has therefore insisted on a financial contribution to fund a Variable Message Sign (VMS) to be situated on the A38 to inform motorists travelling from both directions on the availability of spaces within the car park. This would prevent what TDM would consider to be unnecessary and avoidable additional movements along Little Paradise.

Improvements to Little Paradise

Further to the above, and in view of the additional activity that will be expected in this area, taking into account the car park and surrounding new developments, TDM has insisted that a highway works condition is included as part of any consent. This will include road safety as well as environmental improvements including a speed table along Little Paradise and improved crossing points for pedestrians in the interests of achieving an environmental enhancement to the public realm in this area. Such works will of course compliment adjacent measures secured from the Plot 4 development. TDM as requires resurfacing works as part of this application.

Technical Matters

A swept path analysis has been provided which demonstrates a vehicle entering the car parking whilst a vehicle is egressing the car park. No concerns are raised regarding this manoeuvre and TDM deem the swept path analysis to be acceptable.

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An amended highway works plan showing full extent of Little Paradise. A section 278 (highways agreement) plan has been provided however this does not show the full extent of Little Paradise where the carriageway the full length of Little Paradise will require resurfacing. It must be noted the footways and carriageways will require resurfacing the length of Little Paradise to the A38 with ducting installed for a fibre connection from the car park to the VMS signage along the A38. TDM are satisfied this could be secured via a suitably worded condition.

TDM has confirmed a s106 contribution is required for VMS signage to be situated on both the Northbound and Southbound direction of the A38. The relevant ducting will be required to be installed via s278 highway works agreement as stated previously. A contribution of £40,820 is therefore required.

Two of the disabled parking spaces would be EV ready.

A rapid charger has now been provided with a total of 16 electric charging points, in addition to the electric Car Club spaces.

Conditions are requested for the provision of a highway works plan, to secure an Approval in Principle, the provision of a construction management plan and the provision of a car park management plan. Compliance conditions for the completion of accesses, servicing facilities, car parking, visibility splays, car club spaces and electric vehicle charging points are also requested.

City Design Group (CDG) – No Objection

The envisaged investment that Bedminster Green and East Street will have in the next 5 years will transform forever this part of the city. The proposal is for an improved parking facility as part of the wider Bedminster Green Regeneration Area and it has been worked on by the council with its development partner. The current scheme for a new decked car park on the existing *Little Paradise Car Park* site is a response to extensive pre-application conversations sustained simultaneously with Transport Development Management.

The redevelopment of the site is supported in principle. However, if the current proposal is to be supported, there are some design issues that should be resolved and/or agreed before the recommendation. Further comments are as follows:

Site/Context

The approx. 40.0m x 32.6m site is located in Bedminster and bounds on 3 sides by existing streets. There are trees on and around the current surface car parking. The site boundary abuts the Bedminster Conservation Area: to the north, with the rear of retail properties on East Street; and to the west, with Victorian terraced houses along Church Lane leading to St John's Churchyard. To the south, it bounds to an elevated footway between Little Paradise and Church Lane that runs in front of St Catherine's Court retirement housing property. To the east, along Little Paradise, it faces an industrial/ commercial use. The emerging context is the redevelopment of the area with new residential apartments along this urban frontage. There is a change of level of approximately 1.5m from the higher Church Lane to the lower Little Paradise.

The proposal

Taking advantage of this change of level, the proposal accommodates some car parking spaces at a partially lower ground floor. Split level ramps give access to the additional two upper levels and to the roof top car parking area. The new footprint is approx. 32.0m by 29.0m with combined entry and exit circulation for vehicles and pedestrians. These are facing the rear of retail properties on East Street, to the right of which there is the pedestrian connection from Little Paradise to the high street. There is a secondary exit/entry towards the corner of Church Lane and Little Paradise. The existing footway along St Catherine's Court is proposed to be widened and redesigned to create a more generous pedestrian link leading to St John's Churchyard. Responding to the change of level, the profile of the

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building is higher on the Church Lane and lower on the Little Paradise. 90 car parking spaces, 18 of which are for blue badge holders, are proposed.

Elevation and materials

The scale and rhythm of the adjacent Victorian terraced have informed the proposed elevation analysis as expressed on DAS page 29. The materials chosen are: metal perforated panels for cladding, and brick for the staircase, enclosure of southern ramp and the base of the building. Together with the blend of void and solid, legibility of entrances and the composition of scale and height in relation to the level change of the site, the design provides a clear differentiation on the elevational treatment of this freestanding block: modular panels, gaps and balustrades facing the existing (and potential) residential frontages; continuous perforated metal cladding and solid brick walls to the elevated footway and the end of Little Paradise street elevation.

This approach of the juxtaposition of materials is acceptable in principle. A light weight, contemporary appearance is considered better suited to a new built form that would transition between a detailed-rich Victorian terraced housing and a precast concrete industrialised housing system, as the one proposed along Little Paradise. However, it is considered that the modular panels facing Church Lane and Little Paradise should be enhanced to echo the richness of the decorated Victorian terrace: a more pronounced vertical element should visibly mark the vertical edges of the module. The representation of the edge on the drawing number L (---) 153 gives confidence that such an enhanced detail is easy to achieve.

[Further details have been provided by the Applicant to respond to this issue]

Height, scale and massing

The principle of a three-storey car parking building is acceptable, although the height is increased by the enclosure of the roof top area. This is done for both safety reasons and to minimise the visual impact that the parking and vehicular movement could cause to the existing housing. Sections shown on drawing number L (---) 200 demonstrate that, although the evident change of the outlook from the existing residential, the width to height ratio of the new built environment along Church Lane is satisfactory as it follows urban design best practice parameters.

Having said that, there are two aspects that require attention now:

- a)** Keeping existing and planting new trees together with an enhanced landscape strategy will contribute to mitigate the impact of the new building. Comments from Landscape and Tree officers have been provided separately.
- b)** Demonstration that the 2.5m height from floor to floor, as shown on the same drawing number L (---) 200, is building regulation compliant. The design concern is twofold:
 - **b.1)** there is no information on the clear headroom dimension left after any structural depth and service zone a car parking of this nature require.
 - **b.2)** lowered headroom may create an overbearing sense of a space on the extensive +/- 1000m² car parking.

If the proposal is to be supported as submitted, for the above reasons this demonstration needs to be provided before recommendation, coupled with the lighting strategy due to the low level of natural light coming through.

Summary

The redevelopment of the site is supported in principle. The light weight and contemporary appearance, well-balanced with the scale and massing, provide both an opportunity for enhancement to the area and a successful addition of the integral regeneration for the area. Together with the satisfaction of its simple functional requirements, a good quality designed decorative façade is able to turn the very banality of this car park into an asset.

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8 trees have been proposed for removal requiring 18 replacement trees in accordance with the planning obligation SPD Tree Replacement Standard. 8 replacement trees have been identified on the western boundary of the new development, 10 replacement trees have therefore not been provided within the red line of the development. Bedminster ward is a heavily populated, built up area with limited opportunities to replant trees within open spaces, considering the significant redevelopment of the area the further 10 trees would need to be planted within hardstanding with new tree pits and therefore the higher Tree Replacement standard figure of £3,318.88 per tree should be applied.

Therefore a financial contribution of $10 \times £3,318.88 = £33,188.80$ needs to be agreed as an obligation prior to consent. The arboricultural report (Section 4.4) recommends this is of the development form part of the reserve matters; this is not possible, all planning obligations need to be agreed prior to consent and therefore the payment needs to be agreed. I have concerns relating to the possible loss of the retained trees due to the extent of excavation require to create the subterranean part of the proposal.

The trees species identified within the Little Paradise Carpark Landscape Plan (Dwg: DE297-4B-700) is *Carpinus betulus* 'Fran Fontaine'. This species have been withdrawn from production by a number of larger tree nurseries; the tree stem fails due to axial stem fractures forming in early maturity. This species is therefore not appropriate and will need to be changed.

The restricted planting area adjacent to the proposed limits the number of species that could be ground in this location. A few suggestions would be *Pyrus calleryana* 'Redspire', *Acer griseum* or *Ginkgo* which would provide a continuity with young specimen located within the adopted highway adjacent to the pedestrian thoroughfare adjacent to T9.

Tree Planting

No planting pit design has been provided which in such a limited planting location need to be a high quality environment. The entire length of the planting area needs to be joined so that all of the trees can utilise the space and the planting medium would benefit from a Stockholm tree planting style system that utilises the rain water runoff from the carpark structure.

Construction methodologies

The proposed carpark will be partial excavated underground and therefore any open excavation of any depth will require the sides of the excavation to be battered back to prevent the wall collapsing. Given the close proximity of the retained trees any such battering will require the removal of all of the retained trees. Solutions to this are possible with sheet piling or other engineering solutions, however, these have not been addressed.

[Further information to be provided. An update will be provided via the Amendment Sheet].

An arboricultural implication assessment or arboricultural method statement have not been provided to address any of the points raised within the within the Arboricultural assessment which is primarily a BS5837 reference document with limited site-specific details.

Landscape Officer – Comment

Church Lane façade

- Mature birch trees retained. Method statement required for protection during construction period. Arboriculture Officers comments required.
- Opportunities for living wall/climbers.

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Little Paradise north façade

- Plant bed specified for 18 No. Hedra helix too narrow to be viable; pave up to car park wall
- Planting bed to east of car park entrance specified for 42 No Hedra helix; needs to be paved to allow for pedestrian circulation and access to grit box.
- Opportunities for living wall/climbers on the external surface of the core wall.

Little Paradise east façade:

- Proposed tree planting centres too close; suggest 4m minimum but consult Arboriculture Officer.
- Trees too close to car park wall. Explore with Highway team the possibility of setting back to highway and using cell structure under footway to provide sufficient soil medium. Arboriculture Officer comments required.
- Opportunities for living wall/climbers.

St. Catherine's EPD footpath façade

- Plant beds too narrow to be viable – increase width and consider mixing ground and raised beds/materials to vary the appearance and opportunities for different planting types to reflect the domestic character of the adjacent EPD.
- Opportunities for living wall/climbers.

Generally:

- The loss of mature birch tree will need to be mitigated according to the Bristol Tree Replacement Standard.
- Planting proposals will need to be accompanied by a management schedule to address establishment and long term survival of all planting.

Archaeology – No Objection

Agree with the archaeological study and that a degree of archaeological works will be required on this one secured by conditions of any consent. Any archaeology on the site will be of local significance, but remains relating to the early settlement of Bedminster can be expected here.

A pre-commencement condition to secure a programme of works to include evaluation and excavation should be applied to any consent along with a pre-occupation condition to secure the completion of these archaeological works.

Contaminated Land Environmental Protection – No Objection

The proposed development is not sensitive to contamination and is not situated on land not thought to have been subject to a potentially contaminating land use (other than the current use as a car park).

In light of this, a condition for the reporting of unexpected contamination is recommended.

Air Quality – No Objection

The air quality assessment has considered the predicted air quality impacts from the proposed development during both the construction and operational phases. The construction phase impacts have been assessed using Institute of Air Quality Management Guidance to identify the required level of mitigation needed to ensure that impacts from dust generation are considered acceptable. Dust mitigation measures are identified in Table 19 of the report and should be conditioned as part of the planning process to ensure that they are implemented fully during construction.

The development proposal is a 90 space car park and as a result is predicted to increase the level of vehicle movements in the area in the opening year of 2023. In addition to this development site there are a number of other planning applications in the process of being brought forward in the area.

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These have the potential to increase emissions of pollutants to air from both increased vehicle movements and emissions from on-site energy plant.

Whilst not technically 'committed development' the planning applications are developed to a level that it is considered appropriate to include them in future baseline air pollution scenarios. The applicant has added the predicted impacts from the Bedminster Green development sites, as listed below, to the baseline pollution levels for 2023 in their do minimum scenario. In the do something scenario the predicted impact from the 90 space car park development have been considered and the significance of the air quality impacts from these additional vehicle movements is described using the Institute of Air Quality Management/Environmental Protection UK impact descriptors.

Emissions from both vehicle movements and energy plant from the following developments have been added to the baseline 2023 do minimum scenario.

- Plot 1;
- Plot 2 (13/05616/P); and,
- Plot 4 (18/06722/F).
- Plot 5 - detailed proposals for Plot 5 have not been produced to date. As such, the predicted vehicle trip generation was calculated by factoring the values from Plot 4 by the difference in proposed units.

The biggest predicted increase in annual average nitrogen dioxide levels is $0.15\mu\text{g}/\text{m}^3$ at residential receptor locations on East Street where maximum 2023 NO_2 concentrations of $39.4\mu\text{g}/\text{m}^3$ are predicted. This is just marginally below the legal annual objective for this pollutant of $40\mu\text{g}/\text{m}^3$. The increase of $0.15\mu\text{g}/\text{m}^3$ is described as negligible and therefore the impacts upon air quality from the proposed development are considered to be acceptable. As a result, I do not have concerns with regards to the impacts from this proposed application and do not object on grounds of air quality.

Potential Cumulative Impacts

The assessment methodology used to account for cumulative development impacts is considered acceptable. The report conclusions and impact descriptors are based on the predicted pollution increase from the Plot 4b development only. The EPUK/IAQM methodology considers both the baseline pollution levels and the size of the increase in pollution to determine the significance of an increase in pollution levels. Information on predicted increases in pollution from on-site energy plant proposed for Plot 1 and Plot 2 have been provided in the air quality assessment. A worst case scenario has been used in which $0.34\mu\text{g}/\text{m}^3$ has been added to the 2023 baseline annual NO_2 concentrations at each receptor location to account for the energy plant emissions. A $0.34\mu\text{g}/\text{m}^3$ increase in annual NO_2 concentrations where baseline pollution is above $38\mu\text{g}/\text{m}^3$ would be described as slight adverse using IAQM/EPUK impact descriptors. No information has been provided on the increases in NO_2 expected to come from the additional cumulative vehicle movements in 2023.

This has been highlighted to illustrate the point that it is possible that the impacts from individual developments being brought forward could be described as negligible, when adding the increases from individual plots to a baseline which includes cumulative development impacts. However, if the significance of increases in air pollution associated with all committed developments were to be assessed in one "Bedminster Green Air Quality Assessment" then it is my opinion that the impacts are likely to be as slight adverse as a minimum at some receptor locations. This shows the importance of the sustainable transport proposals being brought forward in this area from an air quality perspective.

Flood Risk Manager – No Objection

The proposed solutions for drainage and flood risk management are acceptable.

Wessex Water will need to approve the proposed sewer connection and a 5l/s minimum discharge

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rate is advised to help avoid blockages.

Pollution Control Team – No Objection

I am happy with the lighting report and would request that BCC's standard lighting condition to meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011 is placed on any approval.

The car park noise assessment includes considers Leq noise levels rather than Lmax noise levels. The Leq is the 'equivalent' noise level; similar to the average but usually higher as it is a logarithmic summation that is influenced/elevated by peak noises, like car door slams.

The findings of the acoustic report are acceptable and the noise assessment all-encompassing and there would not be any unacceptable harm to residential amenity as a result of noise.

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?

Section 11 of the NPPF sets out that planning decisions should promote an effective use of land whilst safeguarding and improving the environment. Paragraph 118 specifically states that planning decisions should support the development of underutilised land and suggests considering land above service yards, car parks, lock-ups and railway infrastructure.

Policy BCS1 of the Bristol Core Strategy sets out that South Bristol will be a priority focus for development and comprehensive regeneration, including the delivery of new office floorspace, industrial and warehousing land and the provision of 8,000 new homes.

Policy BCS7 supports developments which contribute to maintaining the vitality, viability and diversity of Town, District and Local Centres.

Policy BCS10 supports the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development.

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

The site is not designated within the Bristol Local Plan, it would be termed "white land" i.e. used to mean land (and buildings) without any specific proposal for allocation in a development plan, where it is intended that for the most part, existing uses shall remain undisturbed and unaltered.

The site is adjacent to the Bedminster Town Centre and Bedminster's Primary Shopping Area.

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The site benefits from an existing use as a car park. The proposals do not seek to change that use but to enhance it to make more efficient use of the land. This is in line with Section 11, and specifically Paragraphs 117 and 118, of the NPPF which states that development must as far as possible make use of previously developed or 'brownfield' land.

The need for car parking in this location has been established as an outcome from the Bedminster Green Strategic Transport Assessment (STA). The STA seeks to deliver a range of transport improvements to the area and included an assessment of parking in the area. Further detail is provided in Key Issue B below, but it should be noted that the proposed development is would support the consolidation and improvement of public car parking in the area, and in turn release car parks on Hereford Street and Little Paradise north for development.

Whilst the principle of the car park use is established, it is considered that the proposed development would support regeneration of the Bedminster area and would help to attract visitors and maintain the viability; vitality of the Bedminster Town Centre and forms an outcome from the Strategic Transport Assessment which seeks to identifies the transport and movement improvements for the wider area.

Summary:

The proposed development would improve accessibility and would be on previously developed land in accordance with the Policies BCS10 and BCS20. This would aid the vitality of the Town Centre in accordance with Policy BCS7 and would support the redevelopment objectives of Policy BCS1 by releasing other car park sites for redevelopment. The principle of development is supported.

B. 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.

Current parking provision in the area

In terms of parking provision within the area surrounding the application site, there are 133 parking spaces currently available across Little Paradise, Little Paradise North, Hereford Street, Stafford Street.

This parking is a mix of:

- blue badge
- pay and display public parking
- residential parking permits
- time limited stay

Existing parking provision	Blue Badge	Public Parking	Motorcycle Bays	Total Parking Bays
On street parking	3	19	0	22
Little Paradise Car Park (application site)	2	47	1	50
Little Paradise North	11	0	0	11
Hereford Street	2	47	1	50
Total	18	113	2	133

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The existing car parking situation in and around Bedminster Green and the Bedminster Town Centre has several issues.

The current car park at Hereford Street is separated from the Town Centre and Shopping Area and requires users to cross the A38. This makes the location less accessible for Blue badge holders and users with limited mobility.

The isolated nature of this car park makes them feel unsafe after dark and can attract anti-social behaviour.

In order to find available spaces, vehicles can travel between car parks and the on-street parking, increasing vehicle movements and congestion.

The proposed development

The proposed development is one of five development plots which is subject to the Bedminster Green Framework and a Strategic Transport Assessment (STA) has been developed by Stantec in collaboration with BCC.

A draft version of the Stage 02 STA outlines public transport, walking and cycling strategies, an options appraisal for improvements to Whitehouse Lane, an assessment of likely parking overspill and an outline travel plan.

As set out within Key Issue A, the proposed development forms one of the outcomes of the STA and is proposed as part of the consolidation and improvement of public car parking in the vicinity to provide an upgraded facility delivering a greater number of parking spaces closer to the East Street shopping destination.

The proposed development would enable the closure of the Little Paradise North and Hereford Street car parks, and would include the following parking options:

- 18no 3.6m x 4.8m disabled bays
- 16no Electric-Vehicle 4.8 x 2.4m standard bays inclusive of a rapid charging space
- 50no non EV 4.8m x 2.4m standard parking bays
- 6no Electric Vehicle car club 4.8m x 2.4m parking bays to serve Bedminster Green
- Electricity substation / transformer to accommodate EV charging

The car park would be owned and managed by Bristol City Council Parking Services.

A summary of the proposed changes in the numbers of public parking spaces in the area brought about by the Bedminster Green regeneration project in the surrounding public car parks is provided in the table below.

Public Car Parking Locations	Current regular public Spaces	Current public blue badge spaces	Proposed regular public spaces	Proposed public blue badge spaces	EV Car Club Spaces	Net Change (all spaces)
Little Paradise Disabled Car Park (BCC)	0	11				-11
Little Paradise Surface Car Park (BCC)	48	2	66	18	6	+40
On Street, Little Paradise &	16	3				-19

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Stafford Street (BCC)						
Hereford Street Car Park (BCC)	46	2				-48
TOTALS	110	18	66	18	6	-38

The above rationalisation will offer a facility for those whose only option is to travel by car which is closer to the Bedminster Town Centre and would support a transition to electric vehicles by providing 16 electric vehicle charging spaces and reducing additional car reliance by offering six car club spaces.

The proposed development would provide 18 disabled parking spaces for blue badge holders. This is an increase in the number of disabled parking spaces onsite and would be equivalent to the overall number of spaces across the four car parks in the surrounding area. It is considered that the development would support access for all users by providing a greater number of spaces for disabled persons in closer proximity to the Town Centre and Shopping Area.

The rationalisation of car parking will enable the implementation of wider transport and movement improvements identified within the STA, including enhancements to Malago Road/Dalby Avenue, the extension of Leicester Street to meet Little Paradise, implementation of a one-way system on Stafford Street and the provision of a cycle link i to connect Stafford Street, Leicester Street and Little Paradise with Malago Road/Dalby Avenue to East Street.

In order to minimise the potential for wasted trips and a significant increase in traffic when the car park is full, a contribution would be secured for a variable message sign to be situated on the A38 Malago Road to inform motorists of the availability of parking.

The proposed development would include road safety and highway condition improvements in the form of a speed table along the junction of Little Paradise with the new connection to Leicester Street proposed to be secured as part application ref. 18/06722/F. The works also include resurfacing of the highway and improvements to the footways surrounding the site.

The new pedestrian link to the south of the site would enhance pedestrian connectivity.

Conditions are requested for the submission of a highway works general arrangement plan, agreement of an approval in principle and submission of a construction management plan. Compliance conditions are requested for the completion and maintenance of vehicle access, pedestrian access, vehicle servicing facilities and parking. Pedestrian vehicle splays must be provided in accordance with the approved drawings and the electric vehicle and car club spaces are to be secured via condition and retained in perpetuity.

It is considered that the proposed development would be sustainably located and supports the aims of the STA and is in accordance with Policies BCS10 and DM23.

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

Policy BCS9 states that individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.

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

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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.

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

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.

i) Scale and massing

The proposed development would result in the construction of a three-storey car park on the site of an existing surface-level car park.

The proposed development would be around 7.7 metres in height above ground level, and up to 9.6 metres in height for the short section where the stair core is proposed. This proposed change would result in an intensify the use onsite, but the height would be less than that of the existing properties on Church Lane and of a similar height to the collection of buildings that form St Catherine's Court.

In consideration of the emerging context, the proposed development would be smaller in height than the proposals at the adjacent site on Little Paradise and Stafford Street, subject to application ref. 18/06722/F.

City Design Group has noted in its response that the proposed development is acceptable in terms of its massing, with an appropriate width to height ratio which meets best practice parameters.

ii) Form and Block

The proposed development addresses each of the surrounding roads by providing a perimeter block, defining a clear entrance for both pedestrians and vehicles.

The elevations are broken down with a blend of void and solid, providing clear differentiation on the elevational treatment of the block and provides a contemporary appearance that transitions between the existing Victoria terraces, St Catherine's Court and the emerging context to the north east of the site.

iii) Materials

The proposed development utilises a mixture of perforated and solid metal panels for cladding, metal balustrades and doors and grey/blue brick.

The proposed use of perforated panels creates a lightweight appearance, softened further by the surrounding landscaping and reduces the visual impact of the proposals.

The material palette provides an acceptable transition to the detailed, brick and pennant stone on Church Lane to the more austere, industrial appearance of the development proposals to the north east.

iv) Public Realm

Along with the development proposals which form part of application ref. 18/06722/F, the proposed development would represent a significant improvement to the public realm.

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The development proposals include for a new pedestrian link between Little Paradise and Church Lane adjacent to St Catherine's Court. This would enhance pedestrian connectivity and promote accessibility and permeability in accordance with Policy BCS21.

The proposed development would support the connection of Little Paradise and Leicester Street, which is currently blocked off by the adjacent industrial site. This proposal also includes the creation of a raised table around the junction of Little Paradise and Leicester Street which would lower traffic speeds and create a better environment for pedestrians and cyclists.

The resurfacing of the footways around the site has also been agreed to the benefit of pedestrian connectivity.

v) Landscape and Trees

An Arboriculture Assessment has been submitted as part of the application and identifies eight individual trees, one group of trees on the application site. They are categorised as follows:

- four Category B trees (Moderate Quality / Value);
- one tree group of four Category B trees (Moderate Quality / Value);
- three Category C trees (Low Quality / Value); and
- one Category U trees(unsuitable for retention).

The proposed development would result in the loss of eight trees on site and the pruning of the group of four trees to facilitate development. The trees to be lost are located centrally within the site and cannot feasibly be accommodated within the three-storey decked car park. The retained trees are proposed to be protected during construction in accordance with British Standard BS:5837. The Arboricultural Officer has requested a method statement be prepared to ensure retention of these trees, this is being prepared and an update will be provided to Members by way of the Amendment Sheet.

A landscaping scheme is proposed to include trees and shrubs along the boundaries of site, adjacent to the eastern, southern and north elevations of the site. This would include the planting of 15 new trees:

- One Silver Birch tree
- Three Ginkgo trees
- 11 Callery pear trees

Applying the tree compensation standard outlined in Policy DM17, the loss of the eight trees on site would require compensatory planting totalling 18 new trees. As it is not possible to accommodate all 18 replacements onsite, it is intended to secure a contribution totalling £9,959.64 to support the planting of three trees off-site.

The proposed development would enhance the character of the area by replacing the existing low quality and unsuitable trees with a diverse planting scheme and those trees of amenity value would be appropriately replaced/compensated. This would be in accordance with Policy BCS9 and DM17

v) Conservation Area

The application site adjoins the Bedminster Conservation Area and forms part of the Area's setting. The Conservation Area includes the three-storey shops with flats above on East Street and the two-storey terraced dwellings on Church Lane. These buildings are of late-Victorian origin.

The proposed scale and massing of the car park would be in keeping with the Conservation Area and would not detract from the special character of appearance of the setting of the Area.

It is considered that the proposed development would be enhance the setting of the Conservation Area by replacing the existing area of hardstanding with a high-quality building and providing a detailed landscaping scheme.

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It is considered that the proposed development would not be out of scale or context with the surrounding area and would contribute positively to the urban design of the area by enhancing accessibility and permeability and retaining and improving green infrastructure assets onsite.

D. WOULD THE PROPOSED DEVELOPMENT RESULT IN ANY UNACCEPTABLE IMPACTS ON ADJOINING RESIDENTIAL AMENITY?

Policy BCS21 outlines that development in Bristol is expected to safeguard the amenity of existing development.

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.

Whilst setting out guidance for householder applications, the guidance in SPD2 'A Guide for Designing House Alterations and Extensions' is relevant to this application. It outlines that windows to habitable rooms should be situated at least 12 metres from the nearest blank elevation.

BRE Report 209, "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" outlines the approach for three tests to assess whether adequate levels of daylight can be achieved as a result of a development proposal, based upon Vertical Sky Component (VSC), Average Daylight Factor (ADF) and No Sky Line (NSL).

VSC is a measure of the amount of diffuse daylight reaching a window. In respect of VSC, the BRE guide explains that diffuse daylight may be adversely affected if, after a development, the VSC is both less than 27% and less than 0.8 times its former value. ADF is a measure of the amount of daylight in the affected room. The BRE guide recommends an ADF of 5% or more if there is no supplementary electric lighting, or 2% or more if supplementary electric lighting is provided. There are additional minimum recommendations for dwellings of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms.

The BRE guide explains that the daylight distribution, assessed by plotting the position of the existing and proposed 'No Sky Line' (the point within the affected room where the sky can no longer be viewed) of a neighbouring property may be adversely affected if, after the development, the area of the working plane which receives direct skylight is reduced to less than 0.8 times its former value.

In respect of sunlight, an assessment should take account of the Annual Probable Sunlight Hours (APSH). APSH is amount of sunlight the affected window can receive with and without the new development. The BRE guide explains that sunlight availability may be adversely affected if the centre of the window: receives less than 0.8 times its former sunlight hours during either period (summer or winter).

A Daylight and Sunlight Report has been submitted as part of the application, undertaken by Point2 Surveyors (March 2020). The results of this report are relied upon within this Key Issue of the Committee Report.

Separation Distances / Overbearing

The proposed development would be located in excess of 16 metres from the nearest neighbouring windows of the terraces on Church Lane. This is in excess of the guidance set out in SPD2 and is considered to be acceptable.

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The proposed development would be located approximately 6 metres from the nearest neighbouring windows at St Catherine's Court. Whilst this is less than the 12 metres separation distance set out in SPD2, it is understood that the northern extent of the building serves as a corridor, and therefore the proposed development would not affect habitable rooms.

The proposed development would be located in excess of 20 metres from the nearest upper floor levels of the buildings on East Street. This is considered to be acceptable.

Daylight and Sunlight for neighbours

A total of 196 windows have been assessed within the Daylight and Sunlight Report. In terms of VSC, all of the windows would accord with the BRE Guidance and none would receive less than 0.8 times its former value. The greatest impact upon a single window is at St Catherine's Court and would result in a reduction to 0.9 times its former value. The BRE Guidance outlines that this would likely be unnoticeable.

The Daylight and Sunlight Report highlights that the proposed development would not result in any reductions in NSL.

The reductions in ADF would be no greater than 0.9 times the former value, and only to a handful of assessed windows. This would all be in accordance with the BRE Guidance and would be unnoticeable to neighbouring residents.

All windows orientated within 90 degrees of due south would be fully BRE compliant changes in Annual Probable Sunlight Hours (APSH).

The proposed lighting has been reviewed by the Pollution Control Team and would not result in any unacceptable light pollution. A condition is attached to restrict the light levels onsite.

Sufficient consideration has been given to peak noises such as car doors shutting, and the Pollution Control Team has reviewed the noise assessment and concluded that there would not be any unacceptable harm to residential amenity as a result of noise.

A Construction Management Plan would be secured via condition to limit potential construction impacts such as noise and dust and limiting working hours to avoid nuisance to neighbours.

Conclusion:

The proposed development would not result in any unacceptable harms to residential amenity through overshadowing or overbearing, and light and noise pollution would not reach unacceptable levels.

E. WOULD THE PROPOSED DEVELOPMENT BE ACCEPTABLE WITH REGARDS TO CONTAMINATION, FLOOD RISK AND AIR QUALITY?**(i) Contaminated Land**

Policy DM34 sets out that new development should demonstrate that any existing contamination on a site would be addressed by appropriate mitigation measures and that there is no unacceptable risk of pollution within the site or surrounding area. The policy also requires that the development will not cause land to become contaminated.

The application site has not been subject to any historic uses which may result in the contamination of land beyond the existing use as a car park, and therefore the risk of contamination is low. It is also noted that the proposed development would not be sensitive to contamination. A condition for the reporting of unexpected contamination is attached.

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Policy BCS16 of the Core Strategy states that developments need to be resilient to flooding through design and layout and incorporate sensitively designed mitigation measures to ensure the proposed development remains safe from flooding over its lifetime.

A Drainage Strategy (Hydrock, April 2020) has been submitted as part of the application. The development is proposed to continue to outfall into the combined sewer on Little Paradise, which is anticipated to be the existing arrangement.

This is considered to be acceptable to the Flood Risk Manager and Wessex Water has been consulted regarding the proposed sewer connection and appropriate discharge rates.

(iii) Air Quality

Policy DM33 states that development in designated Air Quality Management Areas should take account of existing air pollution and include measures to mitigate its impact on future occupiers where possible. The application site is located within Bristol's Central Air Quality Management Area.

The proposed development is one of a number in the Bedminster Green area which have the potential to increase emissions of pollutants to air from both increased vehicle movements and emissions from on-site energy plant. The application includes an Air Quality Assessment (Redmore Environmental, August 2020) which considers the proposed development and other committed and proposed development in the area.

The Assessment predicts that the development would result in a maximum NO₂ concentration of 39.4µg/m³. This would be marginally below the legal annual objective and the 0.15µg/m³ increase would be negligible. The impacts upon air quality from the proposed development are considered to be acceptable.

The cumulative effects of all the developments considered would likely result in a slight adverse impact which is considered to be acceptable.

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.

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 proposed development would be located in a sustainable location and would connect to a range of transport modes. The rationalisation will ensure that parking is still on offer for those whose only option is to travel by car but would support a transition to electric vehicles by providing 16 electric vehicle charging spaces and reducing additional car reliance by offering six electric vehicle car club spaces.

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

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The Applicant is proposing to enter into a s.106 Agreement that would secure the following:

S106 contribution for a Variable Message Sign (VMS) to the highway network.

A s106 contribution of £40,820 is required for VMS signage to be situated on both the Northbound and Southbound direction of the A38.

The relevant ducting will be required to be installed via s278 highway works agreement.

S106 contribution for off-site replacement tree planting

A s106 contribution of £9,959.64 is required to compensate for three trees that cannot be re-provided on site.

A number of Traffic Regulation Orders (TRO) will be required as part of the proposal. The total sum required for TROs would be £23,652.

CONCLUSION

The proposed development would rationalise parking within the Bedminster area and support the aims of the Strategic Transport Assessment by enhancing permeability and accessibility. This would aid the vitality of the Town Centre in accordance with Policy BCS7 and would support the redevelopment objectives of Policy BCS1 by releasing other car park sites for redevelopment.

The proposed development is acceptable in terms of design and would not result in harm to the Conservation Area and its setting.

There would be no unacceptable impacts to residential amenity in terms of overshadowing, overbearing or through noise, light and air pollution.

The proposed development would support a transition to electric vehicles and reduce car reliance by reducing the overall number of spaces in the Bedminster area and introducing car club spaces. This would support the sustainable development aims of the NPPF and the Bristol Core Strategy.

The proposed development is recommended for approval, subject to planning agreement and conditions.

Recommended GRANT subject to planning agreement

Time limits for commencement of development**1. Full planning permission**

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

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

Pre-commencement conditions**2. Highway works – General Arrangement Plan**

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

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- Highway works outlined within 0929-B-019A and 1038-005D
- Resurfacing of footway and carriageway along the length of Church Lane
- Resurfacing of footway and carriageway along the length of Little Paradise
- Installation of ducting along Little Paradise from the proposed car park to the A38
- Upgrade of street lighting to be informed by lighting design
- Installation of Speed table along Little Paradise
- Any Associated works such as kerbing and lining

Where applicable indicating proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

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

3. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

4. 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;

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- 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/construction 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.

5. Protection of Retained Trees During the Construction Period

No work of any kind shall take place on the site until the protective fence(s) has (have) been erected around the retained trees (G1) in the position and to the specification shown on Drawing No. 8501-T-07 Rev. A (FPCR, Sept 2020). The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works 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 fence(s) 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 area(s) 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 tree(s) give(s) and will continue to give to the amenity of the area.

6. Further details of materials before relevant element started

Detailed drawings of proposed facing materials, windows and doors at an appropriate scale of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY**

Reason: In the interests of visual amenity and the character of the area.

7. Sample Panels before specified elements started

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

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

8. Local Employment Opportunities

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

Pre-occupation conditions**9. 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 and where remediation is necessary a remediation scheme must be prepared, 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 the approved remediation scheme.

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.

10. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

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

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

Development Control Committee A – 30 September 2020**Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY****11. Completion of Vehicular Access – Shown on Approved Plans**

No building or use hereby permitted shall be occupied or 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 for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure that the vehicular access point is safe and includes adequate drainage.

12. Completion of Pedestrians/Cyclists Access – Shown

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.

13. Completion and Maintenance of Vehicular Servicing facilities – Shown

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. 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.

14. Completion and Maintenance of Car/Vehicle Parking – Shown

No building or use 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 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.

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

15. 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.

16. Provision of Vehicular Visibility Splays

Development Control Committee A – 30 September 2020

Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY

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 19m metres on the nearside carriageway edge to the East and 25m to the West 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.

17. 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 (where applicable):

- The allocation of six (6) car club parking space(s)
- The provision of six (6) vehicle(s)
- Provision of car club membership for all eligible residents of the development for a minimum of three years
- Promotion of the scheme
- The phasing at which the scheme will be introduced

Reason: In order to reduce the need for excessive car ownership

18. 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 the 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 climate change.

19. 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 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).

20. Completion and Maintenance of Sustainable Drainage System (SuDS) – Shown on Approved Plans

No building or use hereby permitted shall be occupied or the use commenced until the SuDS scheme for this site has been completed in accordance with the approved Sustainable Drainage Strategy. The

Development Control Committee A – 30 September 2020

Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY

SuDS scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

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

21. Artificial Lighting (external)

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

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

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

Post occupation management

22. Restriction of Parking Level on site

Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

23. 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.

24. 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.

25. 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.

Development Control Committee A – 30 September 2020

Application No. 20/02647/FB : Little Paradise Public Car Park Little Paradise Bristol BS3 4DY

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

List of Approved Plans and Drawings

26. 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:

0929-B-019A Plots 2, 4 And 4b Composite Highway Plan received 10 September 2020
1038-005D Highway Works Associated With Multi Storey Car Park received 10 September 2020
1038-007 Estate Car Swept Paths Entering And Leaving Car Park received 10 September 2020

L(--)000 Ground Level Plan received 10 September 2020
L(--)001 Level 01 Plan received 10 September 2020
L(--)002 Level 02 Plan received 10 September 2020
L(--)003 Level 03 Plan received 10 September 2020
L(--)020 Site Plan received 10 September 2020
L(--)100 Proposed Church Lane Elevation received 19 June 2020
L(--)102 East Elevation received 19 June 2020
L(--)103 Proposed South Elevation received 19 June 2020
L(--)104 North Context Elevation received 19 June 2020
L(--)105 Proposed East Context Elevation received 19 June 2020
L(--)153 North Elevation On Little Paradise received 10 September 2020
L(--)220_ Proposed Section received 10 September 2020
L(--)901 Existing Plan - Topographical Survey received 19 June 2020
DE297-4B-700 REV B Landscape Plan received 19 June 2020
Revised Design and Access Statement received 10 September 2020
Revised Air Quality Assessment received 10 September 2020
Arboricultural Assessment Rev E received 10 September 2020
Drainage Strategy received 19 June 2020
Ecology Survey received 19 June 2020
Archaeological Assessment received 19 June 2020
Noise Impact Assessment received 19 June 2020

Reason: For the avoidance of doubt.

Advices

I024A) Works on the Public Highway
I026A) Traffic Regulation Order (TRO)
I043A) Impact on the highway network during construction
I053) Excavation Works on the Adopted Highway
I059) Structure Adjacent To/Within 6m of the Highway

Supporting Documents

2. Little Paradise Public Car Park Little Paradise, BS3 4DY.

1. Ground Level Plan
2. Proposed North Elevation
3. Proposed Church Lane Elevation
4. Street Context Elevation
5. Proposed Landscape Plan
6. 3D Views

LITTLE PARADISE



Detailed design to new level walkway to be conditioned as part of the planning application, as site is unable to be surveyed as a consequence of COVID 19

hodder+partners
SGI Studios
1 Kelsie Place
Manchester M15 4LE

t: +44(0)161 832 9842
e: mail@hodderandpartners.com
w: www.hodderandpartners.com

DO NOT SCALE
Work to annotated dimensions only.
Read drawing in conjunction with relevant specification,
Structural Engineers' and Services Engineers' drawings.
Confirm all dimensions before commencement of any
work on site or fabrication.

revisions + notes:
Rev - 24.03.20

PLANNING ISSUE

client:
Dandara

date:
MAY 2020

project:
Little Paradise - Car Park

scale:
1:100 at A1

drawn by:
NW

title:
Ground Level Plan

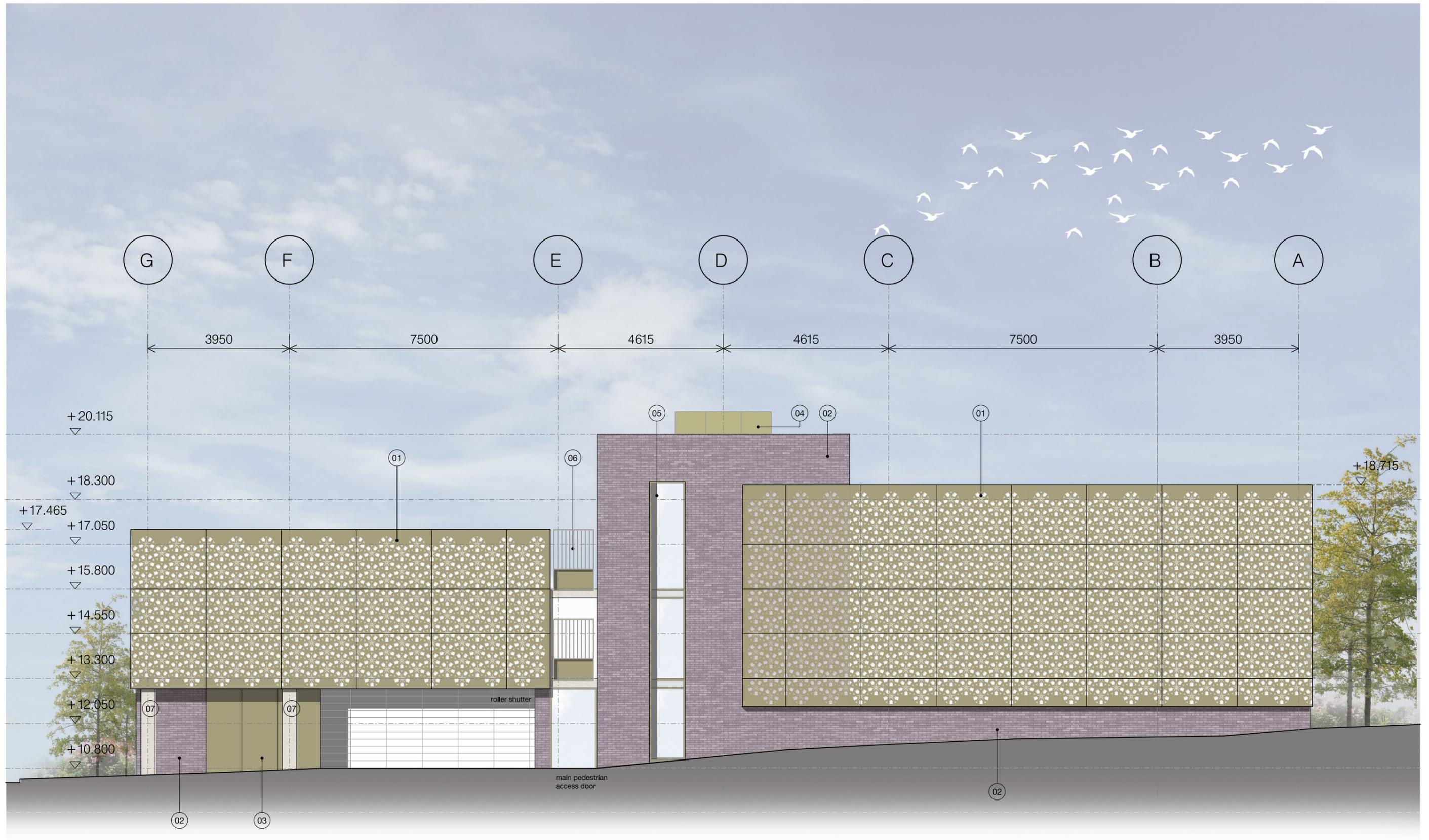
drawing number:
L(-)-000

status:
PLANNING

job number:
0614

revision:
-



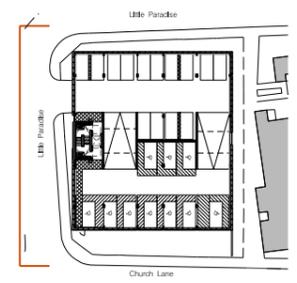


hodder+partners
 SGI Studios
 1 Kelso Place
 Manchester M15 4LE
 t: +44(0)161 832 9842
 e: mail@hodderandpartners.com
 w: www.hodderandpartners.com

revisions + notes:
 Rev - 24.03.20 PLANNING ISSUE

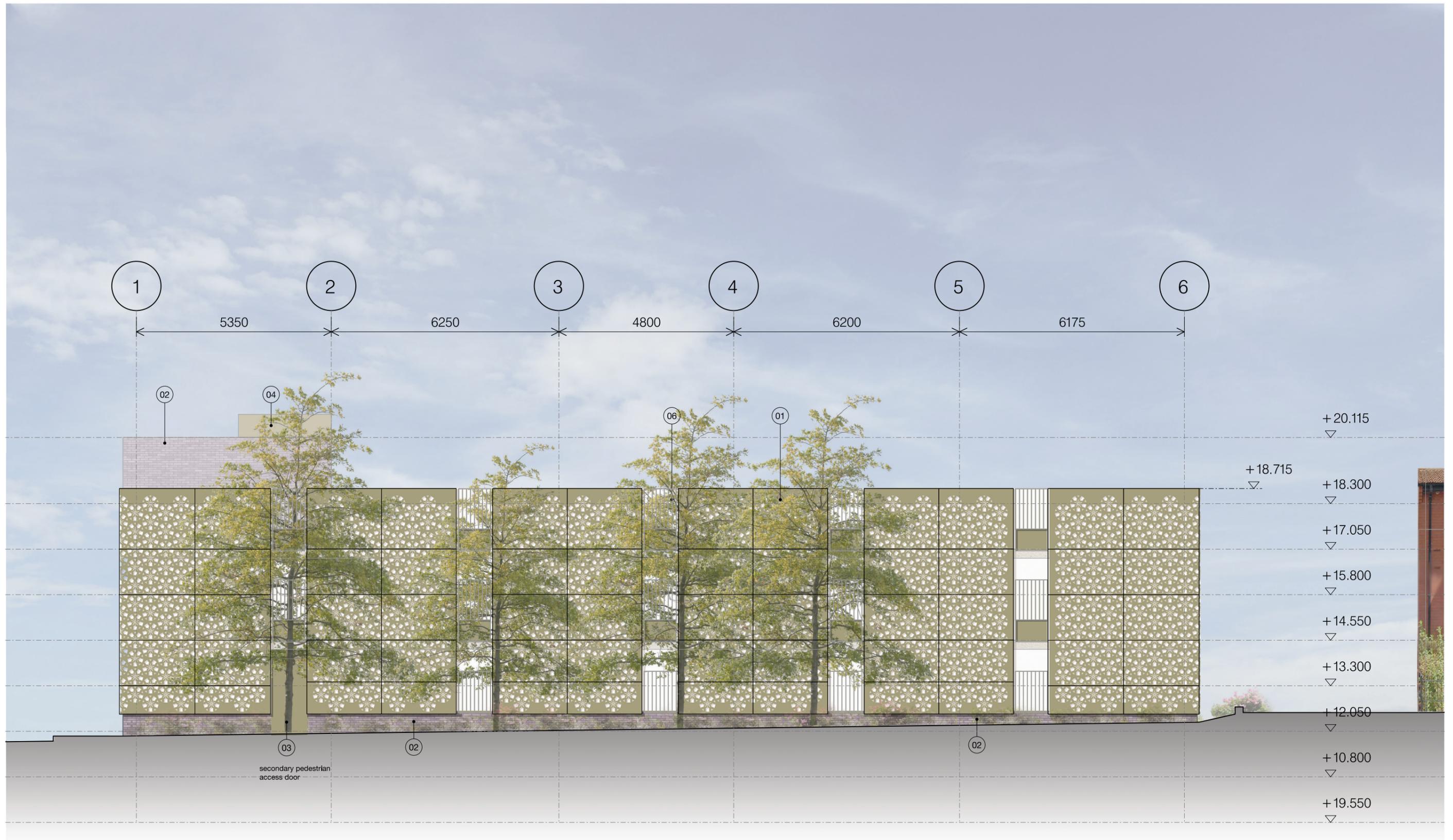
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MATERIAL KEY:		MATERIAL KEY:	
01	metal perforated panel colour: PPC - Drylac by Tiger OEA ref:068/15069 metallic bronze	05	framed glazing with extruded profiled cap: framing colour: to match perforated panels
02	brick colour: grey / blue	06	metal balustrade: colour: to match perforated panels
03	metal panel doors, colour: to match perforated panels	07	acid etched precast column colour: off white
04	solid metal panel colour: PPC - Drylac by Tiger OEA ref:068/15069 metallic bronze		



client: Dandara	date: March 2020
project: Little Paradise - Car Park	scale: 1:50 at A1
title: Little Paradise North Elevation as proposed	drawing number: L(→)101
status: PLANNING	job number: 0614
	drawn by: NW
	revision: -

hodder+partners

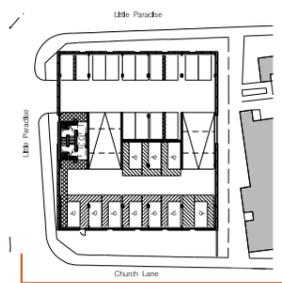


hodder+partners
 SGI Studios
 1 Kelso Place
 Manchester M15 4LE
 t: +44(0)161 832 9842
 e: mail@hodderandpartners.com
 w: www.hodderandpartners.com

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MATERIAL KEY:		MATERIAL KEY:	
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02	brick colour: grey / blue	06	metal balustrade: colour: to match perforated panels
03	metal panel doors, colour: to match perforated panels	07	acid etched precast column colour: off white
04	solid metal panel colour: PPC - Drylac by Tiger OEA ref:068/15069 metallic bronze		



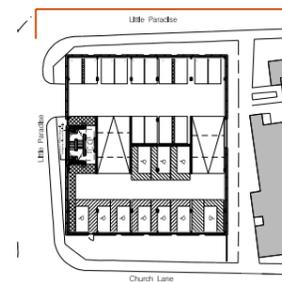
client: Dandara	date: March 2020
project: Little Paradise - Car Park	scale: 1:50 at A1
title: Church Lane Elevation as proposed	drawing number: L(→)100
status: PLANNING	job number: 0614
	drawn by: NW
	revision: -



hodder+partners
 SGI Studios
 1 Kelso Place
 Manchester M15 4LE
 t: +44(0)161 832 9842
 e: mail@hodderandpartners.com
 w: www.hodderandpartners.com

revisions + notes:
 Rev - 24.03.20 PLANNING ISSUE

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 Structural Engineers' and Services Engineers' drawings.
 Confirm all dimensions before commencement of any
 work on site or fabrication.



client: Dandara
date: March 2020
project: Little Paradise - Car Park
scale: 1:50 at A1
drawn by: NW
title: Little Paradise East Context Elevation as proposed
drawing number: L(-)105
status: PLANNING
job number: 0614
revision: -

hodder+partners

LEGEND

Soft Landscape

Existing tree and RPA to be retained (refer to 8501-T Plot 4b - Arboricultural Assessment for full details)

Existing tree to be removed (refer to 8501-T Plot 4b - Arboricultural Assessment for full details)

Carpark visibility-splay

Tree Schedule

(Tree crown/canopy widths shown at likely maturity)

Symbol	Tree Species	Height	Girth (cm)	Clear Stem (CS)	Notes
	Betula pendula	6-8m	18-20	2m CS	Rootball
	Pyrus calleryana	4-5m	18-20	2m CS	Rootball
	Ginkgo biloba 'Fastigiata Blagov'	4-5m	18-20	2m CS	Rootball

Potential area for soil cells / Stockholm tree planting system; to be developed alongside preferred supplier (such as 'Green Blue Urban') and further survey work to discharge landscape related planning conditions. Options to be explored within the public realm include 'Green Blue Urban Arbosystem' and 'Green Blue Urban HydroPlanter Plug and Play Raingardens' to attenuate and cleanse storm water as well as providing amenity and biodiversity benefits.

Shrub Planting

Part Shade - Full Shade Planting

Species	Size	Min height	Density
Hedera helix	3L	-	3p/m ²
Hedera colchica 'Sulphur Heart'	3L	-	3p/m ²
Viburnum davidii	3L	0.4m	1.5p/m ²
Skimmia japonica	3L	0.4m	1.5p/m ²
Skimmia x Confusa 'Kew Green'	3L	0.4m	1.5p/m ²

Part Sun - Full Sun Planting

Species	Size	Min height	Density
Lonicera nitida 'Baggesen's Gold'	3L	0.4m	1.5p/m ²
Rosa rugosa 'Alba'	3L	0.4m	1.5p/m ²
Viburnum davidii	3L	0.4m	1.5p/m ²
Rosa moyesii 'Geranium'	3L	0.4m	1.5p/m ²

Hedera helix	3L	-	3p/m ²
Hebe albicans	3L	0.4m	3p/m ²
Lavendula angustifolia 'Alba'	3L	0.4m	3p/m ²

Specimen Shrub

Specimen shrub planting; planted as shown on plan; 10L container, 1-1.5m high.
 Viburnum tinus 'Eve Price'
 Photinia 'Red Robin'
 Dryopteris filix-mas

Hard Landscape

Concrete block paving to public realm and shared surface 01; Marshalls Mistral Textured Granite Aggregate Setts 240x160x80mm / 160x160x80mm setts laid stretcher bond; Colour Silver Grey.

Notes:
 1. All material specification is specified indicatively for planning purposes. Actual materials may vary, but will be similar and require further approval.
 2. Please note that all sub-bases, paving depths, foundations and tarmacadam surfaces are shown indicatively and should be built as per engineers detail and specification.



Rev	Description	Date
E	2 prop trees removed	07 09 20

E Rev
 DE297-4B-700 Drg No
 Dandara Ltd Client
 Little Paradise Plot 4b Project
 Little Paradise Carpark Landscape Plan Title
 1:200 @A2 Scale



The Proposal

6.0

Key Views

6.6



CGI - View from Little Paradise (north) of the new terrace arrangement - approach via East Street



CGI - View from Church Lane / Little Paradise

The Proposal

6.0

Key Views

6.6



CGI - View from Church Lane (from the south)