

STATEMENT NUMBER A1

Application 20/03831/ND

29th October 2020

To Whom It May Concern,

My name is Maria-Ann Peters and I am the owner of Flat 11, Grange Court, Grange Court Road, Bristol. I am writing the following statement for **Application 20/03831/ND** at the Development Control B meeting on 11th November 2020. My father Angel Peters who resides in the flat, would like to attend and speak at the meeting. I would like to strenuously object to the proposed two storey upward extension for the following reasons:

- Many of the current residents are elderly, some of poor health. They deserve to continue to enjoy the peace and quiet which the current building and surroundings offer. This proposal would disrupt this peace and inevitably cause a lot of unnecessary upset and emotional suffering.
- On a personal note, my father is 82 years old and currently living in the flat. He lost his wife, my mother, recently and he is not in great health. After the initial reading of the proposal, my father's health has deteriorated. He is currently experiencing extreme anxiety which is effecting his ability to sleep. I am gravely concerned that the emotional and mental stress caused by the constant noise and dust, which would be inevitable if it were passed, would have a dramatic effect on his wellbeing. He would have no other place to go if things became too much for him. If he had to move to another place, who would pay for his accommodation? If his health suffers as a direct result of the approval, who would be held accountable?

Yours sincerely,

Miss Maria-Ann Peters

STATEMENT NUMBER A2

Dear Sirs

I write to express my concerns around the proposal to extend the Grange Court flats upwards.

There are a number of issues:

- The existing flats are in any case not in keeping with the general area and an upward extension would create a real eyesore;
- With the nearby new estates in the Patchway area there is already increased traffic pressure in Henleaze, which can only be exacerbated if this proposed development is carried out;
- I have seen no proposal to provide extra parking for these new residents;
- Approval would open the floodgates to transform the area adversely.

I trust the application will be rejected.

Kind regards

Yours sincerely

Peter J Laszlo

STATEMENT NUMBER A3

Dear Sir/Madam,

We are completely against the planning proposal for 14 more apartments.

As, they will require so many more parking spaces, when this area struggles to cope with the additional parking the two schools require.

We feel this proposal is completely out of character with the neighbourhood. It will be nothing short of an eye sore, not to mention the noise. This is not suited to a quiet residential area. Ourselves and many more seniors living in the surrounding streets will be greatly effected, by lack of parking, additional traffic and gaining a huge block(only one floor short of a tower block) . Please, we implore you to consider your actions.

Vicki and Alan Tovey, 31 Grange Pk.

STATEMENT NUMBER A4

To whom it may concern,

I am a single mother of two 5 year old boys living at Grange Court. I work full time at Southmead hospital and my boys attend Henleaze infant school.

We have really enjoyed living here and I find it a safe, friendly environment. However should the planning get the go ahead we would have no choice but to move on for the following reasons:

1. Unsafe while building works occurring and impact on safe outdoor space for the boys especially during current times when outdoor space so essential.
2. I would not feel comfortable or safe living with an additional 14 flats. It would be impossible to know everyone whereas we do now. I am happy for my boys to play in the communal gardens but I would not if 14 more flats were built.
3. Impact on traffic safety. We currently walk to school and Grange Court Road is extremely busy with cars at rush hour. This would be horrendous if you have 14 flats worth of additional cars parked out there. I would not feel safe walking my children to school with my bike etc.

I really hope the building works is not allowed to go ahead as myself and my family will be forced out.

Regards

Jennifer Booth

Flat 14

STATEMENT NUMBER A5

The following statement is for the planning meeting on November 11, 2020 and relates to application 20/03831/ND:

In my view this proposal is unacceptable as a five-storey block of flats in this location is completely out of keeping with other properties in this area.

The inevitable increase in traffic and on-street parking which will result from the addition of more flats is unacceptable in a street which already is frequently congested with little or no additional parking space as a result of parking by residents, their visitors, parents of pupils at Red Maids Junior School (and St Ursula's School in Brecon Road), visitors to the Newman Hall, worshippers and funeral congregations at the Roman Catholic Church, shoppers at the Majestic wine shop on the corner of Grange Court Road and Westbury Road, and commuters who park all day in Grange Court Road and then walk or take a bus into Bristol.

I am also aware of the fact that existing residents of the Grange Court flats recently were required to pay huge sums for a new roof on their building. For them, this will have been an unacceptable waste of money if the new roof is removed and replaced with two more floors of flats.

Timothy Stanley

2 Grange Court Road

STATEMENT NUMBER A6

As a near resident, I am strongly opposed to this development. It would overlook my property and garden and would be a total invasion of my privacy. The building would be an eyesore and completely out of keeping with the surrounding area, which is of significant historical interest and natural beauty.

The surrounding streets and junctions are narrow and already very busy; parking is also difficult, especially for people with poor mobility. The impact of this development, which would create more traffic and increase parking requirements, would compromise the safety of drivers and pedestrians alike, not least because of the 3 major schools in the area.

I am outraged that the residents of Grange Court were not consulted before the application was submitted. As ever these days, financial gain is being prioritized, to the detriment of neighbourhoods and people's quality of life. I thought Bristol was the "Green City of Europe"; there's nothing "green" or environmentally sympathetic about this development.

I passionately believe that planning for this development should be refused.

Many thanks,

Rosalie Edgar

STATEMENT NUMBER A7

Dear Sir/ Madam

We wish to object to the planning application in respect of Grange Court, Grange rd BS9. The application is to determine whether planning permission is required for a proposed two storey addition or whether this addition can simply go ahead under the planning regulations.

1. This addition of 2 storeys and 14 flats will severely alter the neighbourhood. It will be the highest building in the area by some distance and out of character with the area. From our windows I am able to judge its height as extended against the top height of the Redmaids Senior school nearby. It will out-perform in height the top of the School. Therefore if this development is allowed it stands to reason that in time the School should, if it wanted, be able to extend similarly upwards. Would that be an automatically granted permission as this is in danger of being? I suspect not. The school, which is a local amenity not a money making venture by a developer, has had to crawl through (and I think has sometimes been refused permissions) no end of planning legislation. That may be a correct approach - but if that is a correct approach for a local amenity it most certainly is not a correct approach that a developer should have automatic ability to add 2 storeys and 14 flats. There needs to be a considered approach to the neighbourhood as a whole and this application does not present that considered approach. It represents a money making venture and nothing more.

2. Parking in the area is already an issue. The proposal abuts two busy schools - Redmaids High and the St Ursula's Academy. Safety and parking issues are of paramount importance.

I will leave my objections to these above - namely putting public amenity and safety above the interests of sheer commercial development. However it is very true to say, on a more selfish level (which is surely that of the developer) that the proposal will adversely affect light, noise, and general living in a prime residential area.

Please note my objection to this application.

Kind regards

Jenny Hemming

STATEMENT NUMBER A8

REF: APPLICATION 20/03831/ND

Planning Meeting on 11th November 2020

I write as a neighbour to this proposed development, and strongly object to permission being granted.

- No additional parking is provided in the plans, which is bound to have an impact on surrounding streets, which have several schools in close proximity. At present, parking is at saturation point, with residents sometimes having to tour the area to find a space. In consequence, the roads are dangerous for pedestrian children going and coming out of school, and to permit this development would make the situation even worse.
- The appearance of the new block will be completely out of keeping with the surrounding area, being over-bearing and unsightly.
- Allowance of the scheme will affect the Amenity of the neighbourhood. It would create problems for residents in terms of parking, noise, fire safety, overcrowding of public areas, and great stress to the existing residents of Grange Court, many of whom are elderly, and who have enough to put up with in the present Covid situation without being subjected to this extra worry.

I would sincerely ask you to refuse this application.

Patricia Allen (Mrs)

156 Westbury Road,

STATEMENT NUMBER A9

Statement regarding application for an increase to the height to the existing flats in Grange Court Road.

1. I feel very strongly that the proposed increase to the height of the flats would ruin the look of a beautiful part of residential Bristol. It would be out of keeping with the area and dominate and spoil the surrounding neighbourhood for miles around.
2. Parking and traffic flow is already a big problem in Grange Court Road with frequent gridlocks. No extra parking is provided for in the plans. New residents will have to park on the already limited surrounding sideroads adding to the chaos and danger to the public but particularly to children as there are three schools in the immediate vicinity.
3. There is an increased fire risk and access for the emergency services will be compromised particularly at school pick up and drop off time.
4. On a personal level, our garden would look directly into the side of a very tall brick wall and overlooked by the windows of 14 new flats. We would no longer be able to enjoy the sunset or have privacy in our garden.

Is this what the government really meant to happen with their changes to the planning rules? To ruin a naturally beautiful area within a well established neighbourhood and cause upset to so many residents.

This is purely a money making project by a faceless company in London which has no regard for the upset it may cause to other people's lives.

Please consider carefully all of the points raised by myself and others.

Trish Holder

STATEMENT NUMBER A10

Re: Application 20/03831/ND

At the Development Control B meeting on 11th November

I am a resident at Grange Court.

In the block of six flats where I live reside 2 widows, 2 widowers and 2 elderly couples. The ages of the eight of us range from 78 to 89 years of age, the average works out at 82. Two have had serious operations in the last 6 months, one of whom is still shielding after 3 months. My wife and I grew up on a council estate in Horfield, and once married we bought a house in Filton where we lived for many years. Sadly our 27 year old son died very suddenly a number of years ago. We moved to Grange Court seven years ago for the peace and tranquility that Grange Court offered, and to be close to our daughter.

To suddenly find out about the plans by the freeholder to add two storeys to our flats via a notice tie wrapped to a lamppost in the road is disgusting. They must have been preparing this for months and told us nothing. Uppermost in the freeholders thinking is not what they are doing for Bristols housing shortage, but the millions that will be made to line the pockets of ERE LLP directors.

If any of the committee considering this have elderly parents, would you want to see them put through the stress and anxiety that this is causing myself and my wife?

Please you must turn this proposal down.

Thank you for reading my submission.

Regards

Colin Pring (Flat 1, Grange Court)

STATEMENT NUMBER A11

Dear Sir,

I am writing to object to the proposed extension to Grange Court flats. This statement has been submitted on the understanding that it will be considered in the planning meeting 11 November 2020 in relation to application 20/03831/ND.

Firstly I'm mindful of the impact on existing residents at the site and near neighbours. What has been proposed is inappropriate for the area. A simple walk round would confirm this. It would look like an up market Russian gulag.

The developer has not consulted residents who will be most affected and demonstrate they have considered a wide range of impacts including appearance, amenity, transport and parking. The disregard for these issues makes this proposal untenable.

Yours sincerely,

Mrs E Brierley

STATEMENT NUMBER A12

I am lodging an objection to the proposal on the grounds both that the proposed development will add to the congestion on and around Grange Court Rd and also that the proposed development is incongruous. It would be the tallest structure in the area and not in keeping with the general tone of other buildings in and around Westbury-on-Trym. The elevation of the site makes the proposed development even more out of place. I would also like the committee to address the question of the proposed development overlooking one of the city's girls schools and would ask to what extent safeguarding issues have been addressed?

Kind regards

Miss E Coulthard

STATEMENT NUMBER A13

Dear Sir,

I wish to direct an urgent comment to and for the Development Control Committee B meeting on the 11th November. It relates to planning application 20/03831.

I know Henleaze and Westbury on Trym very well, having lived here from 1947 until 1971 and again from 2000 to the present day. For the intervening years I lived in Redland for most of the time. My father and mother lived here from 1947 until 1994 and 2009 respectively. I know Grange Court Road well and my comments are therefore soundly based without being emotional.

The flats are not of great architectural merit or interest having been built “of their time”, when plain and simple were the order of the day for new-builds. That is no reason for making a decision that is not only detrimental to the street but to the residents.

In terms of adding housing stock to the market the proposal adds very few units. It does so at a totally disproportionate cost to the existing residents.

The change of planning rules that allows cases to be fast-tracked and given the go-ahead without proper discussion is a wholly bad arrangement.

I suspect there is nothing in law that says a proposal should be given the go-ahead simply because an application has been made.

Any and every application must be examined on its merits, not on some rushed through legislative process.

It is both clear and obvious that in normal course this application would be refused and that decision must therefore be the one that stands.

I trust you and everyone connected with this speculative and opportunist application will do the right thing and refuse permission at every stage of the process.

Yours faithfully,

Geoffrey Gibbs

STATEMENT NUMBER A14

I would like to express my objection to this ridiculous proposal to add 2 more floors to Grange Court flats. This neighborhood was never meant to have buildings of such a height and it will be completely out of character with the surrounding buildings of 2-3 storeys. There is nothing of that height anywhere near. And the idea of bringing 25 more cars in which will have to park on the road (by the 2 schools, no less) is reckless.

I understand Portishead has already turned down this developer's proposal to do the same thing.

Patricia Meek

(Neighbour)

Southfield Road

STATEMENT NUMBER A15

Planning Application on Grange Court Rd

I am opposed to this application

G Loydon Westbury -on -Trym

STATEMENT NUMBER A16

Re. application 20/03831 A statement intended for the Development Control Committee Meeting to be held on 11.11.20

Proposal to build on top of existing flats in Grange Court Road.

I see this as an instance of a developer seizing a change in the law to make a quick load of money at the expense those living below (literally) the proposed development.

I cannot but presume that as public servants you will have the particular interests of existing dwellers and taxpayers very much at heart. Surely, you, too, will focus your minds very much on the effect the creation of further blocks of dwellings immediately above their own home would have on the poor people whose peace of mind would be forever shattered.

Living where I do, I have no immediate axe to grind, but I urge you to stamp on this attempted opportunism.

DW Baker 80 Park Grove

STATEMENT NUMBER A17

I am writing with regard to the planning application 20/03831. I strongly oppose this application. It is not in keeping with the area. It would look very silly if completed. I can't imagine what trauma the residents would be put through for these extra storeys to be built above them. Parking is bound to be a problem during and after any build.

STATEMENT NUMBER A18

Dear Councillors

Re: Development Control Committee B meeting on the 11th November, and that it relates to application 20/03831.

Regarding the plan to build on top of the existing flats at Grange Court in Grange Court Road, BS9, I think this should not receive approval.

A large number of new flats will cause additional traffic problems in Grange Court Road as flat-owners seek to park their cars in the road and use the entrance to the flats. There is already a lot of traffic due to parents dropping off and picking up children at Redmaids Junior School and the road is narrow.

Existing flat-owners will have to endure the noise and mess of building work for many months.

The height of the building would be completely out of keeping with other properties in this residential road.

I therefore object to the proposal.

Susan Fry

190 Stoke Lane

STATEMENT NUMBER A19

Dear Sirs/Madams

Ref : Development Control Committee B meeting on the 11th November, and that it relates to application 20/03831.

I am writing in regards to the above which I strongly object to for the following reasons :

1. The distress which this will cause to the existing residents is without equal due to the noise, dust and time that the construction will take and the unsightly appearance of same to local residents.
2. I cannot believe that this construction will not, if it goes ahead, provide such nuisance to neighbouring properties that their values will be inhibited by the same construction.
3. How on earth will any structural engineer be able to say with TOTAL certainty that the existing foundations will be able to take the weight of double the original construction is unfathomable.
4. As many of the residents will be of an elderly age, will the developers guarantee their property values should they wish to sell during the new construction ? As I doubt whether anyone would wish to buy any of the existing properties whilst construction is taking place !
5. If same elderly resident was to have to go into nursing or residential care during the course of this construction it would be tantamount to manslaughter if they could not sell their home and died with the stress of it all.
6. This is sheer greed gone mad and if the council planning dept let this proceed it provides a precedent for all other properties that are leasehold to be built on top of !! Absolute madness.

Kevin McGarry

Westbury-on-Trym, BS9 3TP

STATEMENT NUMBER A20

Good afternoon

I wanted to put my concerns forward regarding the proposed development:

- Parking - this is already a problem on this road and adjacent road at school start and finish times with 3 schools in close proximity. I would insist that adequate parking (more than 1 per property as most couple have a car each) is provided on site including sufficient for visitors.
- Concern that a 5 storey building is not in keeping with the area and I would be concerned that the highest floors would be overlooking people's gardens or indeed the school next to it (from a safeguarding perspective this would be unacceptable)
- Waste services-with so many additional residents is there space for enough waste and recycling bins as well as adequate parking

Kind regards

Stephanie Wyatt

STATEMENT NUMBER A21

Dear Sirs

I would like to submit a Public Forum statement to the Development Control Committee B meeting on 11 November, relating to application 20/03831.

I consider the application to add an additional two storeys to the existing three storey block of flats in Grange Court Road to be completely unacceptable, especially as the Freeholder hasn't even spoken to the current owners of the flats about the proposal. This fact is particularly distressing to them and it is also an inappropriate build which would elevate the height of the present buildings to a level not in proportion to the other residential buildings in the road. This does not take into account either the disturbance which the build would cause to the current owners whilst the work was being completed, especially as they did not have the opportunity to discuss the matter with the Freeholder.

As a long time resident of Westbury-on-Trym, I have an interest in any new development proposed in the area and consider this one to be especially unsuitable. I would not be able to join the Zoom group on 11 November, but hope that my views will be added to the large number of people already objecting to the application which I hope will be turned down.

Thank you.

Yours faithfully

Diana M Norman (Mrs)

STATEMENT NUMBER A22

Dear Sirs

I would like to place my objection to the above development proposals at Grange Court.

To do such a major alteration to the building, and the consequent enjoyment of their flats by the current leaseholders, without either their agreement or compensation is to my way of thinking unacceptable. I very much doubt that the government took this into account when updating the planning regulations.

The development would also raise the height of the building above the general roof line of the area thereby affecting all other buildings / residents in the area.

In my view the council needs to have a policy that such developments will not be permitted without the agreement of the residents and appropriate compensation given. Not to do so will seriously affect the marketability of any flat where ownership is not in the hands of a resident owned management company.

Gordon Richardson

22 Henbury Road, Bristol

STATEMENT NUMBER A23

Statement relating to planning application 20/03831/ND to be heard at the planning meeting on 11th November, regarding the proposed new 14 flats in Grange Court Road

The extra 14 flats proposed to be built in Grange Court Road will create traffic problems, particularly at school starting and finishing times. Brecon Road, Grange Park and Grange Court Road already experience significant traffic flow and parking issues due to their proximity to St. Ursula's School and Red Maids Junior School.

It seems extraordinary that the owners of the original 21 flats, albeit leasehold owners, have no say over the development of their properties. They are against such a proposal and extremely concerned at the potential disruption to their lives such a construction would entail. Not to be a party to such a development, despite their financial interest in the site, seems an abuse of property rights.

There are, to date, almost 250 submissions from members of the public. Not a single submission has been in favour of this proposal.

Although the current three storeys have blended into the landscape, an extra two floors of 5.1 metres (16.7 feet) takes the height of the proposed new building to 14 metres (50 feet). This is a 1970s block of flats, and of its time. At five storeys, this will look monstrous within the surrounding area and not in keeping with any other local properties. From our house and garden we face the side wall of the flats, currently 33 feet high. The proposed new development would take it up another 50% of the current height, being the extra 16.7 feet. We should therefore face a 50 feet bare side wall of these flats and side view from 14 new flats. Others will have to experience windows facing their houses and gardens. The adjacent property would have the 50 foot side wall of the flats abutting its garden if the application succeeds.

My strong wish is that this proposal is considered by the planning committee, otherwise it would seem to ignore the local input from residents, councillors and our M.P. Surely that is not right.

Kind regards

Simon Holder

STATEMENT NUMBER A24

Its a ludicrous idea to build apartments on top of Grange Court.

How would you councillors feel if this was happening above your homes?

The lack of consultation with residents , many of them elderly is disgraceful especially at a time when they will already be feeling vulnerable due to coronavirus.

The whole proposal smacks of greed and contempt for the current residents.

So please reject it.

Yours faithfully,

JM Beeby

103 Stoke Lane

STATEMENT NUMBER A25

I have significant concerns for the well-being of the current occupiers with regard to Health and Safety issues. When the property becomes a building site what effect will this have on their ability to park on site and access their properties? Will they have to adopt a hard hat and high vis jacket regime? Have COVID issues been addressed? For the current top floor residents, what effect will building work literally above their heads have? Will they have to leave their flats? If so, who will cover the costs? Any existing resident who has plans to move in the next few years will find their property unsaleable. This application must be rejected as it unfairly affects current owner residents in favour of property developers who are simply interested in profit over peoples lives and human rights.

Peter J Keneally

STATEMENT NUMBER A26

Dear Sir/Madam

When I heard that a developer had intentions to add two more stories to the block of flats in Grange Court Road, I was really concerned.

How can someone try to make a small fortune at the expense of existing residents by extending the size of a block of flats without recourse by those residents. Surely the people who own the flats already built have got to have a veto on this exercise. At the time of buying/ownership I doubt if there was any mention of a further building program that would place two more stories onto the building height, and cause distress because of extensive building work while the existing flats are occupied, many of them by elderly people.

The council must stand by the residents and decline any planning program which will place untenable stress on the residents. If this is allowed planning permission this will be the tip of an iceberg, and the rights of other people who have paid for and own their own flats will have no legal rights. Corporate greed at the expense of ordinary people must be stamped out and the council can help in this process.

Yours faithfully

M J Boughton

STATEMENT NUMBER A27

Hello

I wish to register my objection to the above referenced planning application. My opinion is that the developer is driving a cart & horse thro the gap that the recent relaxation in Planning Guidelines has created. I fully support the Council's desire to create much needed additional housing in Bristol, and areas where there is no need for new and costly infrastructure is clearly desirable, but NOT by riding roughshod over taxpayers that are making a significant contribution to Council coffers.

As far as Planning is concerned, the Council needs to " get a grip". Where is the measured time based plan that will meet the short, medium and long term requirements for Bristol? What is the shortfall between the Council -owned landbank and the plan?

I have absolutely NO association with anyone living in or near the proposed development.

Regards

Shaun Dyke

STATEMENT NUMBER A28

For Development Control Committee B meeting re application 20/03831

I am writing to let the committee know that I am strongly against the proposed extension to the Grange Court Road flats. I think that adding extra height to an existing block would be a terrible eyesore and adversely affect residents in the whole area. I regret that I am unable to attend the meeting via Zoom to express my views in person.

Stephen Royal. 75 Park Grove, Henleaze.

STATEMENT NUMBER A29

Dear Committee

RE: Planning application 20/03831

It is a shock that the Grange Court flats application has reached this committee discussion. I strongly object to this application.

This, in my mind, abuse of the freehold to cause the current residents great stress, both now and potentially in the future, with building works they could never have imagined is a breach of their democratic rights.

As a local resident (Priory Avenue) I cannot accept that planners are putting more traffic into this area which is a traffic jam at school arrival and departure times with potential for a serious accident.

Granting of this application sets a dangerous precedent and should cause alarm to anyone living in property where the freehold is held by another party. This is an opportunity to make it clear that this kind of application is unacceptable.

Sally Wilkinson retired doctor and local resident

STATEMENT NUMBER A30

Dear Sir/Madam

This statement is for the Development Control Committee B meeting on the 11th November, and it relates to application 20/03831.

As a resident of Henleaze, I object to the proposed development to the flats on Grange Court Road. Primarily, this relates to the impact of the proposed development on the surrounding neighbourhood, and the increased congestion likely to result with respect to traffic/parking. Henleaze is a modest suburb, and the proposal to increase the height of the existing block of flats, currently tucked away largely out of sight, is completely out of keeping with the character of its surroundings, will be very obvious and not very pleasing aesthetically. And as for the existing flat owners, I really pity them the experience of a large scale development above their heads! Awful. And purely motivated by financial gain.

Yours faithfully

Dr R.H.Priest

STATEMENT NUMBER A31

To whom it may concern,

I am writing in response to the proposal to build 2 extra storeys on top of the block of flats outlined in planning Application 20/03831/ND. I understand it is due to be discussed at the development control meeting next Wednesday at 2.15pm.

I am shocked that there is a possibility that this may go ahead. The residents of those flats, many of them elderly, chose them carefully, based on their location, their size and them not having upstairs neighbours. They bought them with faith in the local authority's systems that this would not be compromised. They are now in a terrible position where they may face months of stressful, noisy, messy building work and then inevitable unavoidable banging from upstairs neighbours. This is not what they had planned for their retirement after years of paying council tax and being good and thoughtful citizens. The residents also presumably face a massive drop in the value of their properties. All of this will have a very detrimental impact on their mental health. I understand new houses need to be built but surely not at the expense of other people's direct misery.

Thank you for listening to my points.

Yours sincerely,

Katrina Brooks

Former neighbour of flat residents.

STATEMENT NUMBER A32

Application Ref 20/03831/ND

We are very concerned regarding the new planning regulations which came into effect at the beginning of August, for permitted development rights allowing the construction of new dwellings on existing blocks of flats.

We feel the proposal should be refused for the following very important reasons:

- Appearance
The proposal would create a five-storey block in an area which is predominantly low-rise residential buildings
- Parking
There would be an impact on highways as there is no provision for additional parking and would include noise and disturbance from additional residents resulting in traffic congestion and pressure on on-street parking.
- Safety and security
In addition to increased risk from extra traffic, consideration needs to be given to fire safety and reduced privacy to the residents and nearby neighbours.

In addition to these three major points, the prospect of construction works over an existing building, must surely introduce risk to health and safety and bring an enormous burden to existing residents during and following construction.

I trust the planning department will be moved to dismissing this proposal on the grounds outlined above.

Yours faithfully

Eileen Davies

STATEMENT NUMBER A33

I live in Grange Park and am aware that an application has been made to add an additional 2 floors to the existing Grange Court flats constructed over 3 floors in Grange Court Road. I am objecting to the application on the following grounds.

1. Highways. The flats are located in an already busy location where parking is at a premium. The proposed additional 14 3bedroom flats have no garage/parking facilities, which means the additional space if 1 person owned a car would be 14 and if everyone in the flat owned a car 42! Additionally, there is 1 school in the road and 2 in the neighbouring streets and cars from the additional flats would impact on children travelling to/from school.
2. Amenities. The present residents would be affected by the noise during construction and as the building does not have a lift the footfall on the stairs would be increased and a health and safety issue should a fire break out.
3. Design and Scale. The additional floors would make the building one of the heighest in the neighbourhood and not in keeping with the environment. These additional floors would overlook school grounds.

STATEMENT NUMBER A34

Dear sirs and Madams

Re: Development Control Meeting Nov 11 2020. Application 20/03831/ND

I wish to make known my objection to the proposed application.

I object for a number of reasons.

- Adverse effect on the residential amenity of neighbours by reason of disturbance: the increased numbers of people are likely to change the dynamic in this quiet residential dwelling.
- Over development of the site: although no significant loss of existing garden/grounds the volumes of people are likely to increase by around 40% leading to a high density of people on the site. This is out of keeping with the neighbourhood.
- Effect of the development on the character of the neighbourhood: The existing structure is similar in height to other buildings in the vicinity, the proposed structure would tower above them and negatively alter the character of the area.
- Design: It is not clear the existing structure could withstand supporting the proposed addition. Additionally, the fire hazard would increase. There is no indication on the plans how changes to accommodate either matter would impact the existing structure.

This is a cruel and callous proposal that changes what inspired people to purchase homes in the existing building. It is harrowing to see the stress this is already causing.

If the proposal is approved they are going to suffer from the disruption building work brings and after that from the impacts of increased the population.

It is morally wrong that people can buy a home and that against their will and without their consent others can build additional stories on top.

Kind regards

Maura Hannon

STATEMENT NUMBER A35

Dear Sirs

FOR THE SPECIFIC ATTENTION OF THE DEVELOPMENT CONTROL COMMITTEE

I wish to object to the proposed redevelopment of the block of flats -Grange Court Henleaze .

Raising the height profile of this building would produce a completely unacceptable line relative to adjacent buildings.

Moreover the site is adjacent to a large school, therefore construction work would generate an unsafe environment for children attending that school.

There is also the consideration of access, as the existing entrance to the block is on a corner of a narrow road.

A proposal to carry out any building work on this site is completely unacceptable/undesirable for the local community , as a near resident wish to object in the strongest possible terms.

Yours faithfully

Roger Smith

STATEMENT NUMBER A36

Dear Sirs

For the attention of the Development Control Committee

As a near resident I wish to object in the strongest possible terms to the proposed redevelopment of the block of flats known as Grange Court ,Henleaze.

Any increase in height to this build would produce a socially unacceptable profile relative to adjacent properties.

Moreover Grange Court is adjacent to a large school , therefore any construction activity would generate a safety hazard to these children.

The existing entrance to the site is on a bend of narrow and at times a very busy road , making any construction activity dangerous to highway users in that area.

It must also be questioned whether the foundation to this block is substantial enough to withstand further imposed loading.

The proposal is fraught with problems and should be rejected.

Yours faithfully

Diana M Smith

STATEMENT NUMBER A37

Grange Court – Roof Top Extension

I write regarding the proposed extension works at Grange Court flats in Bristol. We have undertaken a number of projects of this nature and understand the level of design and engineering diligence required to demonstrate that the proposals will not put the existing building at risk. Although not traditionally a priority at planning stage, given the nature of the proposals and the exposure of existing residents who will remain in occupation, the structural capacity and stability of the building should be considered early in the design process.

The Proposals

We have based our understanding of the proposals on the architectural drawings included with the planning application on the Bristol City Council Planning Portal website reference 20/03831/ND. These plans show proposals to construct a 2 storey extension on the roof of the existing building. The additional stories are to contain 14no. 3 bed flats along with associated stairs and landings. Notably there are no lifts proposed which would restrict access for any person with impaired mobility.

Existing Building

The existing building dates from the 1970's and is a purpose-built block of flats consisting of 3 storeys. Based on visual inspections, it is thought that the building is of load-bearing masonry construction with concrete floors and timber roof which span between internal party walls arranged between the flats. The front and rear elevation walls contain significant proportions of glazing which suggest that they are unlikely to be significant load-bearing elements. The stability system for the building is provided by the party walls acting as "cross walls" in the critical direction with other internal walls providing stability in the long direction. This form of construction was commonplace in the 1970's and is likely to have used precast concrete floor units built into the walls as they were raised. This form of construction inherently lacks any formal ties to positively connect the horizontal elements to the supports.

Building Foundations

Details of the existing foundations have not been uncovered. However, British Geological Survey maps indicate that the site is underlain by the Westbury Formation and Cotham Member bedrock formations which present as interbedded layers of mudstone and limestone. In these ground conditions it is reasonable to assume that the building is founded on mass concrete strip footings founded at a shallow depth below ground.

Structural Load Comparison

The new extensions are likely to be specified as being formed using lightweight materials such as timber or cold formed metal stud walls and joisted floors and roof. Based on a typical buildup of this nature we would expect the total load of a new storey to be around 2.5kN/m² and a roof would be around 1.2kN/m². Considering 2 new floors and a roof the total additional load is likely to be around 6kN/m².

The existing building consists of 2 upper floors and a roof which weight a total of around 20kN/m². Once the weight of the existing wall loads are considered, our calculations predict that the foundations loads would be increased by as much as 20%.

Structural Considerations

In designing the extension of a building of this nature there are a number of key structural design factors to take into account. These include the following key factors:

Foundation Capacity – It is likely that the original foundations were installed to suit the original design loads. It is not clear how the loads from the new storey will be transmitted to the ground. Assuming that no visible support structures are permitted to the exterior of the building, the only available support is from the existing load-bearing internal walls. A global comparison of loads suggests that foundation loads would be increased by as much as 20%. An increase of this magnitude would require further investigation of foundations (trial pits) to justify the increase and may lead to underpinning being required.

Disproportionate Collapse – This is an assessment of a buildings ability to sustain a limited amount of damage in the event of an accident which is measured in accordance with Section 5 of Approved Document A of The Building Regulations. Based on the existing usage and current number of storeys, the building would be classified as Class 2A (Lower Risk Group). If extended by 2 storeys the whole building would then fall under Class 2B (Higher Risk Group) requiring that the entire building is subject to the inclusion of horizontal and vertical ties or that stability is checked under notional wall removal conditions. In practice, complying with these regulations is difficult without free access to all parts of the building to carry out retrofitting works.

Lateral Stability – All buildings must be designed to resist horizontal actions due to wind and notional horizontal forces. In this building this appears to be achieved by the provision of masonry shear walls. Increasing the building height by around 66% will place significant additional horizontal forces on the building. Without free access to all parts of the building to carry out retrofitting works, these forces would need to be resisted by the existing structural elements.

Structural Installation – During construction of the proposed storeys there would need to be heavy equipment and materials raised to roof level. Given that the existing roof is of lightweight timber construction it is not clear how the occupants of the lower storeys will be adequately segregated / protected from injury.

Summary

The existing building does not appear to have a substantial amount of spare structural capacity and is made from a form of construction that is sensitive to disproportionate collapse. Significantly increasing the number of storeys is likely to overload the existing foundations and increase the level of robustness required to resist disproportionate collapse.

Given that access to the foundations and lower floors of the building may not be possible due to ongoing occupation, it is difficult to see how these issues could be overcome without external structural supports which would be visible on the exterior of the building.

To establish that the scheme is structurally viable it would be advisable to undertake structural investigations works to allow a structural feasibility assessment to be undertaken.

Michael Humphreys for KB2 Consulting Engineer Limited on behalf of a group of Grange Court residents

STATEMENT NUMBER A38

F.A.O. Committee B meeting on 11th November re Application 20/03831

I wish to express my extreme disquiet and my objection to this application. Although I do not live in the flats which are threatened by this application, approval is likely to create a precedent for future similar exploitative applications by landlords of leasehold properties.

I live in another part of BS9 and am the owner of a leasehold flat in a similar block of flats.

Given the number of office buildings in Bristol which must currently be empty (and are likely to remain so as working from home looks set to continue into the future), surely Bristol City Council should be facilitating the change of offices into residential accommodation to save the centre of the City from "dying", rather than approving totally unsuitable developments as per the application above.

Please would you include me in the Zoom meeting about this application on 11th November.

Margaret Ruse,

51, The Pines, Woodside,

STATEMENT NUMBER A39

Sir,

I wish to object to the planning application 20/03831/ND.

I live close to the flats and more dwellings will impact hugely on the area. Traffic will increase, parking, already a problem will add to the overcrowding on the local roads. There are two primary schools very close to the flats and additional traffic will impact upon the children's safety as they go to and from school.

The flats were designed as a three storey block and an extra two levels will be out of keeping with the design.

No consultation was held about the proposals with the present leaseholders which I consider to be very high handed

Ruth Snary

STATEMENT NUMBER A40

STATEMENT ON BEHALF OF THE HENLEAZE SOCIETY REGARDING APPLICATION NUMBER 20/03831/ND

The Henleaze Society objects to the application for prior approval for the following reasons:

1. **Character:** The mass and scale of the proposed extension would be detrimental to the character of this suburban street.
2. **Fire Risk:** No risk assessment has been submitted.
3. **Structural Engineer's Report:** No evidence that the fabric of the existing building can support the weight of two additional floors has been provided.
4. **Highways:** Additional on-street parking for residents of 14 new flats (and anyone visiting) would add to local traffic congestion, reduce road safety and cause inconvenience to residents of Grange Court Road and the surrounding roads. This is due to the proximity of the proposed new flats to two Schools, a Church and a Bowling Club. Although a parking survey has been undertaken, it is inadequate in that it fails to fully take into account:
 - Traffic congestion/ parking during pupil "drop-offs" in the mornings. This is a busy time and was not surveyed.
 - The temporary effect of Covid-19 on "pick-up" times of school children in the afternoons. Surveyed between 15.15 and 15.45 on 8 October when staggered pick-up times took place and 'bubbles' staff and pupils may have been at home quarantining.
 - Heavily attended Church services (throughout the week, e.g. funeral services, as well as at weekends) at the Sacred Heart Catholic Church. The Church car park is inadequate for most services and on street parking is required.
 - Parking by members and visitors to Henleaze Bowling Club. Although seasonal, frequent use of on street parking has to be factored in for approximately seven months of the year (including school 'pick-up' times).

None of the above would have been taken into account by the surveys carried out on 7 and 8 October between 2200 and 2230.

5. **Consultation:** Prior to a notice being placed on a lamp post, there was no consultation with the current (mainly elderly) residents.

Additional considerations

Whilst this application might meet the requirements of current Town and Country Planning legislation, The Henleaze Society considers that the Development Committee should also take the following into consideration:

- Bristol City Council's planning policies, BSC21 and DM policy 30;
- The "Our Place Henleaze Character Assessment";
- 200+ objections from Grange Court residents and their friends, relatives and neighbours.

¹ **BCS21 of the Core Strategy** states that development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.

² **Development Management Policy 30 "Alterations to Existing Buildings"** states: Extensions and alterations to existing buildings will be expected to respect the broader street scene.

Recommendations

Notwithstanding the outcome of this application, we recommend that the Development Control Committee should consider making representations to the Minister of Housing, Communities and Local Government, and also to the Prime Minister, to amend the process.

- It should be mandatory for all existing residents of affected properties to be notified about applications on a timely basis; this enables relevant policies to be considered and for local residents to have their views properly considered.
- Permitted Development Orders should be revised to include the use of relevant national and local planning policies. Local character assessments and the distinctiveness and the street scene (not just the external appearance of the building) should be taken into account.
- Information about the use of Building Regulations for fire risk assessments and building structural assessments should be included when applications are made for Permitted Development Orders for upward extensions to properties.

5 November 2020

STATEMENT NUMBER A41

Application no. 20/03831/ND

Site address: Grange Court Grange Court Road Bristol BS9 4DW

As a resident in the flats I strongly object to the plans.

I am 78 years old and feel that a substantial development of this sort will take a huge toll on my life. To be forced to live on a building site for a lengthy duration will have a significant impact on my mental health and likely my physical health. The noise and constant scaffolding will hugely impact the quality of my life. I suffer from depression and use the view from my window and nature of the surroundings to help manage this. I fear that the building works if granted would have a devastating impact on my overall health.

It was only 3 years ago that we all had to make a substantial contribution to replace the current roof - as a pensioner to find £7000 was a big ask - if this proposal is granted that is money that was entirely wasted as that new roof will be ripped off. I would never have paid such a significant sum for something that is then wasted. The financial implication of that money outlay was huge for me and i'd feel very aggrieved that I had to pay for something that was then not needed.

I sincerely hope that you examine the human cost and and health impact that granting such a development in a residential area will have on the current residents.

Yours faithfully

John Griffin

STATEMENT NUMBER A42

Dear Sir or Madam,

This application is a disgrace. The lack of consultation with the existing, aged Residents is unforgivable and has already resulted in affecting mental health let alone the financial impact they also face. The proposal will render the building unsafe and will impact the safety of the residents and neighbouring school during construction. Add to that the impact of the additional parking in the area and if this is allowed it will simply ruin the whole area.

If this is approved the fight will go on. This is an excellent example of this unfair legislation being applied for pure personal greed. Anyone who supports it will be implicated in the degradation of health and potentially loss of lives in this area which the press will be very interested in. Throw this out now!

Jason Cole

STATEMENT NUMBER A43

Colleagues, together with Cllrs Radford and Gollop I have called this application in because its impact on residents living in the block, as well as those living nearby would be appalling. This is of course not a full planning application, but a request for prior approval made under new regulations. That doesn't mean that consent should automatically be granted though. There are several grounds on which the planning authority can, and in our view should refuse prior approval.

I will turn to those specific grounds shortly, but first I want to spell out the impact that this would have (and is already having) on the residents who own their homes in this block. I think it speaks volumes about the unethical approach that this developer has taken that they have at no point contacted any of the residents before or after submitting this plan to build on top of their homes. The first the residents heard about this was from reading a notice on a lamp post.

I have heard from several experts in planning and construction that this upward extension is likely to be so difficult in practice that it is virtually unbuildable. Of course, that doesn't present any grounds for refusal at this stage, but it calls into question the developer's motivation in making this application. Do they really intend to build these additional flats, or are they simply seeking consent to push up the value of their freehold and hold the residents to ransom? We will probably never know, but the impact that I have witnessed on the residents in the block, many of whom are elderly and unwell, has been horrendous.

I know that these ethical questions are not planning grounds, but they set the context in which you are dealing with this application today.

Turning to grounds for refusal, the regulations list 10 grounds on which the LPA must be satisfied. I believe that this should be refused on at least three of these, as set out below.

- 1) **Transport.** The application seeks to build 14 new 3-bedroom flats without providing any additional parking spaces. It relies on on-street parking on Grange Court Road. The applicants have provided a parking survey which (surprisingly enough) concludes that there is plenty of capacity for this, and TDM have accepted those findings. However, the residents have at their own expense instructed Vectos transport planning consultants to review that survey. The Vectos report sets out in great detail a number of ways in which the applicant's survey is flawed and should not be relied upon. The Vectos report is available on the planning portal ([https://planningonline.bristol.gov.uk/online-applications/files/8738B9223999D2580B5EEDB965060D54/pdf/20_03831_ND-VECTOS GRANGE COURT RESIDENTS - OBJECTION-2778756.pdf](https://planningonline.bristol.gov.uk/online-applications/files/8738B9223999D2580B5EEDB965060D54/pdf/20_03831_ND-VECTOS_GRANGE_COURT_RESIDENTS_-_OBJECTION-2778756.pdf)) and I implore you to study it carefully and conclude that this application cannot be acceptable on transport grounds.
- 2) **Appearance of the building.** Planning officers have taken the approach that the appearance of the building can only be considered in isolation, and that the context in which it sits is irrelevant. This is despite the NPPF being quoted under this heading in the officer report saying planners must ensure that developments, "are sympathetic to local character and history, including the surrounding built environment and landscape setting." On that basis they have only considered the fact that the two proposed new storeys look the same as the existing three and concluded that the appearance is acceptable.

This takes no account of the scale of the enlarged building, or the fact that the block sits in a suburban area of low-rise 2 or 3 storey houses. At five storeys the enlarged block would dominate the area and be entirely out of character with its surroundings. Again, residents have at their own expense instructed a planning consultant who takes a different view on this matter and concludes that the appearance should be considered in its context and is therefore unacceptable. Their report is also on the portal (https://planningonline.bristol.gov.uk/online-applications/files/EB093B7DF3EAB4B1E91288C12B2CE9C8/pdf/20_03831_ND-LRM_PLANNING_LIMITED_RESIDENTS_OF_GRANGE_COURT_-_OBJECTION-2778752.pdf) and discusses this amongst a number of other grounds for refusal. I would urge you to read it carefully and conclude as they do that the application should be refused on the ground of external appearance.

3) Amenity for existing and future residents.

I have no doubt that you will have before you many statements from residents in and around Grange Court, so I will leave them to tell their own stories. I simply ask you to imagine that you have owned and lived for years in a quiet top floor flat, and that without ever consulting you, someone builds two more floors on top of your home. Is it possible to conclude that such a thing would not harm your quiet enjoyment of your home? I think the only possible conclusion is that this application would harm the amenity of residents, and so should be rejected on that ground as well.

Colleagues, you will no doubt be told that to reject this application risks being taken to appeal. Please bear in mind that your decision will not only impact residents at Grange Court, but as far as I've been able to discover it is also a test case nationally for this new regulation. As I have set out above (supported by external experts) there are clearly grounds to reject this, and it is ethically the right thing to do.

Please don't allow fear of being appealed to stop you from doing the right thing.

Thank you.

Steve Smith,

Councillor for Westbury-on-Trym and Henleaze.

STATEMENT NUMBER A44

JOHN COCKING – CSJ PLANNING CONSULTANTS LTD

STATEMENT TO DEVELOPMENT CONTROL COMMITTEE B IN CONNECTION WITH

APPLICATION NO: 20/03831/ND – GRANGE COURT, BRISTOL, BS9 4DW

The application before you concerns the construction of 2 x additional storeys (14 flats) on top of an existing detached block of flats. It is a 'Prior Approval' application to confirm if the proposed development can be carried out under new Permitted Development rights.

The Permitted Development rights came into force in August 2020 - the Government's intention being to stimulate the struggling economy in the wake of Covid-19 and to simultaneously deliver much needed housing in sustainable locations.

The legislation includes various criteria used to identify whether a site is eligible to utilise the Permitted Development rights (e.g. is it a detached building, 3 storeys, unlisted, outside a Conservation Area? etc.). As confirmed in the Case Officer's report, the Grange Court site satisfies each of these qualifying criteria.

During the 'Prior Approval' application, the proposed development is also assessed against 8 x criteria to establish if it would be appropriate, namely: highways, air traffic & defence, contamination, flooding, external appearance of the building, natural light, amenity and protected views. It is only these 8 x criteria that can lawfully be considered. Other issues, however reasonable they might seem, cannot be factored into the Council's decision.

The key issues, and those that have caused most opposition during the consultation process, relate to highways (particularly parking), appearance (most concerns relate to scale, massing and context), and amenity.

Regarding the former, the Parking Survey undertaken in October 2020 (comprising 3 x 'snapshot' surveys at different times) identified 76, 45 & 76 on-street parking spaces available within the agreed search area, compared to an estimated parking demand from the development of 13 spaces. This indicates a comfortable 'margin' to accommodate on-street parking demand from the proposed development.

Regarding appearance, it is important to note that the legislation refers to 'the external appearance of the building' and not impact on local character or context. The principal of a 2 storey extension, with all the additional bulk and massing it entails, is enshrined in the legislation. As such, the assessment on appearance should be limited to aspects such as the materials, finishes and relationship between the proposed extension and the existing building. Given that the extension has the same floor-to ceiling heights as the lower floors, as well as the same materials and fenestration pattern, the proposal is considered to be suitably sensitive to the host building and acceptable in terms of its appearance.

With respect to amenity, the proposed development is situated in spacious grounds with appropriate separation distances to nearby buildings. As such, there will be no material harm caused by way of overlooking, overbearing or overshadowing. Construction nuisance will be controlled by a Construction Management Plan and, although frustrating, it is ultimately temporary and would not warrant refusal of the application.

Your Planning Officers have considered each of the 8 x assessment criteria, including the key issues discussed above, and concluded that the proposed development is acceptable and worthy of Prior Approval.

In summary, the applicant has demonstrated that the site meets the eligibility criteria set out in the legislation and that the proposal satisfies the 8 x assessment criteria against which the Prior Approval application must be assessed. As such, it is respectfully requested that the Committee endorse the Officer's recommendation for approval.

STATEMENT NUMBER A45

Application no. 20/03831/ND

Site address: Grange Court Grange Court Road Bristol BS9 4DW

Proposal: Application to determine if prior approval is required for proposed two storey upward extension to comprise 14 new dwellings on detached block of flats.

Written Statement Concerning The Above Proposal

Dear Councillors

I am grateful for your thorough and conscientious consideration of this matter and I wish to draw your attention to the impact that this proposal will have on the existing residents of Grange Court – most of whom, as I am sure you are already aware, are elderly.

I would ask that you consider this matter as if your own parent or grandparent were a resident of the building, having had very good reasons to choose this location to spend their retirement – the beautiful and tranquil surroundings, the like-minded neighbours who occupy the rest of the building, and the quietness and peace that would be afforded to them in their retirement.

Please be assured, it is not an overstatement to say that the proposed work will ruin the lives of many of the existing residents.

- For many of them, the mere prospect of this work is enough to bring about anxiety and stress (as if 2020 hadn't brought enough of that already!), and having spoken with many of them, I can assure you that they are worried to death about this work going ahead.
- They'll not have a moment's peace and quiet for the whole duration of the building work (did you know that we have key NHS workers, who often work nightshifts and can only sleep during the day, living on the top floor of the building – how do you suppose they will cope during this period?).
- The beautiful grounds which are meticulously maintained at the residents' expense will be completely spoiled.

- The new flats will more than double the population of Grange Court, which will leave a lasting detrimental impact on the building and its surroundings.
- There'll be at least twice as much demand for the 11 existing parking spaces, which are scarcely enough as it is.
- What was once an idyllic setting for retirement will become a noisy, bustling block of flats – the last place these residents would have chosen to live.

We all know the kind of buildings that were in mind when this legislation was brought in – high rise buildings to which the addition of 2 storeys would make no fundamental difference. Grange Court, whilst technically may fall under the scope of the legislation, is quite clearly not what the legislators had in mind, and it is plain to see that the 2 additional storeys which are being proposed would fundamentally change the nature and character of the building. The owners of the freehold should be ashamed of themselves – taking advantage of this new legislation to pocket a bit of extra cash without sparing a single thought for the impact it would have on other human beings (I trust you are aware that there was no prior consultation with the residents).

Please, I urge you in the strongest possible terms, do not be so heartless yourselves, and consider this proposal from the point of view of those who will be impacted by it the most.

STATEMENT NUMBER A46

I am a resident of Grange Court Road, and wish to add my comments to the many already received.

This proposed development is wrong in so many ways--but my main concerns are the visual appearance of what will be a monstrosity if the present 3 storey building is converted to a 5 storey building---an architectural disaster. Other more practical problems include a 5 storey building without lifts, no additional on site parking available for the considerable additional number of vehicles resulting from 14 extra units of accommodation.

It is my earnest hope that taking the many adverse comments received against this proposal, the decision will be that this development should not be approved.

J.G.Chamberlain



10th November 2020

Our Ref: DS/20.217

Bristol City Council
Planning Committee B

SENT BY EMAIL

Dear Planning Committee B Members

OBJECTION – Application Ref: 20/03831/ND

Prior Approval Application for a two storey upwards extension to the block of flats - Grange Court, Grange Court Road, Bristol BS9 4DW

This statement is prepared on behalf of the residents of Grange Court, who object to the subject General Permitted Development Order (hereafter, GPDO) Part 20, Class A application. I have been registered to make a deputation at Planning Committee on 11th November 2020.

The residents' objections summarised below are those that are most salient to the determination of the application. Together they confirm that prior approval should be refused. These concerns are as follows:

- Grange Court is not a "purpose-built detached block of flats" and does therefore not benefit from the provisions of Part 20, Class A of the GPDO;
- Planning Officers interpretation of "Appearance" as defined by the GPDO is incorrect;
- Highways Officers and the applicants' Transport Consultant fail to account for all considerations; and
- Grange Court lacks the structural capability to support an extension as allowed by the GPDO.

I expand on these briefly below.

Application Type

The application has been submitted under the General Permitted Development Order 2015 (as amended) – Schedule 2, Part 20, Class A. This confirms that **Class A can only apply to buildings which can be considered "purpose-built, detached block of flats"**. Class C of the same Part 20 very clearly defines what constitutes 'detached' and 'block of flats'.

The Officer's Report considering this matter has concluded that as Grange Court has a single freeholder and therefore that the building is considered 'detached'.

LRM Planning instructed **Michael Bedford QC, of Cornerstone Barristers** to provide advice on this matter. The **advice is appended** to this letter and confirms that the physical characteristics of Grange Court indicate that the building cannot be considered 'detached' as defined by the GPDO. The Officer's report has failed to address this

matter correctly and in doing so there has been a legal error. We urge Members to review the legal advice in full. However, in summary the advice concludes that Grange Court comprises of two separate buildings and that it could only be considered to be 'detached' as clearly required by the GPDO, if it can be demonstrated that neither shares a 'party wall' with a neighbouring building. No information has been provided in the application or in the officer's report to allow such a conclusion to be drawn. Reaching a view that because there is a single freeholder there cannot be a party wall is a misinterpretation of the GPDO.

For the reasons above, Grange Court does not benefit from the provisions of the GPDO and a proposal for an upwards extension cannot be considered under such provisions.

Notwithstanding the conclusions above, if the applicant were able to demonstrate that it were possible to benefit from the provisions of Part 20, Class A of the GPDO, then the application seeks prior approval of a number of matters.

Appearance

This matter is a consideration under **Section A.2(1)(e) of Part 20 of the GPDO**, which requires prior approval as it relates to the external appearance of the building.

The Officer Report, considering this matter, suggests that under the GPDO, the evaluation of external appearance is limited to the impact onto the building itself and not to the impact on the wider area. Therefore, the Report does not consider the impact the increased height will have on the setting of The Downs Conservation Area and the setting on a number of the listed buildings within its limit.

Michael Bedford QC, of Cornerstone Barristers also provided advice on this matter. He references the original Letter of Objection LRM Planning submitted to the Planning Officer, as well as the Officer Report to Committee. In summary, the advice confirms that the external appearance of the building includes its impact to the wider area – an impact which LRM Planning has found to be unacceptable, and that the Officer has adopted an incorrect interpretation of this consideration under the GPDO. The failure to consider this matter correctly is a further legal error.

We urge Members to review the advice for a detailed understanding of this matter. Whilst the acceptability or otherwise of the external appearance involves a matter of planning judgment, there has been no proper assessment of this matter either in the application or the Report.

Without an acceptable impact on the appearance of the area, the proposal cannot be considered to meet the provisions of the GPDO.

Highways

This matter is a consideration under **Section A.2(1)(a) of Part 20 of the GPDO**. While approval is granted by the GPDO and not by the Local Planning Authority (LPA), the LPA must rely on its own guidance and policy documents to conclude whether the proposal will result in impacts on highways.

The Highways Authority (Transport Development Management Officer) underlined in their response on 7th October 2020 that there will be an impact on highways. It is then up to the LPA to consider whether this impact is acceptable. The applicant undertook a parking survey, and its conclusions have satisfied the LPA.

Grange Court residents have obtained advice from specialist transport planning consultancy Vectos. **Vectos have submitted a separate Statement to Committee.** Their statement confirms that the proposal: will have an



unacceptable impact to highway safety near a school; provides an inadequate level of parking; and is supported by an inaccurate parking survey. We urge Members to review the Vectos statement for a detailed understanding of the concerns raised. It underlines that the lack of appropriate evidence confirms the proposal would fail to mitigate the impacts of the development on the highway.

For the reasons above, without an acceptable impact on highways, the proposal cannot be considered to meet the provisions of the GPDO.

Structural Issues

This matter is a consideration under **Section A.1(i) and (j) of Part 20 of the GPDO** which does not permit the use of visible support structures to be on or attached to the exterior of the building after construction and restricts engineering works to the strengthening of existing walls, the strengthening of existing foundations and/or the installation or replacement of services.

The plans submitted with the proposal do not show the need for visible support structures and the applicant, in their submission suggest that engineering works are limited to those permitted under the GPDO.

Grange Court residents have obtained advice from **KB2 Consulting Civil and Structural Engineers** – an award-winning firm based in Bristol. **Their letter is appended** to this statement. We urge Members to review their statement for a detailed understanding of the technical concerns raised. In summary, the letter confirms that due to the existing structural capacity of the building, it is likely there will be a requirement for permanent visible structural supports attached to the exterior of the building.

If visible external support structures are required, the proposal cannot make use of the provisions of the GPDO.

Conclusion

For the reasons highlighted above, it is clear that the proposal does not meet the criteria of Schedule 2, Part 20, Class A of the General Permitted Development Order. Therefore, we respectfully request that the Local Planning Authority refuse the application.

Yours faithfully,



Darren Summerfield
Associate Director
LRM Planning Ltd
darrensummerfield@lrmplanning.com



RE GRANGE COURT, GRANGE COURT ROAD, BRISTOL, BS9 4DW

ADVICE

SUMMARY

1. I am instructed by LRM Planning Ltd, who represent the residents of Grange Court, Grange Court Road, Bristol, BS9 4DW (“the site”) to advise on the correctness, as a matter of law, of two aspects of an assessment by officers of Bristol City Council (“the Council”) of a proposal for prior approval, purportedly made under Part 20, Class A, of Schedule 2 to the Town & Country Planning (General Permitted Development) (England) Order 2015 (SI 2015/596) (“the GPDO”). The proposal seeks to rely on Part 20, Class A to erect 14 flats on two new floors above the existing flats at Grange Court. The officers’ assessment is set out in a report to Development Control Committee B (“the Report”), which is due to consider the matter on 11 November 2020.
2. The two aspects are (i) whether the proposal properly falls within Part 20, Class A as comprising a “*detached block of flats*”; and (ii) whether, if so, the Report has correctly addressed what is to be considered when assessing “*the external appearance of the building*”.
3. I consider that the assessment in the Report contains legal errors in both respects. As to the first, the facts strongly suggest that the proposal does not fall within Part 20, Class A because Grange Court is not “*detached*” but is a composite structure (or structures) sharing a party wall with a “*neighbouring*”

building”, being an adjoining part of Grange Court. The Report has failed to address this question correctly, having regard to the definitions in the GPDO. As to the second, the Report has misinterpreted the requirements of the GPDO and has failed to have regard to matters which are obviously material to any assessment of *“the external appearance of the building”*. When those matters are considered, the facts strongly suggest that the proposal is not acceptable.

RELEVANT FACTS

4. Grange Court was granted planning permission in May 1970. The only description of the authorised development (as recited in the Planning History section of the Report) is *“21 two-bedroomed flats with 21 garages and parking spaces for visitors”*. The existing floor plans show that Grange Court comprises two adjoining rectangular structures, in an offset arrangement, with 12 flats in one structure (over 3 floors) and 9 flats in the other structure (also over 3 floors). At the union between the two structures there is a single wall, part internal and part external to handle the offset arrangement. There are no openings in that single wall at any of the 3 floor levels and so no internal connections between the two structures.

5. Grange Court sits in landscaped grounds. To the immediate north of the grounds is the open space of part of The Downs Conservation Area. That part of the Conservation Area comprises the playing fields and open spaces of Redmaids High School. It is also designated by the Council as an Important Open Space. There is a public right of way along the boundary between Grange Court and Redmaids High School, so it is a location that can be experienced and accessed by the public (albeit subject to the boundary treatment) as well as by the occupiers of the respective premises. Grange Court takes its vehicular access from Grange Court Road to the south. Part of The Downs Conservation Area also lies to the south of Grange Court Road, including the buildings and spacious grounds of St Ursula’s High School. The main building complex at St Ursula’s is a Grade 2 listed building. On the corner of the western end of Grange Court Road (where it joins Westbury

Road) is the Old Tramways Depot, which is also a Grade 2 listed building (now a retail wine store).

6. LRM has assessed that there would be views of the proposal (i.e. the proposed two new floors) from within both parts of The Downs Conservation Area (north and south of the site) and also views of it from parts of the listed St Ursula's and views of it together with the Old Tramways Depot, where the proposal would be seen above the roof-scape of intervening buildings on Grange Court Road. In heritage terms, these viewpoints would be regarded as forming part of the settings of the respective heritage assets. There is no assessment of these matters in the application or in the Report.

ASSESSMENT: ISSUE (i)

7. Part 20, Class A is a new provision in the GPDO which took effect in August 2020. Paragraph A grants planning permission (subject to compliance with the prior approval requirements) for:

“Development consisting of works for the construction of up to two additional storeys of new dwellinghouses immediately above the existing topmost residential storey on a building which is a purpose-built, detached block of flats...”

8. Article 2(1) of the GPDO provides that for the purposes of the GPDO *“building”* includes *“any structure or erection and [subject to specified exceptions] includes any part of a building”*. The specified exceptions do not include Part 20, Class A.
9. Paragraph C(1) of Part 20 includes further definitions for the purposes of Part 20, including that *“detached” means that the building does not share a party wall with a neighbouring building.*
10. The GPDO does not define the term *“party wall”*.

11. The Report contends (in para 11) that *“A party wall relates to a wall which is owned by two or more parties however Grange Court has a single freeholder and does not adjoin a building in separate ownership.”*

12. I agree that a party wall will be a wall with more than one owner but I do not agree that ownership, for the purposes of the GPDO definition, is limited to freehold ownership. It needs to be remembered that the GPDO definitions apply across the board (in England) and the terms should not be interpreted by the facts of an individual case. There is nothing in the language of the GPDO to suggest that a wall that is owned by two or more long leaseholders would not or could not be a party wall.

13. In parts of London it is not uncommon for there to be a series of adjoining mansion blocks, split into a multiplicity of long leasehold interests but all sharing a common freeholder (such as the Crown Estate in Regent’s Park or the Grosvenor Estate in Belgravia). It is not easy to think of any good reason why the walls which separate those mansion blocks would not be party walls merely because they happen to be owned, in a freehold sense, by the same freeholder. The long leaseholders of each mansion block would certainly regard the walls which separated them from the next mansion block as party walls, with the properties either side of the wall having shared rights in it. Those rights might be leasehold rights rather than freehold rights but there is nothing in the GPDO to suggest that the only ownership it recognises is freehold ownership. Indeed, the procedural requirements in Part 20, paragraph B(12)(b) require (for a Part 20, Class A proposal) notice of the proposal to be served on *“all owners and occupiers of any flats and any other premises within the existing building”*. It would be a highly unusual ownership structure for flats within a building to be individually owned on a freehold basis.

14. Whilst caution is needed in applying terms used in legislation for one purpose to a different statutory regime, it is to be noted that under the Party Wall Act 1996, a party wall would include a structure that was owned by two or more

long leaseholders: see s.20 PWA 1996 with regard to its definitions of “owner” in paragraph (b) and “party wall” in paragraph (b).

15. I am instructed that for the most part the residents of Grange Court occupy their individual flats under long leases (rather than short term tenancies). No material has been provided with the application to show that the only legal owner of the wall which separates the two rectangular blocks at Grange Court is the freeholder. No information has been provided to show that that wall is not a party wall. I consider that the view in the Report that because there is a single freeholder so there cannot be a party wall is legally in error and is a misinterpretation of the GPDO.

16. As noted above, the expression “building” in Part 20, Class A includes “any structure” and “any part of a building”. There is no reason, therefore, why the two rectangular blocks of Grange Court could not each be a “building” for the purposes of Class A, even if they were also thought to comprise one overall building. Those two buildings or structures would only be a “detached” building if it was demonstrated that neither shares a “party wall” with “a neighbouring building”. There is no information in the application or in the Report to allow such a conclusion to be drawn. The physical characteristics of Grange Court together with the existence of a series of long leasehold interests for the individual flats would strongly suggest that it does contain at least one party wall and that it is not a “detached” building. In those circumstances, there is no scope to rely on the planning permission granted by Part 20, Class A.

ASSESSMENT: ISSUE (ii)

17. If Part 20, Class A does apply (notwithstanding my conclusions on Issue (i)), it is necessary in accordance with the Conditions in paragraph A.2(1) for the Council to give its prior approval to specified matters. One of those matters (at paragraph A.2(1)(e) is “the external appearance of the building”.

18. Nothing is said in Part 20, Class A about what matters are to be considered when assessing the acceptability (or otherwise) of *“the external appearance of the building”*. However, it is implicit that this is a reference to the building as proposed to be altered by the addition of two further storeys.
19. It is to be noted that Part 20, Class A is not available for any building which is located inside a Conservation Area, or any building which is a listed building or which forms part of the curtilage of a listed building: see paragraph A.1(o)(i) and (iii) of Part 20, Class A.
20. However, there is no restriction on the availability of Part 20, Class A for a building which forms part of the setting of a listed building. If an application for an express planning permission is made (rather than reliance on a GPDO permission) which affects the *“setting”* of a listed building, s.66(1) Listed Buildings Act 1990 requires the decision maker to *“have special regard to the desirability of preserving... its setting”*. That duty can only be discharged by considering the relationship between what is proposed and the relevant setting.
21. It is also the case that there is no restriction on the availability of Part 20, Class A for a building which forms part of the setting of a Conservation Area. Whilst there is no statutory equivalent of s.66(1) LBA 1990 in relation to the settings of Conservation Areas, the NPPF advises (at para 194) that *“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.”* The glossary to the NPPF makes it clear that Conservation Areas are a designated heritage asset. Whether development within the setting of a designated heritage asset which is a Conservation Area will harm the significance of the heritage asset can only be assessed by considering the relationship between what is proposed and that setting.
22. Thus, if a detached block of flats is located immediately adjacent to a Grade 1 listed building (but outside of its curtilage) or is located immediately adjacent

to a Conservation Area (but outside of the designated area) that block of flats can be the subject of a proposal for a two storey extension in accordance with Part 20, Class A.

23. The Report deals with *“the external appearance of the building”* in its section (e), which includes the following:

“It is notable that the legislation only references impact to “the external appearance of the building”. No reference is made to the impact to the surrounding area or adjacent heritage assets. It is important that prior approval applications are determined directly against the terms of the legislation and no other matters are taken into account...

It is noted that the legislation only requires assessment of the impact to the external appearance of the building and not the wider area. When assessed in this regard, it is not found that the proposed extension would have an unacceptable impact to the external appearance of the building.”

24. I consider this is a serious misdirection in the advice and assessment set out in the report.

25. In the first place, it is to be noted that paragraph A.2(1)(e) does not refer at all to *“the impact to”* the external appearance on the building. That is an unwarranted gloss in the Report on the language of the GPDO. The GPDO refers simply to *“the external appearance of the building”* and places no limits on the considerations that may be relevant to an assessment of that matter, save the obvious one that they have to be considerations which arise from *“the external appearance of the building”* as it is proposed to be with the additional storeys in place.

26. Second, the approach in the Report involves a highly artificial exercise, where the building is considered as if in isolation or in a vacuum, divorced from its actual real world context. There is nothing in the GPDO to suggest that the consideration of the acceptability of *“the external appearance of the building”*

should be undertaken on an artificial basis. Attempting to consider the acceptability of external appearance of a building without any regard to the spatial relationships of what is proposed to any buildings or spaces which will co-exist with that building is to remove the building entirely from its context.

27. For example, a block of flats may exist in a street which otherwise consists a series of Victorian villas, with the existing block having a building height that is consistent with and no higher than the adjacent villas. This is not an uncommon scenario in many towns and cities where individual buildings were replaced in the immediate post-war period after bomb damage had occurred. When considering the acceptability of *“the external appearance of the building”* proposed to be constructed under Part 20, Class A (i.e. the block of flats with the addition of two further storeys), it would be bizarre to disregard altogether the fact that the building as altered would be completely anomalous in the street scene because of its materially greater height, when compared to the neighbouring Victorian villas. The *“external appearance”* would be incongruous if not discordant in such a context, and there is nothing in the GPDO to suggest that such effects could not be considered.

28. The bizarre nature of the Report’s interpretation of paragraph A.2(1)(e) is compounded if, in the example, above it is assumed that the Victorian villas (but not the block of flats) are listed buildings or form part of a Conservation Area. On the Report’s approach, any impact of the increased storey height of the block of flats on the setting of those heritage assets would be utterly irrelevant to any assessment of the acceptability of *“the external appearance of the building”*.

29. Third, it is apparent that the Report is internally inconsistent in its treatment of this issue because it does not exclusively limit itself to considering the building divorced from its context. The Report includes the following remarks in its assessment of the external appearance of the building:

“Grange Court is a three storey, detached flat block positioned within a generous, landscaped setting... The proposals would undeniably represent a

substantial change to the external appearance of the building... It is highlighted that the building sits set back within a large and spacious plot which is found to be an appropriate location for a larger, higher density building.”

30. In other words, the assessment in the Report relies on the “*generous, landscaped setting*” and “*large and spacious plot*”, which provide the immediate context for the building, as ameliorating factors to be brought into account to offset or minimise what is seen as “*a substantial change to the external appearance of the building*”. The Report offers no reason why it is legitimate when assessing “*the external appearance of the building*” to have regard to and bring into account the immediate surroundings of the building in terms of its plot or grounds but why it is illegitimate to have any regard at all to “*the wider area*”. Neither the plot nor the wider area is part of the building itself, and it is illogical and inconsistent for the Report to have regard to the former but not the latter.

31. There is similar confusion in the Report’s approach to national policy. The Report claims that “*The proposed extension is not found to conflict with national planning policy insofar as this relates to the external appearance of buildings.*” By this it means paragraph 127 of the NPPF, which it sets out as the guidance to be considered “*In relation to the impact of the external appearance of buildings*”.

32. However, that guidance clearly does not adopt a building in isolation or building in a vacuum approach. It states that decisions should ensure that developments:

“a) ... add to the overall quality of the area, not just for the short term but over the lifetime of the development;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting ...;

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials...”

33. Logically, it is not possible to apply this guidance (as the Report claims to have done) and at the same time limit the matters considered as relevant to an *“assessment of the impact to the external appearance of the building and not the wider area.”*
34. Consequently, I have no doubt that the Report has adopted an incorrect interpretation of paragraph A.2(1)(e) of Part 20, Class A to Schedule 2 of the GPDO. It is wrongly excluded from its consideration of matters relevant to the acceptability of the external appearance of the building any matters outside of the application site. Those matters are obviously material, given that they provide the immediate context within *“the external appearance of the building”* will be experienced and appreciated. The Downs Conservation Area is some 10 metres from the northern facades of Grange Court, as is the public right of way. The development will also be seen in juxtaposition with the listed buildings at St Ursula’s and the Old Tramways Depot.
35. Obviously, the acceptability (or otherwise) of the external appearance involves matters of planning judgment but there is simply no proper assessment of these matters in either the application or in the Report. The assessment in the representations made by LRM shows that there are serious matters of concern with regard to the *“external appearance”* of what is proposed, when seen and assessed in its actual context and not on an artificial basis. There are, therefore, good reasons for concluding that the external appearance is not acceptable.

10 November 2020

MICHAEL BEDFORD QC

Cornerstone Barristers

2-3 Gray’s Inn Square

London WC1R 5JH

**RE GRANGE COURT, GRANGE
COURT ROAD, BRISTOL, BS9 4DW**

ADVICE

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220150/MH

Simon Collins
Grange Court Flats Ltd
Grange Court
Grange Court Road
BS9 4DW

4th November 2020

Dear Simon,

Grange Court - Roof Top Extension

I write regarding the proposed extension works at Grange Court flats in Bristol. We have undertaken a number of projects of this nature and understand the level of design and engineering diligence required to demonstrate that the proposals will not put the existing building at risk. Although not traditionally a priority at planning stage, given the nature of the proposals and the exposure of existing residents who will remain in occupation, the structural capacity and stability of the building should be considered early in the design process.

The Proposals

We have based our understanding of the proposals on the architectural drawings included with the planning application on the Bristol City Council Planning Portal website reference 20/03831/ND. These plans show proposals to construct a 2 storey extension on the roof of the existing building. The additional stories are to contain 14no. 3 bed flats along with associated stairs and landings. Notably there are no lifts proposed which would restrict access for any person with impaired mobility.

Existing Building

The existing building dates from the 1970's and is a purpose-built block of flats consisting of 3 storeys. Based on visual inspections, it is thought that the building is of load-bearing masonry construction with concrete floors and timber roof which span between internal party walls arranged between the flats. The front and rear elevation walls contain significant proportions of glazing which suggest that they are unlikely to be significant load-bearing elements.

The stability system for the building is provided by the party walls acting as "cross walls" in the critical direction with other internal walls providing stability in the long direction. This form of construction was commonplace in the 1970's and is likely to have used precast concrete floor units built into the walls as they were raised. This form of construction inherently lacks any formal ties to positively connect the horizontal elements to the supports.

Building Foundations

Details of the existing foundations have not been uncovered. However, British Geological Survey maps indicate that the site is underlain by the Westbury Formation and Cotham Member bedrock formations which present as interbedded layers of mudstone and limestone.

In these ground conditions it is reasonable to assume that the building is founded on mass concrete strip footings founded at a shallow depth below ground.

Structural Load Comparison

The new extensions are likely to be specified as being formed using lightweight materials such as timber or cold formed metal stud walls and joisted floors and roof. Based on a typical build-up of this nature we would expect the total load of a new storey to be around 2.5kN/m^2 and a roof would be around 1.2kN/m^2 . Considering 2 new floors and a roof the total additional load is likely to be around 6kN/m^2 .

The existing building consists of 2 upper floors and a roof which weight a total of around 20kN/m^2 . Once the weight of the existing wall loads are considered, our calculations predict that the foundations loads would be increased by as much as 20%.

Structural Considerations

In designing the extension of a building of this nature there are a number of key structural design factors to take into account. These include the following key factors:

Foundation Capacity - It is likely that the original foundations were installed to suit the original design loads. It is not clear how the loads from the new storey will be transmitted to the ground. Assuming that no visible support structures are permitted to the exterior of the building, the only available support is from the existing load-bearing internal walls. A global comparison of loads suggests that foundation loads would be increased by as much as 20%. An increase of this magnitude would require further investigation of foundations (trial pits) to justify the increase and may lead to underpinning being required.

Disproportionate Collapse - This is an assessment of a buildings ability to sustain a limited amount of damage in the event of an accident which is measured in accordance with Section 5 of Approved Document A of The Building Regulations. Based on the existing usage and current number of storeys, the building would be classified as Class 2A (Lower Risk Group). If extended by 2 storeys the whole building would then fall under Class 2B (Higher Risk Group) requiring that the entire building is subject to the inclusion of horizontal and vertical ties or that stability is checked under notional wall removal conditions. In practice, complying with these regulations is difficult without free access to all parts of the building to carry out retrofitting works.

Lateral Stability - All buildings must be designed to resist horizontal actions due to wind and notional horizontal forces. In this building this appears to be achieved by the provision of masonry shear walls. Increasing the building height by around 66% will place significant additional horizontal forces on the building. Without free access to all parts of the building to carry out retrofitting works, these forces would need to be resisted by the existing structural elements.

Structural Installation - During construction of the proposed storeys there would need to be heavy equipment and materials raised to roof level. Given that the existing roof is of lightweight timber construction it is not clear how the occupants of the lower storeys will be adequately segregated / protected from injury.

Summary

The existing building does not appear to have a substantial amount of spare structural capacity and is made from a form of construction that is sensitive to disproportionate collapse. Significantly increasing the number of storeys is likely to overload the existing foundations and increase the level of robustness required to resist disproportionate collapse.

Given that access to the foundations and lower floors of the building may not be possible due to ongoing occupation, it is difficult to see how these issues could be overcome without external structural supports which would be visible on the exterior of the building.

To establish that the scheme is structurally viable it would be advisable to undertake structural investigations works to allow a structural feasibility assessment to be undertaken.

Regards,

A handwritten signature in black ink, appearing to read 'M. Humphreys', with a stylized flourish at the end.

Michael Humphreys BEng CEng MIStructE
for KB2 Consulting Engineer Ltd

STATEMENT NUMBER A48

Dear Councillors

7 November 2020 Mrs H P Sara 8 Grange Court

Your ref 20/03831/ND – 11 November meeting

I refer to your letter of 2nd November, relating to the planning application for the addition of two further storeys to the flats at Grange Court.

I wish to object in the strongest possible terms to this proposal as outlined below

:I would like to draw your attention that the planning application was only displayed for five days and could easily have been missed. Your letter giving notice to each of the leaseholders only arrived on 10th of September. No contact has been made by the freeholders has yet been made.

Many comments have been made regarding the unsuitability of such a project and I agree totally with all of them (ie traffic, appearance, amenities, etc)

The report from the planning department states that they have to follow the rules and that they cannot consider the human impact of such a project. I cannot believe that any government would support such a statement. It could only lead to a free-for-all situation and particularly giving free rein to speculators whilst people would be given no rights and no protection. When you look at the age of the residents, you will see that it has affected their physical and mental health. Two residents are recovering from cancer, one from open heart surgery (his recovery has been far slower than predicted due to the stress). It does not mean that we do not welcome younger members of the community: we enjoy having three young families and I believe they all share our enjoyment of the premises. It is inconceivable that you would not consider the human impact of the disruption and I believe that you will do so.

No provision has been made to accommodate people with disabilities. No lift is to be provided, which will immediately exclude older people as well as young families. These flats will not provide affordable accommodation which I believe was the objective of this planning relaxation.

No parking can be provided for the extra flats and already there is not enough space for the actual residents as the garages are too small to accommodate most modern cars, 11 spaces between 21 flats and visitors. If some of our elderly residents have to park at the top of the road it will certainly affect them badly and some will not be able to cope. I do believe that it is a condition stated by the NTTF that there should be disabled provision. So I would ask you to reject this application.

The amount of activity in the car park area with extra cars and many bikes will be an added danger as the space will be more restricted.

The report says that appearance is of no importance and goes as far as stating that adding two storeys will benefit the appearance of the building. This is an outrageous comment as it will dominate the area by its height and lack of architectural features, totally out of character with the area. Another way this new act is a disgrace, spoiling what is good and returning to the 50s and 60s with indiscriminate building.

We and the other residents bought our flats because it was a low-rise building and because it only had 21 flats. and it has been a community with neighbours living in harmony with each other and helping each other as they have had to do these last few months.

Yours sincerely

H P Sara (Mrs) Flat 8 Grange Court

STATEMENT NUMBER A49

From Judith Brown. Power of attorney for Mr and Mrs Sanderson, 21 Grange Court Flat

This is to support my objection to the proposed planning permission for the above.

I still feel that the building will be out of character for the area No provision can be made for fire safety regulations without altering outside, which would require planning permission No mention is made of structural strength of building. Would have thought this should be checked before planning request approved Concern about safety for children at school leaving and pick up times with extra congestion.

STATEMENT NUMBER A50

Mr Robin Wiles

Address: 11 Grange Park Westbury on Trym Bristol

I am a neighbour and am writing to object to this development on the following grounds 1. The development of five storeys at the increased height is totally out of keeping with the surrounding buildings and neighbourhood. It sets a dangerous precedent for the council to having to allow further development of this kind in the future if it is allowed to go ahead.

2. The increased traffic the development will generate with the extra residents in the flats will be intolerable in the road and adjoining roads. The safety of the school children that go to Redmaids school should also be considered.

3. The amenities for the residents has not been considered as there does not seem to be any provision for extra parking on the site. Will the building accommodate these extra residents in terms of entrances, exits and fire escape ways?

4. The noise and disruption to the residents and neighbourhood will be enormous during construction with the flats being in a narrow road especially if the foundations need to be strengthened to accommodate the extra loads in the structure.

STATEMENT NUMBER A51

From: MICHAEL & JENNY HAINES 7 Downs Road Westbury on Trym

Dear Sir

Although we are not directly affected by the above proposed development, we feel compelled to express our horror at what appears to be a totally unacceptable plan. The disruption to the lives of the current residents, both during and after the building works, will be intolerable. Works traffic and subsequent parking difficulties can only cause problems in a quiet residential area alongside a school for very young children, the Sacred Heart Roman Catholic Church, church hall and a bowling club.

The motivation for such a plan can only be greed and we very strongly urge the Council to reject what is an unrealistic and potentially very harmful proposal. Can we presume building surveyors have considered the safety and capability of the existing buildings' foundations for such an enormous size-increase?

We hope the Council will arrive at the only right and acceptable decision and look forward to hearing from you in due course.

STATEMENT NUMBER A52

Further to my comments dated 14/09/2020 I made a visit to the site.

This application must be refused. Apart from all previous comments in particular traffic and parking problems unless all residents are rehoused this project is impossible to be carried out. With the residents there these are some of the problems that arise.

1 The scaffolding sheeting blocks most of the residents' windows.

2 Where will the site set up be placed, offices, welfare facilities etc

3 There is no site storage area.

4 With material deliveries residents cannot use their cars.

5 Whist the site is being set up the road will be completely blocked with cranes, lorries and cabin deliveries. Also at this time no residents will be able to use their cars.

6 I don't understand Jane Woodhouse approval of the applicant survey of parking on the road. The school drop off ,pick up and bowling club parking has not been considered.

7 Where are the 76 parking places.

8 No lift?

The above are some of the problems, I am sure there more.

It is my opinion that the applicant has no intentions to carry out this project and I wonder if there is another agenda, like would the freehold increase in value

Regards John Williams

STATEMENT NUMBER A53

7 November 2020

Mr N D Sara FCA 8 Grange Court

To Development Control B Committee

Dear Councillors

Ref 20/03831/ND Grange Court, Bristol BS9 4DW

I write to ask you to refuse the application and to determine that prior approval is required for the proposal.

I believe that you have several grounds to do so, under part 20 of the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020.

The various deficiencies of the proposal are set out in reports from Ashfords Solicitors, Vectos Traffic Surveyors and LRM Planning Consultants, and I ask you to consider them carefully, as they contradict the Planning Departments report which recommends approval.

However, I believe that the main cause for concern is that there was no notice or consultation by the applicant to the owner-occupiers of the flats, and that the building of substantial alterations should not take place with the occupants in their flats. It is unconscionable that such hardship should be inflicted on the 21 owners, and depriving them of their privacy at home.

As regards the external appearance of the building, condition A2 of the Regulations will not be met, because, having further surveyed the surroundings of Grange Court, it is clear that the block, which is already out of keeping with the surrounding buildings, being a 1970's block among Victorian and 1930s houses, is largely hidden from the view of the nearby Downs Conservation area (within 10 metres) by the mature trees on all sides (see photo 1).

Adding two extra storeys would clearly make it pre-eminent as seen from the playing fields in the Conservation area (see photo2, from the opposite side, but makes the point).

This is an additional way in which the plan is not only unsuitable but does not comply with the Regulations.

The relief of our suffering from the strain of this unjust situation is in your hands. You have the power to end it. Please can you do so.

Yours sincerely

N D Sara

**Reference application - 20/03831/ND
FOR COMMITTEE MEETING ON NOVEMBER 11TH 2020**

STATEMENT BY

Mr Alan Bergman
Flat 6
Grange Court
Grange Court Road
Bristol
BS9 4 DW

BY EMAIL

Response to report by Strategic City Transport (SCT)

It is noted that Strategic City Transport Development Management(SCT) have given a 'FINAL RESPONSE' Recommendation to Approve the Application subject to conditions.

This 'FINAL RESPONSE' is dated the 7th October 2020. However, it was not entered on the Planning Web-Site until the 29th October 2020. If a document of such importance carries a date of the 7th October 2020 and is issued by an appointed Officer of SCT, it is reasonable to assume that the date that it was issued was in fact the 7th October 2020 as stated. In other words, the SCT had given scant regard to a vital constituent matter of the Application and had merely stated its premeditated decision to support the Application.

According to the Transport Planning Associates(TPA) Parking Survey Technical Note(TN), the Survey was carried out on the 7th & 8th October 2020 and only completed on the 9th October 2020 as evidenced from the dates on documents therein.

In the one brief paragraph statement on Car Parking by SCT they have stated that the applicants have submitted a parking survey which indicates that there is ample on-street parking available and a refusal could not be sustained on the grounds of under-provision of parking on safety grounds.

This survey has in fact been submitted by TPA on behalf of their London based client whose principal aim is to make as much money as possible from the proposed development. It is therefore heavily skewed in favour of their client.

An earlier submission by the owner of Flat 12 as an OBJECTOR to the Application and Commenter on the web-site has already clearly demonstrated the many inaccuracies and wrong assumptions in the TPA/TN. I agree with his observations.

The surveys carried out on the 7th & 8th October should have no relevance to nor be given any weight to the Application because they were not undertaken under normal pre-Covid-19 Pandemic traffic and parking conditions. My wife and I live at Grange Court and use the majority of the Henleaze roads daily. We are, as are all existing owners and residents of Grange Court, far more familiar with the road conditions, traffic, parking and congestion in the area that existed prior to the imposition of Covid-19 restrictions and which will inevitably return Post-Covid-19.

During normal times, particularly during the School Year and in the area between the site and the central area of Henleaze, heavy parking on both sides of the road is prevalent and it is a major exercise to pass a vehicle coming in the opposite direction. These conditions equally apply to all other side roads on the opposite side of the main road through the Henleaze high street.

To assume the high use of bicycles in lieu of cars in our location is to live in a world of make-believe. Please come more and more into the real world where the local amenities that we used to enjoy like banks, shops, medical facilities, hospitals and the like are disappearing from local neighborhoods and being re-located in ever larger out-of-neighbourhood facilities many miles away which necessitate car use to get to them. The ability of families to avail themselves of these facilities then is curtailed by the prohibitive cost in money and time terms in getting to them or returning from them by public transport, as well as the obvious lack of convenience.

The dangerous and un-safe conditions associated with traffic and parking adjoining Grange Court are exacerbated by the high number of schools in the area with the access and egress to the Infant, Junior and Senior sections of Redmaids' School being particularly dangerous because of the downhill approach from the upper section of Grange Court Road, the sharp blind bend adjoining our site entrance and that of our adjoining neighbours at Redmaids' and the presence of pedestrian students and accompanying family members.

Please see the attached photographs taken on the 14th October 2020 at 4.15 p.m., half an hour later than the TPA survey time because Redmaids' were using staggered finishing times because of Covid-19, an issue that TPA chose to completely ignore. These photographs were taken outside of our site entrance and in Grange Court Road.

Please also see attached photographss taken on November 4th 2020 at 4.10pm. Again these photos were taken outside the site entrance. Please pay particular attention to IMAGE A, IMAGE B and IMAGE C showing a vehicle parked on double yellow lines and a second vehicle (the black Volvo) stationery in the middle of the road. The enlarged photo shows a Redmaid's student in between the two vehicles. This clearly demonstrates the traffic chaos on Grange Court Road at the end of the school day.

These difficult and dangerous conditions also apply to Brecon Road, the approach road to Grange Court Road because of the location of other major schools in the vicinity, St.Ursula's Academy, Badminton School and the Shine Community Activities Centre.

The Applicant's proposal for the provision of extra accommodation would allow an increase of 70 persons in residence within the block. This would represent an increase of 200% on the existing level of occupation within the block with the resultant greatly reduced Amenity enjoyment to the existing residents. If the Application was approved, 30 or more extra vehicles would be the more realistic figure of extra cars seeking immediate parking on already congested roads, plus of course those of likely visitors to the additional flats. Traffic movements and congestion within the site and on adjacent roads would increase substantially.

This outcome will lead to inevitable conflict over parking both within the site and on the roadway adjacent between existing owners/residents and incoming residents of the two proposed upper floors, irrespective of the additional conditions proposed by SCT.

On page (i) of the TN, under Document Management, the last sentence of states 'No third parties may reply(should this read rely?) upon the document without the prior and express written agreement of TPA'. In that context. I respectfully suggest that the Planning Committee should regard the TPA/TN document as having little validity and REFUSE the Application.

Furthermore, I believe that the SCT, for all of the above reasons have failed to give a proper, correct and carefully considered response to all matters which affect Car Parking and Highway Matters. Therefore, in respect of these highly important matters that have a huge and important bearing on the decision process, I respectfully suggest that the Planning Committee REFUSE the Application.

Mr Alan Bergman

The following photos numbered
1-12 were taken on
14th OCTOBER at 4.15pm



1



2



3



4



5



6



7



8



9



10



11



12

The following photos labelled
IMAGE 1, IMAGE 2, IMAGE 3, IMAGE 4 and
IMAGE A, IMAGE B and IMAGE C
were taken on
4th NOVEMBER at 4.10pm

Grange Court Road - 4.10pm NOVEMBER 4th 2020



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4

GRANGE COURT FLATS EXIT ONTO GRANGE COURT ROAD

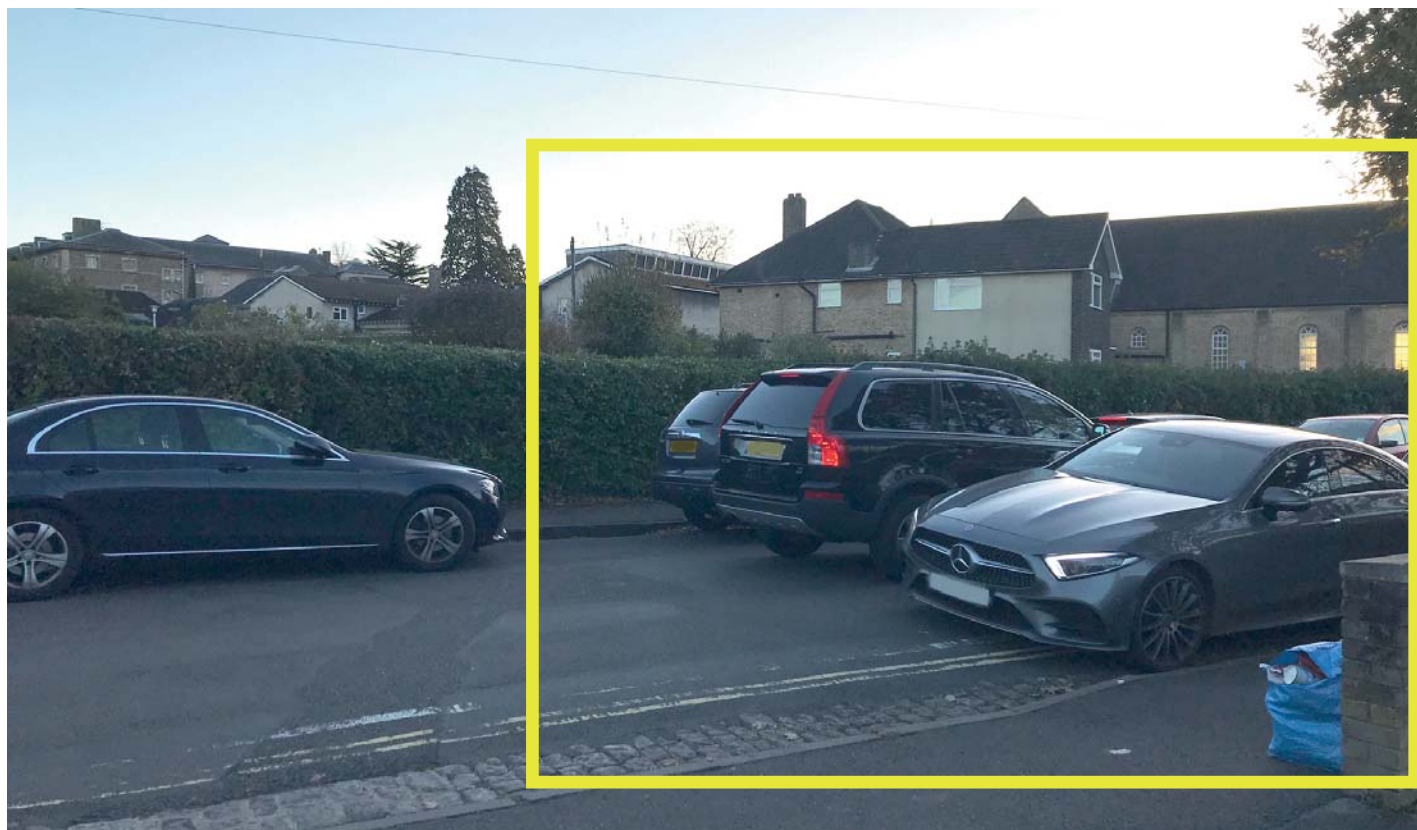


IMAGE A

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.



IMAGE B

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.
Redmaid's pupil on bike in between cars.



IMAGE C

Mercedes parked on double yellow lines. Volvo stationary.
Redmaid's pupil on bike in centre.

IMAGE B CLOSE UP

STATEMENT NUMBER A55

Re Application 20/03831/ND

At the Development Control B Meeting on 11th

My husband and I are owner/ residents of Flat 1 Grange Court. My husband is 79 and I am 78 years of age. Grange Court has been our home for 7 years and although it was a stretch financially to move from our house in Filton it has proved worth it to be closer to our daughter and her family and to enjoy the peace and tranquillity that Grange Court has given us.

To discover the planning proposal via a notice on a lamppost came as a great shock and the worry and stress of what is going to happen here has completely overshadowed and changed our lives.

With no lifts planned I imagine the only persons prepared to purchase or rent these 3 bedroom flats would be young, maybe students. Each new flat has the potential to accommodate between 3 -5 persons, which would be a considerable increase in numbers using hallways and stairways. This must be a safety issue especially if there was an emergency situation and also as the 2 existing stairways do not meet current building regulations.

I suspect there would be late night comings and going's and I would lose my feelings of safety and security, one of the reasons for buying our flat in a small complex with mainly retired people.

Many new residents will have cars , putting pressure on limited on site parking spaces and could prevent present residents, some with mobility issues, from using these. This is unacceptable and a loss of our current amenity.

The reality of the traffic situation in Grange Court Rd is what we see each day.

On school days it is chaotic and dangerous. I am enclosing a photograph of a very dangerous situation- a car parked illegally ,another car stationery in the middle of the road and a child on a bicycle !! I am aware of 2 residents who when returning to their flats have had to abandon their cars because of the volume of traffic. Emergency vehicles would have no chance of getting through at times. The situation would be made worse with more residents parking on the road.

Should the building works commence it would have a disastrous impact on all the residents. I fear for everyone's physical and mental well-being.

Noise and disturbance during construction has been acknowledged by the LPA as a temporary impact. This temporary impact could last many months even years and during this time we would lose the use of the gardens, to walk in to have social contact in, which for many vulnerable residents is the only exercise and social contact they may have.

As well as the peace and quiet we chose Grange Court to move to as it is a small community of mainly retired people.

Please don't destroy this community by approving this application.

Many thanks for reading this message

Sheila Pring



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4

GRANGE COURT FLATS EXIT ONTO GRANGE COURT ROAD



IMAGE A

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.



IMAGE B

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.
Redmaid's pupil on bike in between cars.



IMAGE C

Mercedes parked on double yellow lines. Volvo stationary.
Redmaid's pupil on bike in between cars.

IMAGE B CLOSE UP



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4

GRANGE COURT FLATS EXIT ONTO GRANGE COURT ROAD



IMAGE A

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.



IMAGE B

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.
Redmaid's pupil on bike in between cars.



IMAGE C

Mercedes parked on double yellow lines. Volvo stationary.
Redmaid's pupil on bike in between cars.

IMAGE B CLOSE UP

STATEMENT NUMBER A56

Grange Court Grange Court Road Bristol BS9 4DW

Proposal: Application to determine if prior approval is required for proposed two storey upward extension to comprise 14 new dwellings on detached block of flats.

Mr Dennis Keneally Address: 4 The Oaks Cimla Neath

My brother lives in Flat 12, Grange Court, and on the occasions when we visit him, it is very unusual that we are able to park on site.

We have managed to park nearby in Grange Court Road, but as this is usually on a weekend we do not have to contend with the significant increase in traffic which does occur during the start and end of the school day.

With the addition of 14 flats and no increase in car parking then parking anywhere near Grange Court would be impossible.

That and the additional traffic alone should disqualify this proposal from being approved.

There are so many unanswered questions around the impact of this proposal on the current residents, many of whom are retired people already worried by the Covid 19 pandemic.

If this planning application is granted the stress and worry will only increase and likely to continue for the number of years required to complete the building.

The only beneficiaries seem to be the property speculators who are looking to make a fortune at the expense of the existing flat owners.

Regards

Dennis Keneally

STATEMENT NUMBER A57

I am sorry to see that Sainsburys are persisting with their application to build a new supermarket. One would have thought that they would understand the feeling of resentment against them by now and had the decency to withdraw.

I would like to lodge my objection to the proposed development for the following reasons:-

1. Westbury is a village and does not need any further development along these lines.
2. There is already a small supermarket which fits in well in the local environment and supplies all the local needs.
3. There are plenty of small traders in the village who supply all the other needs and who would be adversely affected by the arrival of a large supermarket chain.
4. The development proposed is completely out of scale with the rest of the village and would result in the destruction of several houses and the taking away of part of the present car park, which is a facility much used and appreciated by the villagers.
5. The development would impact visually on the splendid Parish Church and the ancient row of cottages and houses in Church Road and would destroy the peace and tranquillity of that part of the village.
6. There is already enough traffic going through the village and a development such as suggested would only bring more traffic and congestion. Certain roads, such as Waters Lane and Westbury Hill are already at full capacity and could not take any more traffic. Already the emergency services have a difficult time in attending to incidents in the village due to the traffic hold ups.
7. Presumably a Supermarket would have extended weekday shopping hours and Sunday opening and this would destroy the peace and tranquillity associated with such villages as Westbury. The result would be more traffic noise, late into the evening and on Sundays and more pollution and congestion for the residents.

I cannot see any good reason for allowing this application and I trust the Development Control Committee will reject it.

I was disgusted and appalled to hear that unelected council officers are proposing that the application for the flats in Grange Court Road should be accepted. It is obvious that the officers do

not live in this area. have no interest in the wishes of the majority of residents and would like to see the occupants of the flats and the road in general forced to share in their idea of bringing lots of students and others into the flat.

I strongly object to the proposals and would like you to register my objection to the suggestion that the flats could have a further one or two levels added to the existing structure.

1. The change to the flats would mean a huge monolithic block which would dominate the area and be completely out of character for the rest of the Road.

Any increase if the number of flats especially as they will not have additional parking can only be to the detriment of the quiet enjoyment which we have at present.. I thought it was against the local planning laws for buildings to be erected that do not have adequate parking. The suggestion that cars could be parked in Grange Court Road, shows a complete disregard for the present occupiers of the road. The Road is already choked with cars, especially when the two local schools are coming in the morning and going in the evening. Any additional traffic would only add to the dangers for the children leaving or arriving at these establishments. Obviously the planners did not consider the parking which the members of the Bowling Club who, in the playing season, take up all the available spaces and make it extremely difficult for the residents to get out of their own drives'. On these grounds alone the change to the flats should not go ahead also there is no provision for any lifts in the flats which would mean a large increase in the number of people using the stairways, which could only be to the detriment of the present residents.

I urge all who attend the meeting to show their disapproval for changes to the flats and trust the common sense and fair play for all the residents will make you turn down this application.

I would also mention that it is obvious that the present owners do not live here and have no regard for the sitting residents and are only in it for the extra money which the additional flats would provide.

I URGE YOU TO TURN DOWN THE APPLICATION.

Yours faithfully

J.M.Corrigan

STATEMENT NUMBER A58

Reference 20/03831/ND

To the 12 elected councillors forming the committee for the Development Control B on 11th November 2020

My elderly parents (aged 78) reside at number 1 Grange Court. I have already submitted an objection to the proposed development at Grange Court flats and so hopefully you will have seen this, along with the huge number of other objections that have been posted. We were obviously very disappointed to see that even with this overwhelming level of objection the Planning Officer is recommending that this is approved. I am therefore wishing to appeal to you that you give this a true hearing and consider the proposed development not only against the parameters that have been set with this as yet untested law but also the very real human impact.

Firstly on the parking issue, I cannot see how a reliable survey can possibly conclude that there is sufficient on street parking to accommodate the extra 42 bedrooms and resultant cars that this new build would bring. I used to work from home and would at times drop into see my parents around 8.30am in the morning after walking the dog. The traffic in the road was absolutely horrendous, we all know that parking around all schools is often a problem and Grange Court Road is no exception. I hope that the attached photos will indicate just how bad the traffic can be at pick up time. Additional cars parked on the road will make this stretch of road a real accident waiting to happen and as the main users of this road are children and the elderly I very much worry about this. I struggle to see how a traffic survey can be relied upon which suggests there is no current problem and that the on street parking is sufficient to act as an overflow for the residents of the flats. My parents moved to their flat 7 years ago and one of the considerations was off street parking, although this is currently not guaranteed and never could be, the addition of 14 new flats would mean there would be very limited availability of on site parking spaces. As they approach their 80's I am very concerned about them having to park in the road and then walk to their flat, at times in the dark.

As mentioned previously my parents moved to their flat 7 years ago. They moved from a house in Filton which they had lived in for many years. It was a big decision for them to make as they were leaving a bigger property with their own garden but we decided that as they got older it would be better if they were living closer to me and my family, and also a flat would be more manageable and so bring less stress to their daily lives. There were very few properties that they could afford in this area but they just had sufficient funds from the sale of their house to buy the flat at Grange Court. They have for the last seven years been very happy and really enjoyed living in Grange Court. However since the notice was discovered on the lamppost in early September their lives have been turned upside down. My mum now spends her days on the telephone to property consultants, solicitors, neighbours in the flats trying to leave no end unturned in the fight to stop this building happening. This really is not something that any person approaching their 80s should be doing at no choice of their own. They are both really struggling to sleep, highlighted by the fact that my mum sent an e mail to another resident of the flats at 4.30am one morning this week, as there was something she had thought of that was worrying her when she was awake. This cannot possibly be right that they are being put through so much stress and worry for something that they didn't instigate and they are never going to gain from, in fact they are likely to lose value in their flat. The best conclusion of this awful process for all of them is that this proposal is rejected but even then they will only be back to the position that they were originally, enjoying residing in their flat, as they should be entitled to do. This process is also bringing a financial cost to all of the residents, again

only to try and stop this and not for the benefit of any added gain to them from where they were originally. Surely this is not what this legislation was intended to do?

Should planning permission be granted this will be hanging over my parents for 3 years. There will be no option to sell their flat and move as the value of the flat will severely diminish with the proposed building work. They will have this stress and worry hanging over them and then once building work starts I cannot begin to imagine how they could possibly stay living in their flat. There will be noise, mess, lack of light (as I would presume the whole building will need to be

covered) and the danger that living on a building site will bring to two people in their 80s. Can this really be ethical that at no choice of their own and for absolutely no gain to themselves that this is what this legislation intended? They, like the rest of us have already endured many months of restrictions and worry with the COVID19 pandemic, I really worry how they will cope for much longer with this added stress and uncertainty.

Please do consider all I and others are saying and please try and place yourself in my position with my parents being perhaps your parents or an elderly relative. It is not any of us that are looking for any financial gain from this but just asking to be treated with the respect and fairness that they deserve.

Kind regards

Kate Fisher



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4

GRANGE COURT FLATS EXIT ONTO GRANGE COURT ROAD



IMAGE A

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.



IMAGE B

Mercedes parked on double yellow lines to the right of the exit from flats.
Volvo stationary - brake lights visible.
Redmaid's pupil on bike in between cars.



IMAGE C

Mercedes parked on double yellow lines. Volvo stationary.
Redmaid's pupil on bike in between cars.

IMAGE B CLOSE UP

STATEMENT NUMBER A59

I request that this application is refused for the following reasons:

- The use of this new legislation was not brought in for this type of project.

The reason I state this is that it is impossible to actually construct the 2 storey extension in regards to Building Regulations.

More specifically:

- Fire regs – the stair case would need to be upgraded to a fire stair (existing flat doors not fire doors)
- Existing stairs are not wide enough for a greater occupancy – no room to widen them
- For a new build over 2 storeys to be added to a lift should be added for DDA compliance.
- To make this function would require the 4 stair cores to be extended or a 4 new stair towers to be added. These are not part of this application so it should be discounted as not buildable as drawn.
- Structure – The existing building is a load bearing structure designed for 3 storeys. The resident structural engineers confirm it is not suitable or strong enough to add 2 stories too. It would therefore require an added overarching new structure. Not shown on the drawings, and not allowed for in the application forms. Again the drawn scheme is not buildable.
- Consequential improvements – An addition of approx. 40% would require that the whole building is upgraded to current Building regulations. It will include adding insulation and re cladding the existing building. This is not indicated on the drawings so again they do not represent a buildable solution.
- Party Wall agreements – The developer would need to take out separate Party wall agreements with each of the 21 existing owners each of whom will object. It is unlikely this could be resolved within the 3 year completion period. It would be stressful to residents.

It is clear that the developer owner is only applying for the planning to increase the Freehold value.

The project could not be constructed in the 3 year limit from passing Planning without full demolition and a complete new build (not indicated on the drawings).

This would not be possible unless all leaseholders agreed.

They will not agree and the application should be rejected to stop any more stress and anxiety to the residents.

I am writing this as an experienced Architect, and friend of a resident.

Regards,

Tim Barton

STATEMENT NUMBER A60

Dear Sirs,

FOR THE ATTENTION OF THE DEVELOPMENT CONTROL COMMITTEE

Our objections to the proposed redevelopment of the block of flats in Grange Court Road, Henleaze are as follows:-

1. The location is on a bend of a narrow road and very close to a school where it would obviously cause a hazard with more parking and traffic. This would also limit the access for any emergency vehicles and waste collection lorries.
2. It is inappropriate to build a higher building not in keeping with surrounding architecture and possibly limiting light to neighbouring buildings.
3. The developers, who only own the leasehold, did not consult the owners of the existing flats when they applied for building approval, and it springs to mind that they are only interested in making money for themselves.

This has obviously caused a lot of worry and distress for very many people and therefore feel that any extensive building work on this site is completely unacceptable.

Yours faithfully,

Mary and Patrick Wilson.

STATEMENT NUMBER A61

Regarding Application 20/03831/ND being discussed on 11th November 2020

I would like to make a statement regarding the application to build two more floors on the flats in Grange Court Road.

I have already submitted a complaint to oppose the application to the council, however, I feel very strongly that this application should not be granted.

- 1) I strongly believe that adding two more floors to a building which is already the tallest in this area would make it an eyesore to the whole neighbourhood. It is totally out of character for this local community. It will have a huge effect on all who live within the vicinity of the flats, it will block light, and change the view for all around and cause great upset and anxiety to all the residents who are mainly elderly. In this time of Covid and uncertainty I find this the cruellest application that is based on pure greed of the new owners of the freehold.
- 2) The flats overlook the playing fields of Redmaids/Redland High girls school and is next to a junior school which creates a huge amount of traffic (The two schools would presumably be unhappy for more people to be able to view their pupils playing games). It is also opposite a well attended and vibrant church, a busy bowling green and Newman Hall which is an arts venue. All compete for parking places and block this road, to add further flats on the bend of this well used road is inconceivable.
- 3) The noise of any building work, additional floors to a building that does not have lifts which will cause problems for fire safety, and no additional parking etc is totally wrong. The existing flat owners have all bought flats in an established block, some precisely because they wanted to be on the top floor. They are now having their whole right to quiet enjoyment being taken away from them by ruthless free holders who do not live in the flats themselves or I believe live in this city. We also live in the vicinity and have a right to quiet enjoyment of where we bought our house. To have a taller building in our sights will be intrusive and unacceptable.

I hope that you take into account all the objections made in the previous consultation period.

Pam Bouch

29 Grange Park

STATEMENT NUMBER A62

Introduction

I have been a resident of Grange Court since 1999. I have worked for the NHS, public and private sector organisations, and retired recently having worked throughout the last lock down supporting Road Traffic Enforcement systems on behalf of the DVSA. These comments relate to the **Parking Survey Technical Note** produced by **Transport Planning Associates**, dated October 2020.

Summary

- Version control and standards indicating an unprofessional and flawed piece of work.
- Basic arithmetic errors
- Inaccurate language, describing spaces as available when there are no marked parking spaces
- Simplistic analysis, which ignores typical parking behaviour and inevitable inefficient use of the road space
- Biased calculations used to calculate parking demand in favour of the applicant.
- Methodology differs from the referenced example in Bedminster, and the recent case in Portishead.
- The main premise that parking demand will increase by 13 has been discredited by the two similar surveys quoted above, and by simply comparing the actual number of cars on site at present, which for various reasons is already artificially low.
- We are in the middle of a public health crises, which is being exploited for financial gain. The planning officers' report ignores the reality and its impact on public transport. The planning office is not qualified to speculate on the future public health situation.

The paragraphs below provide more detailed analysis of specific sections of the report.

Analysis

Paragraph 2.3 states:

This approach to forecasting parking demand was used by TPA in support of a redevelopment at the Princess of Wales public house in Bedminster, Bristol, to provide private rental accommodation (Ref: 20/01272/F). The methodology was agreed with BCC.

In the Bedminster survey the calculation used was as follows.

$(A + B) * C = \text{Required Spaces}$

Where

A = percentage of 1 car or van in household expressed as decimal

B = percentage of 2 car or van in household expressed as decimal

C = number of bedrooms in the development

Applying the same calculation to the figures quoted for Henleaze.

$(0.52 + 0.23) * 42 = 31.5$

Rounding up to **32** parking spaces required as opposed to the **13** quoted in this survey.

The report has not followed the agreed methodology. It has simply manipulated the data to give the result that the applicant has asked for. It cannot be considered objective or trustworthy.

Section 4 of the Bedminster report, details the superior accessibility to facilities and communication links to argue the case for reduced need of car ownership. The two areas are not a good comparison, as Bedminster benefits from better transport links including a railway station. Therefore there is greater need for car ownership in Henleaze.

Paragraph 3.2 states:

In addition, TDM have requested a parking survey is undertaken at school peak times, between 1515 and 1545 during term time, because the “roads can get congested at school peak times”.

Under the current restrictions on public transport, there is at least a 50% reduction in capacity, and therefore an increased pressure on demand for car usage. This is reality and no one can speculate when public transport will be back at full capacity, so the increased pressure on demand for additional car usage will remain for the foreseeable future.

Example, I gave up car ownership in 2013 in favour of public transport. I have not used a bus since the 18th March this year (you can verify my M ticket usage history with first bus), and do not intend to for the foreseeable future. Even with the safety measures adopted, it is my personal judgement that bus travel is the riskiest environment that I can expose myself to in my typical day. I accept that eventually I will buy another car.

With this in mind it would be perfectly reasonable to say that it is impossible to have a fair assessment of parking availability while in the midst of a public health emergency

Paragraph 3.10 states:

Table 3.1 demonstrates that during the survey undertaken on Wednesday 7th October 2020 between 2200 and 2230, a total of 76 on-street car parking spaces were available within 150 metre walking distance of the site.

I have measured the entire survey area by marking out every 5 M space, and have found the following.

In the surveyed sections the **potential** parking spaces are...

Orange = 18

Blue = 21

Purple = 25

Grey = 5

Green = 12

Total = 81 potential spaces NOT 84

The report repeatedly uses the word “available”, which is misleading, as these are not marked parking bays.

Actual available spaces depend on two factors.

1 the number of cars parked at the time of the survey (It is not a true picture at present due to less traffic and less overspill parking)

2 The fragmentation of the parking space, due to driveway access, leading to inefficient use of the available space. The sections are highly fragmented, and it is usual that fewer cars are parked in each fragment than is actually possible. For example the purple section consists of 8 fragments of parking space. Assessing each of the fragments in turn, you could quite easily have 5 fewer parking spaces within the purple section. Examples of this occur daily.

Paragraph 3.14 states:

Table 3.3 demonstrates that during the survey undertaken on Thursday 8th October between 2200 and 2230, a total of 76 on-street car parking spaces were available within 150 metre walking distance of the site.

There are two problems with this table

The sum in the grand total column reads 76, it is actually 77. A minor point but illustrates that this has not been quality controlled. Also it is still marked as DRAFT, and there is no name in the author or reviewer fields. Initials are only ever acceptable for certain internal documents.

It states 6 potential spaces in the grey section, which is physically impossible. This is caused by the rounding up error of dividing 28 by 5. In this kind of calculation you can only use the integer value, as you are calculating the number of whole vehicles that a length of road can accommodate. I haven't checked through the rest of the document for rounding errors.

This picture shows the reality. 4 cars parked in a space which the report claims is large enough for 6.



Paragraph 4.3 states:

Through analysis of 2011 Census data, this TN has demonstrated that the proposed development, which will provide 14 private rental flats, could generate a parking demand of 13 spaces.

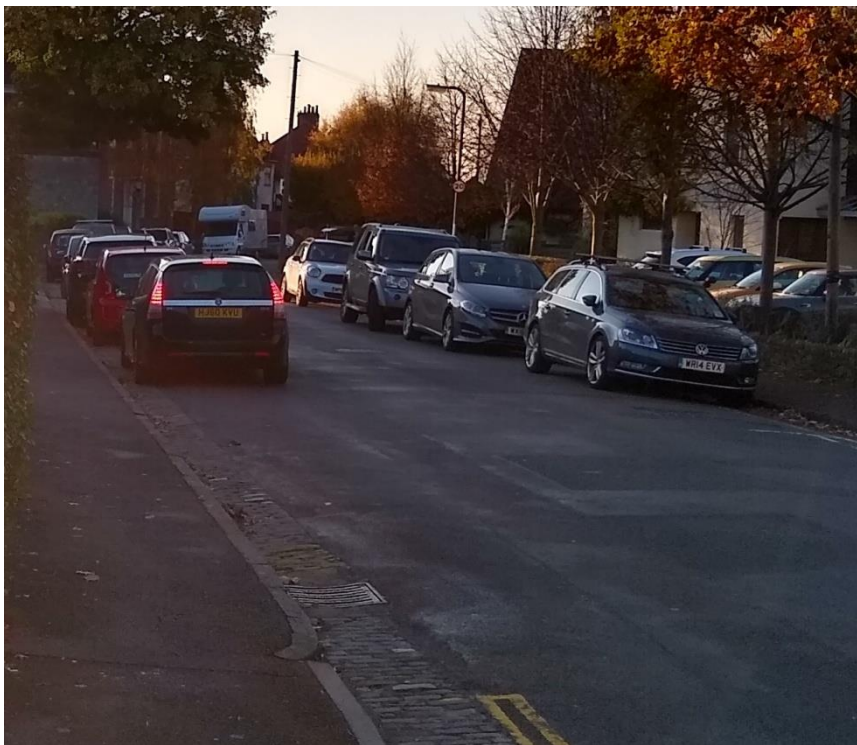
By the same methodology used on the referenced application, this figure is **32** (see above). A similar application in Portishead (North Somerset Council application 20/P/1993/DA1) uses the councils standards of 2 cars per 3 bedroom apartment which would give **28** cars.

Paragraph 4.4 states:

Parking surveys were undertaken on Wednesday 7th October 2020 and Thursday 8th October 2020 between 2200 and 2230. A parking survey was also undertaken on Thursday 8th October between 1515 and 1545. The surveys recorded an on-street parking availability of 76, 76 and 45 spaces respectively.

Due to Pandemic restrictions this snapshot is not representative of the true picture. Furthermore it is not possible to speculate on the future as there are many factors that could affect the outcome.

The survey pictures taken on the 8th October show just a handful of cars, however these are pictures taken at 3:25 on Friday the 6th November, showing considerably more cars.





Paragraph 4.5 states:

It is concluded that there is sufficient on-street parking availability to accommodate the parking demand generated by the proposed development.

This is a biased report designed for the applicant to undermine the legitimate objections. I challenge the data and calculations used. Illegal parking is a major factor in pedestrian safety, and there are 3 schools within the immediate vicinity. This street is part of a safe cycle route and its council policy to promote sustainable transport. I find it despicable to misrepresent the traffic situation in order for property speculators to line their pockets at the expense of the community.

These pictures illustrate the reality. Note the cyclists in both pictures.





Conclusion

The analysis above demonstrates that a crucial report that has been submitted in support of the application at Grange Court is fundamentally flawed. The Council and its Officers have relied upon this flawed report in reaching their conclusions on the acceptability of the proposed development. In light of the findings, the Council should be obliged to review and scrutinise the report in greater detail and to do so in advance of any decision.

On a personal note, there is a collective sense of bewilderment here that this can be happening at all. Everyone here has worked, or is still currently working in those sorts of occupations that are being praised by the government as keeping the economy going and society safe. Yet despite our lifetime financial commitment to own our homes, we find that we are at the mercy of property speculators. People who have spent a mere £10,000 on a freehold, and now stand to make a fortune at our expense, and condemn us to intolerable living conditions and stress. There is a very real sense of betrayal and outrage among the residents. When you hear respectable people in their 70's and 80's are using harsh language to describe the situation, it can leave you in no doubt that this is an injustice that must be addressed.

When people clapped the "frontline heroes", I'm sure they were not clapping for people, who have contributed nothing and simply exploited this situation to make massive profit on the back of those workers.

STATEMENT NUMBER A63

Dear Development Control Meeting.

I am writing to object to the proposed planning application to build two extra storeys on top of Grange Court flats.

I have friends who own and live in one of the flats. The developer did not consult the current residents about this proposal. I object to the proposed development for several reasons. Building on top of flats where people are living would be extremely disruptive and potentially dangerous. Many of the residents are older people and others who chose to live here because it is a quiet peaceful haven. The proposal would also radically change the character of the flats. The building process would damage the gardens and wildlife. With an increased number of residents it is unlikely this would ever be regained. There are already difficulties with traffic management with the number of local schools. Increasing the number of flats particularly without increasing car parking or garage space is likely to exacerbate this problem. The area is totally unsuitable to have a higher rise block of flats, it would be taller and uglier than the surrounding housing. I presume the developer has looked to see if the current structure and foundations could be safe to build on. I sincerely hope you do not approve this application.

Yours faithfully,

Jane Davies

STATEMENT by Mrs Cristina Bergman-Dye

Statement for Application 20/03831/ND - Development Control Meeting B - 11th November 2020,

I would like to attend and speak at the meeting.

I strongly OBJECT to the upward extension of Grange Court Flats and I would like to draw attention to the **Residents** of Grange Court who are already adversely affected by this Application.

My parents, who are in their 80's, live in a top floor flat in Grange Court and, up until early September when they found out about this application, were extremely happy in their home. They had moved here in 2018 after selling our family home of 42 years and were enjoying the peace and tranquility of their new life in Bristol, closer to me and my family. They chose Grange Court in particular as it is a small sized block and in a quiet setting with gardens to enable them to spend time outdoors where they could relax. Their home was their sanctuary and has also been their safe place to shelter and isolate during the Covid crisis. Their lives, along with all the other residents of Grange Court, have been completely shattered by this Application.

Many of the Residents of Grange Court are retired or elderly and some are already dealing with the serious health challenges that this time of life can bring. Over the past 9 weeks there has been a marked deterioration in the mental health of many residents and given the cloud of uncertainty hanging over their homes, many are losing sleep, suffering from anxiety, depression, distress and emotional exhaustion. These people are some of the most vulnerable in our society and to think they can be put through this turmoil and stress is unfathomable.

The Residents did not buy a home in Grange Court to then be exploited by an opportunistic developer. Their dream was to enjoy their lives and homes in peace. They do not want to be held prisoner on a building site, their lives blighted by constant dust, noise, vibration and toxic materials (asbestos is on this site). There are no '*special conditions*' that could be put in place for a build of this mammoth proportion that will make life bearable.

Grange Court is divided vertically by party walls and as each block only has a single stairwell, this is therefore the only entry/exit point for each flat. There are no lift shafts. Given the demographic in the blocks and onsite stairlifts, how could the Residents exit and enter their flats safely with construction workers onsite and the predicted extra traffic from two more storeys?

I urge the Committee to please consider the potential *human cost* of this development. I understand you are under pressure to meet the housing crisis and the demands of Government, but you can set a precedent and not be party to this '*race to the bottom*' in building standards. Please consider the people at stake here and the many thousands that will be affected in the future if this application is approved. Local Planning has to take back the power and responsibility to set standards and contribute to better legislation, casting aside applications that will result in unprecedented, unsafe and unwanted builds in the UK.

This is the thin end of an extremely large wedge and will instigate similar developments all over the city and country if approved. Any seemingly altruistic intentions by bullish Freeholders to create new homes will be obliterated by home-buyers avoiding purchasing leasehold flats. A tidal wave of flatowners will flood the housing market trying to sell their homes, in fear that they too will become victims of overdevelopment. A new housing crisis is born out of ill-considered legislation and reckless proposals.

Finally, Bristol is a city of people that cares for and respects all of its communities. This is made apparent by the overwhelming public objection to this application, many of which mention all the serious planning issues, but also pay particular attention to the Residents and how they will be affected during and after the build. Bristol is revered by many others cities in the world as forward-thinking with it's citizens at it's heart. Approval of this type of application would certainly be a backwards step.

Please make the right *moral* decision and protect the Grange Court Residents. Give them back their rights as leaseholders to enjoy the peace and tranquility of the homes they spent their life savings to buy.

I respectfully ask you all to please REJECT this application and end the torture.

STATEMENT NUMBER A65

Dear Sir/Madam,

My mum has been a resident of Flat 4 Grange Court for 20 years, and is now 85 years of age.

After considering many options, my parents chose this particular complex as their final retirement home for its demographic and ideal size. Had this new proposal been in place then, they most likely would not have chosen this complex and I strongly believe most of the other residents would say the same.

My dad passed away in 2004 and my mum still likes her home so much that rather than consider the option of moving, is in the process of having a stair lift installed. There is also a stair lift installed in each of the other blocks, probably for the same reason.

As it stands, the new proposal will make the new flats practically inaccessible to new buyers which are of a similar demographic to the current residents. This group would also be reluctant to purchase the existing flats when they come up for sale. If the new proposal is implemented, many of the residents including my mum, will have to spend the rest of their lives in a place completely different to the one they chose as their final home. The choice will then be to either spend their final years in a place where they are unhappy, or move elsewhere. The majority of the residents however, are not in a position to sell and buy a new home.

We sincerely hope you consider the impact this will have on the many elderly residents of Grange Court.

Jaku Khimji

**Statement By Gordon Lee , 6 Lawrence Grove, Henleaze, Bristol
Application number 20/03831/ND Grange Court Road BS9 4DW**

My mother in law Mrs Fay Burgoyne lives in and owns Flat 2 Grange Court. She moved here 3 years ago after the death of her husband. He husband was a postman and they were married for over 50 years. Fay sold their house, representing a lifetime's saving, after her husband's death came to Bristol. She chose the flat at Grange court as it a quiet block and on the ground floor as she has had two hip replacements and has limited mobility. This planning application has affected her and is causing her stress and sleepless night, at a time of additional stress due to the Covid situation. It has also badly affected many of the other residents in a similar manner.

I strongly object to the current application by the developer ERE on the following grounds:

1.Lack of consultation with residents of Grange Court and wider social issues

There has been a total lack of communication by the freeholder with the residents of Grange Court . The first that they knew of the application was a notice on a lamp post. It was some considerable time before Bristol City Council fulfilled its obligations to write to the residents and inform them about the application. This is at a time of already considerable stress caused to the mainly elderly residents due to fear of catching COVID.

It seems incredible, and to fly in the face of decency and natural justice, that a faceless corporation can purchase the freehold for less than £10000 and then seek to exploit the situation to literally build on top of people's homes. ERE is hiding behind its agents , who in turn should face up to their moral shortcomings in supporting this appalling application) .

There have been well over 200 objections to the application by local people who are familiar with the Henleaze, the road and the Grange court flats as they live here. They know the area well and are shocked that such a scheme can be contemplated that will have such negative effects on the community.

The planning committee have an opportunity to bring some character and integrity in considering this application and rejecting it both on technical grounds but also in support of local democracy.

2.Permitted development application – legality /lack of control by LPA

The permitted development regulations are contentious and have been brought in by the present government to “ cut through red tape” in the planning process. This legislation is designed to circumvent the checks and balances of the planning process in this country and also local democracy. Local peoples voice and objections are weakened by permitted development rights as are the ability of the LPA to control and influence development .

There has been considerable publicity and cases where rabbit hutch homes are being built and the local authority is powerless. (<https://www.bdonline.co.uk/news/architects-accuse-government-of-arrogance-and-breathtaking-lack-of-understanding-over-permitted-development/5107132.article>)

The legislation under which the Grange Court application (ability to add two storeys to existing block of flats)is made is very new (August 2020) and is untested in the courts.

The planning officer Mr MacFadyen does not refer to any consultation with the BCC legal department nor any other legal counsel with respect to the application of the legislation to the Grange Court development. **This is the first time this specific legislation has been used within the authority. Hence questions must be raised as whether the existing application is legal and whether any decision made by the committee is open to legal challenge.**

It should be noted that due process was not followed in this application. The residents of Grange Court were not directly communicated with within the required timescale.

2. The application does not comply with the Nationally Described Space Standard(NDSS) as required from 1st October 2020

The flats must comply with the NDSS (<https://www.architectsjournal.co.uk/news/minimum-space-standards-for-all-permitted-development-homes-government-announces>). This was announced by the government on 1st October.

<https://www.gov.uk/government/news/permitted-development-homes-to-meet-space-standards>

Press release

"Permitted development" homes to meet space standards

New homes delivered through Permitted Development Rights will have to meet space standards, Housing Secretary Robert Jenrick has announced.

Published 30 September 2020

From: [Ministry of Housing, Communities & Local Government](#) and [The Rt Hon Robert Jenrick MP](#)

The current flats are 3 bed 5 person flats – as indicated in the drawings put forward by the ERE architects Dexter Building Design. The architects drawings show these to have a Gross Internal Area (GIA) of 75.3 m² The NDSS requires the Gross Internal Area of the flats to be 86 m².

Hence the flats are too small to comply with the NDSS and the current internal arrangement and design put forward in the planning application must be changed.

3. Traffic management

Grange Park road has a chronic traffic and parking problem. The Westbury Rd end is always double parked and in the morning between 730 and 9 am and after 3 pm it is very busy and difficult to drive down safely. Parents drop their children off for Redmaids Junior school and Senior school. Many children walk down the road and cross the road.

The other end Brecon road has become busier and busier over the past two years with the establishment of St Ursula's. Brecon Road become congested so parents park on Grange court road and walk their children to the school. There has also been a growth of commuters leaving their cars

in the road so they can walk and get the bus to the city centre. Hence pre-Covid the Brecon rd. end of Grange Court rd. had become double parked for large parts of the day.

The Transport Development manager Jane Woodhouse states in her application response dated 7th October :

“The roads can get congested at school peak times, and when the community facilities are in use. Whilst there are quiet times, the parking congestion at peak times leads to road safety concerns, and these issues are reflected in the comments received by local residents.”

From the consultation response, it appears that during busier times, there is obstructive and unsafe parking, even on the double yellow lines, particularly during school peaks. A reduction in parking capacity nearby is likely to result in this problem being exacerbated.”

The only parking survey was carried out by TPA on the very next day , the 8th October. The TPA report is **deeply flawed** and **inaccurate** on the basis that :

- Only **one daytime sampling period** was undertaken between 1515-1545. This is not a representative sample.
- The traffic was very light in early October when the TPA survey was undertaken due to the lack of people commuting to work due to the COVID pandemic. **Hence this is not normal traffic density** and hence the availability of on street parking has been considerably over estimated. In normal times the road is extremely crowded in the daytime and often double parked all the way along the road as it is used by parents of 3 schools. Some parents and commuters leave their cars on the road all day and take public transport into the city. The road is difficult to drive along between 8 am and 5 pm on weekdays. Below



Figure 1 Taken outside Grange court flats entrance at 1535 on 16th October 2020.looking towards Brecon Rd. Note that there are considerably more parked vehicles than observed in the TPA survey on the 8th October as seen in picture below



Figure 2 Photo from the ERE commissioned TPA survey on the 8th October of the same stretch of Grange court Rd road looking towards Grange court, there are far fewer parked cars and traffic indicating that the day that they conducted the parking survey was unusually quiet and not typical. See figure 1 above and figure 3 below for more typical parking density.



Figure 3 Picture taken from same location as the TPA report picture in figure 2. Picture taken at 0832 on 21st October. It can be seen that there are many more parked cars than in the TPA report.



Figure 4 Taken outside Grange court flats entrance at 1536 on 16th October 2020.looking towards Brecon Rd.Hence a minute after the picture Figure 1 . Note the traffic and vulnerable cyclists and pedestrians

- The school drop off and pick up times are currently staggered and hence the 1515-1545 time slot. See email from Lisa Brown below. On Thursdays (the day of the survey) the pickup times were 330 to 415. Redmaids senior school finished at 1605. In normal times many senior girls exit through the junior school onto Grange Court. St Ursulas pick up times do not finish until 1615 either.

Email from Mrs Lisa Brown -Headmistress Redmaids Junior School

From: Lisa BROWN <L_BROWN@redmaidshigh.co.uk>

Date: Fri, Oct 30, 2020 at 4:00 PM

Subject: Re: Grange court planning application-Junior school drop off and pick up times -

To: Gordon Lee <gordonslee57@gmail.com>

Dear Gordon,

A good time to view is in the morning. Drop offs are very busy from 8:15 to 8:45am and St Ursulas also park down to the corner by you from about 8:40am and so the road is very congested.

Pick up varies.

Monday: Most girls are in a hockey club or finish later so pick up is busy at 4pm or 5:15pm if it is dry.

Maybe cancelled if wet!

Tuesday and: Thursday 3:30pm - 4:15pm

On a Wednesday most of the school finishes at 4pm and so pick up is busiest then. The younger years finish at 3:30pm.

Friday: 3:30pm-4:15pm

I hope this is useful.

Lisa

- .As there will be no lifts to the new third and 4th floors and only stair access, it is likely these would be occupied by young professionals or perhaps students, rather than families. Hence there is the potential for significant increase in traffic and street parking as there are currently only 11 existing parking spaces for the whole block and the number of parking spaces will not be increased. Hence there could be between upwards of 40 new occupants with a considerable number of vehicles between them. The application made by the owner states that these will be able to park on the street i.e. Grange Court Rd.
- The report does not deal with the risks associated to proximity of Redmaids Junior school. As the letter by the traffic consultant Ian Southwell of Vectos indicates *“The proposals actively encourage on-street parking outside a school, and the most attractive place for residents to park will be immediately outside the school as this is the point closest to the site, on the same side of the road, without any parking restrictions. This raises a number of highway safety concerns, increasing the likelihood of children crossing the road between parked vehicles, and on-street parking outside schools is typically something local councils and schools are trying to prevent”*. This is attached in Appendix A to this statement.
- The letter dated 30th October by Ian Southwell of Vectos(attached to this statement) raises a number of additional important flaws in the TPA traffic survey e.g incorrect methodology in using 5m for a traffic space instead of the required 6 m. the PA report underestimates the number of vehicles that will be associated with the new dwellings, that it unreasonable to expect people to park more than 50 m from their dwelling etc This is attached as appendix 1 to this statement.
- The BCC planning officer Mr MacFadyen makes the comment in his report that “ it is ultimately the responsibility of individual drivers to ensure they park legally courteously and safely “. That of course what should happen but an unrealistic expectation by the Council in view of the likely high level of traffic . I am surprised that the council had not made their own enquires of the schools rather than relying on the applicants’ report who has a vested interest .

The **Transport Development manager Jane Woodhouse** does not seem to have recognised the flaws in the TPA report. It is noted that **her response to the TPA report is dated 7th October** (attached) which predates the TPA report. The most benign inference that can be made is that she was under so much time pressure when considering the report that she did not have time to change the date on her previous report -also dated 7th October . **However this must raise concern that she did not have time to give sufficient care and consideration to the TPA report and the chronic traffic issues raised by over 200 local residents in their objections**

4.Disabled access

The new flats that are proposed will have no lifts and hence do not comply the DDA requirements for this type of development.

There will be no disabled parking provided within Grange court. Where will disabled people park ? The BCC Officer seems to accept that they will have to park on the street up to 150m away. This seems totally unrealistic and discriminatory.

5. Amenity

At the end of construction the existing residents would have increased noise, foot traffic within the building, increased traffic coming in and out of the development and reduced security. The potential change in demographic will have negative consequences both for residents and for neighbours.

There will be a significant increase in traffic(deliveries, additional cars) into and out of Grange Court which will impact on the existing residents and increase risk of harm through collision .

The construction of two extra storeys is a large construction project that will require the use of cranes and heavy machinery .It will also last a considerable time. The effect on the mostly elderly residents will be that they will be exposed to noise, dust , risk of being hit by falling objects, reduced security and being hit by construction vehicles. At present they are able to use and enjoy the garden but they will be unable to do so while construction works are carried out.

The neighbouring Redmaids Junior School and neighbours in Grange Court Rd will also be exposed to noise, dust and risk of being hit by construction traffic.

6.Structural issues / buildability

The applicant ERE LLP **does not know** if they can build the additional two storeys. In order to do so they would have to carry out an extensive number of intrusive tests:

- They would have to expose the rebar(steel rods in the reinforced concrete) in the main pillars and also take concrete samples.
- Trial pits would have to be dug to look at the foundations.

The technical difficulties of building the additional two storeys are considerable and may be insurmountable.

See the attached report in appendix B by a qualified structural engineer,

7. Inappropriate height

The height of the building after the two additional storeys were added would make it the highest building in the areas with the exception of the churches, This is inappropriate for Henleaze and will have a negative effect on the area. The building will be visible from large parts of the surrounding area, including the adjoining conservation area.

It will also overlook the Redmaids Senior school at the rear.

BEFORE - 3 LEVELS



AFTER - 5 LEVELS



Figure 5 This shows the projected building height that is disproportionate to its surroundings

BEFORE - 3 LEVELS



AFTER - 5 LEVELS



Figure 6 Again the height increase is disproportionate. At the bottom right is the Redmaids school which will be overlooked.

Appendix A

Report From VECTOS Traffic consultants

30 October 2020

Ref: 205669-L01

To:
Bristol City Council
Planning
City Hall
Bristol
BS1 9NE

Dear Mr Macfayden,

Re: 20/03831/ND – Application to determine if prior permission is required for proposed two storey upward extension to comprise 14 new dwellings on detached block of flats.

Letter of Representation – Objection

This letter is prepared by Vectos on behalf of the residents of Grange Court, who object to the planning application 20/03831/ND. This letter raises the key concerns in relation to the impact of the proposals on the highway network.

The concerns raised confirm that prior approval for the site should be refused and that planning permission is required for the proposal.

Highway Safety

The proposed development is for 14 new dwellings with no car parking spaces provided. The applicants own report forecasts a parking demand of 13 vehicles, based on car ownership levels, but the actual demand could be higher depending on the time of the day, the demographics of the people who occupy the flats, and any demand from visitors. In addition, the proposed flats are all 3-bedroom flats, so the potential for future occupants to be families with children or multiple adults sharing the accommodation is reasonably high, and typically the parking demand for such occupants is likely to be higher than average.

The actual on-street parking demand could therefore exceed 13 vehicles, but on the basis that it is 13 vehicles this still raises several highway safety concerns. These concerns are:

- Site proximity to Redmaids Junior School – The site access is located circa 40m from the entrance to Redmaids Junior School, which in turn feeds Redmaids High School. The proposals actively encourage on-street parking outside a school, and the most attractive place for residents to park will be immediately outside the school as this is the point closest to the site, on the same side of the road, without any parking restrictions. This raises a number of highway safety concerns, increasing the likelihood of children crossing the road between parked vehicles, and on-street parking outside schools is typically something local councils and schools are trying to prevent;
- Double Yellow Lines - There is a significant amount of double yellow lines and other parking restrictions surrounding the site demonstrating the inappropriate nature of on-street parking in this location. However, it is unclear how well enforced the parking restrictions are and there is the potential for future residents, particularly vulnerable and / or disabled residents, not wishing to park

a significant distance away from the site to ignore these parking restrictions and park inappropriately and in dangerous locations; and

- Emergency Vehicles Constraint – Grange Court Road is a typical residential street and encouraging on-street parking may inhibit emergency vehicles routing through the area, particularly with vehicles parked inconsiderately on both sides of the road.

Parking Provision

The Local Planning Authority's (LPA) Urban Living SPD (Adopted November 2018) with regard to car parking providing for new developments states:

Providing a level of parking that is appropriate to the wider accessibility of the site, in accordance with the requirements set out in the local plan, and that supports sustainable and active transport modes.

Whilst the site could be considered to be in a sustainable location the site is not located within the City Centre, is it located within the Outer Urban Area as defined in the Urban Living SPD, and therefore it is not appropriate to be promoted as a car-free development. The level of parking is not appropriate to the wider accessibility of the site.

The Bristol Local Plan (Adopted 2014), Parking Standards, Appendix 2 states that the site is required (at a maximum standard) to provide a total of 21 parking spaces with a minimum of 2 spaces for people with disabilities. Whilst these are maximum standards, the provision for people with disabilities should be treated as a minimum standard to ensure the proposal are equally accessible to all and do not exclude any members of society from potentially occupying one of the flats. The proposals, without any parking provision, do exclude certain sections of society.

Parking Survey

Bristol City Council Highway Authority (BCCHA) underlined in their response on the 7th October 2020 that there will be an impact on highway safety arising from the additional parking associated with the proposed development.

A parking survey has since been submitted and the updated response from BCCHA on the 29th October is that they are satisfied with the conclusions of the survey.

However, there are a number of concerns and inaccuracies with the parking survey which are as follows:

- The parking survey extends circa 150m for the site access. The entrance to the proposed flats are up to 60m further into the site from the site access. Expecting people to park over 200m away from their home is unrealistic, and the actual capacity of on-street parking should be considered for an area much closer to the site, not the total area within 200m.
- The parking survey takes no account of human behaviour, and if the only space available is circa 200m away, the propensity for people to park in a vacant area on the double-yellow lines outside the site would increase.
- Parallel parking spaces (spaces at 90 degrees) as per Figure 8.18 of Manual for Street (MfS) for a 2.4m wide bay are required to be 6m in length. The parking survey details that one parallel space is 5m therefore overstating the number of on street spaces available within 200m of the site by 10 spaces; and
- A number of facilities within the area are currently operating under restrictions due to COVID-19 rules, and therefore the true availability of on-street parking may be over-estimated;

Conclusion

The development proposals will result in an increase in on-street parking demand, much of which will be accommodated immediately outside an adjacent school. This raises significant highway safety concerns.

In addition, the location of the site it is not considered a justifiable location for a car free development, and the absence of any parking provision, even provision for those with disabilities, excludes some sections of society from occupying one of the flats in the future.

The parking survey is inaccurate and presents a false position of the current level of on-street parking demand.

Therefore, the information provided with the planning application is not deemed as a sufficient evidence base to justify that the development impact can be mitigated.

In light of the above, we respectfully request that the Local Planning Authority refuse the application.

Best wishes,

Ian Southwell

Ian Southwell
Director
07825 792 830
ian.southwell@vectos.co.uk

Appendix B

Report From Structural Engineer

FOR ENGINEERING CERTAINTY



12 Dowry Square
Hotwells ■ Bristol
BS8 4SH

T: 0117 929 7949
F: 0117 927 3269
E: info@kb-2.co.uk
W: www.kb-2.co.uk

220150/MH

Simon Collins
Grange Court Flats Ltd
Grange Court
Grange Court Road
BS9 4DW

4th November 2020

Dear Simon,

Grange Court - Roof Top Extension

I write regarding the proposed extension works at Grange Court flats in Bristol. We have undertaken a number of projects of this nature and understand the level of design and engineering diligence required to demonstrate that the proposals will not put the existing building at risk. Although not traditionally a priority at planning stage, given the nature of the proposals and the exposure of existing residents who will remain in occupation, the structural capacity and stability of the building should be considered early in the design process.

The Proposals

We have based our understanding of the proposals on the architectural drawings included with the planning application on the Bristol City Council Planning Portal website reference 20/03831/ND. These plans show proposals to construct a 2 storey extension on the roof of the existing building. The additional stories are to contain 14no. 3 bed flats along with associated stairs and landings. Notably there are no lifts proposed which would restrict access for any person with impaired mobility.

KB² Consulting Civil & Structural Engineers
Registered in England and Wales as KB² Consulting Engineers Ltd
Company Registration no. 09517305
Registered address: 12 Dowry Square, Bristol BS8 4SH



Existing Building

The existing building dates from the 1970's and is a purpose-built block of flats consisting of 3 storeys. Based on visual inspections, it is thought that the building is of load-bearing masonry construction with concrete floors and timber roof which span between internal party walls arranged between the flats. The front and rear elevation walls contain significant proportions of glazing which suggest that they are unlikely to be significant load-bearing elements.

The stability system for the building is provided by the party walls acting as "cross walls" in the critical direction with other internal walls providing stability in the long direction. This form of construction was commonplace in the 1970's and is likely to have used precast concrete floor units built into the walls as they were raised. This form of construction inherently lacks any formal ties to positively connect the horizontal elements to the supports.

Building Foundations

Details of the existing foundations have not been uncovered. However, British Geological Survey maps indicate that the site is underlain by the Westbury Formation and Cotham Member bedrock formations which present as interbedded layers of mudstone and limestone.

In these ground conditions it is reasonable to assume that the building is founded on mass concrete strip footings founded at a shallow depth below ground.

Structural Load Comparison

The new extensions are likely to be specified as being formed using lightweight materials such as timber or cold formed metal stud walls and joisted floors and roof. Based on a typical build-up of this nature we would expect the total load of a new storey to be around 2.5kN/m^2 and a roof would be around 1.2kN/m^2 . Considering 2 new floors and a roof the total additional load is likely to be around 6kN/m^2 .

The existing building consists of 2 upper floors and a roof which weight a total of around 20kN/m^2 . Once the weight of the existing wall loads are considered, our calculations predict that the foundations loads would be increased by as much as 20%.

Structural Considerations

In designing the extension of a building of this nature there are a number of key structural design factors to take into account. These include the following key factors:

Foundation Capacity - It is likely that the original foundations were installed to suit the original design loads. It is not clear how the loads from the new storey will be transmitted to the ground. Assuming that no visible support structures are permitted to the exterior of the building, the only available support is from the existing load-bearing internal walls. A global comparison of loads suggests that foundation loads would be increased by as much as 20%. An increase of this magnitude would require further investigation of foundations (trial pits) to justify the increase and may lead to underpinning being required.

Disproportionate Collapse - This is an assessment of a buildings ability to sustain a limited amount of damage in the event of an accident which is measured in accordance with Section 5 of Approved Document A of The Building Regulations. Based on the existing usage and current number of storeys, the building would be classified as Class 2A (Lower Risk Group). If extended by 2 storeys the whole building would then fall under Class 2B (Higher Risk Group) requiring that the entire building is subject to the inclusion of horizontal and vertical ties or that stability is checked under notional wall removal conditions. In practice, complying with these regulations is difficult without free access to all parts of the building to carry out retrofitting works.

Lateral Stability - All buildings must be designed to resist horizontal actions due to wind and notional horizontal forces. In this building this appears to be achieved by the provision of masonry shear walls. Increasing the building height by around 66% will place significant additional horizontal forces on the building. Without free access to all parts of the building to carry out retrofitting works, these forces would need to be resisted by the existing structural elements.

Structural Installation - During construction of the proposed storeys there would need to be heavy equipment and materials raised to roof level. Given that the existing roof is of lightweight timber construction it is not clear how the occupants of the lower storeys will be adequately segregated / protected from injury.

Summary

The existing building does not appear to have a substantial amount of spare structural capacity and is made from a form of construction that is sensitive to disproportionate collapse. Significantly increasing the number of storeys is likely to overload the existing foundations and increase the level of robustness required to resist disproportionate collapse.

Given that access to the foundations and lower floors of the building may not be possible due to ongoing occupation, it is difficult to see how these issues could be overcome without external structural supports which would be visible on the exterior of the building.

To establish that the scheme is structurally viable it would be advisable to undertake structural investigations works to allow a structural feasibility assessment to be undertaken.

Regards,

A handwritten signature in black ink, appearing to read 'M. Humphreys', with a stylized flourish at the end.

Michael Humphreys BEng CEng MIStructE
for KB2 Consulting Engineer Ltd

Application No. 20/03831/ND

STATEMENT NUMBER A67

Application No. 20/03831/ND

Site Address: Grange Court, Grange Court Road, Bristol, BS9 4DW

Proposal: Application to determine if prior approval is required for proposed two storey upward extension to comprise of 14 new dwellings on detached block of flats

Public Forum Statement

Submitted by: Isabel Clapp, 21 Grange Court, Grange Court Road, Bristol, BS9 4DW

I am Isabel Clapp, I am a 26-year-old Midwife, who currently resides in a top floor flat with my mother in Grange Court. I am writing this statement as I believe the proposal to add two further storeys to the current building is outrageous and will affect the residents in a profound way. This statement includes both physical and emotional reasons to object to this proposal, focusing on amenities, safety for residence and local school children in the area, wildlife and the emotional turmoil that this will have on myself and my fellow residence.

I will discuss:

1. Highway safety
2. Noise
3. Amenities
4. Design
5. Personal response

Highway safety:

There are 3 schools within half a mile of the current proposed building site. I am concerned that there are a lot of children walking to and from school in which with the increase in trucks and cars to and from the site my put their safety at risk.

Grange court road currently has a major issue of high traffic for such a quiet area, due to the road being a through road between St Ursulas and Redmaids High/Juniors schools. This means that there are high amounts of traffic already in the area, leading to pollution and noise. The increase of more flats/persons will lead to an even bigger problem in the area for residence but also parents and children's safety.

Noise

In the current contract for the flats, it is written that we have the right to quiet space and privacy. The increase in 2 storeys and almost double to amount of residence, which will

Application No. 20/03831/ND

undoubtedly mean that this right is broken to the current residence, with increase noise pollution.

Amenities

1. Fire Safety:

The proposed layout plans to increase the building by a further two storeys but fails to recognise the need to adapt the existing building to create a suitable escape route for both new and existing dwellings.

When considering Building Regulations Approved Document B Volume 1, 2019 edition, the existing stairway is not a protected stairway. It is not fire sterile, there are many combustible materials in the construction, it does not have appropriate ventilation for smoke extract, has a single point of escape at ground floor. Then with the additional new floors both more than 4.5m above ground level, the floors above 7.5m require an alternative escape route (The upper floors are 6.9m and 11.5m above the ground floor). This may be considered a building control issue, but this cannot be reconciled without substantial alternation to the exterior of the property.'

There is also limited fire tender access, especially to the properties to the east of the site. (Refer to the appendix of this document for an extract of the Approved Doc B1.)

2. The Roof:

The roof was replaced 3 years ago, in which all residence had to pay up over £7000+. It is a brand-new roof, in which some residence including my mother, struggled to find the money to pay for. If this proposal was to go ahead, I would be asking for compensation for the value of the roof, as it was a huge sum of money.

3. Parking:

Parking is also already full to capacity! We regularly have to park on the road due to lack of parking, and sometimes even this is hard due to parking by the bowling club and parents dropping their children off. The plans show that a bike shed is being proposed, which would be great, however, many residents work on the outskirts of Bristol. I myself, unfortunately, have to use a car for community visits for my job. We don't need any more pollution and cars filling up spaces on the road.

Application No. 20/03831/ND

Proposed design is not in-keeping with surroundings:

The existing building is surrounded by a rich urban environment, with neighbouring buildings including four listed buildings within close proximity (listed in appendix) and many Arts and Craft era residences, all of which is set in low density and open environment, which characterise Westbury-on-Trym/Henleaze. The building itself offers little to this character, but it is understated and sits contently within it's environment, with the current height of the roof matching the ridge height of the neighbouring buildings.

There are few 5-storey buildings in the wider area and none of these are residential properties, to have such a large building would not be in keeping with the local vernacular and the expansion would only serve to degrade the overall character and quality of the area.

The applicant has also failed to include any building heights on the drawings, nor have they included the neighbouring buildings. This absence of context is an admission of guilt in my personal opinion. The new proposed development will undeniably be a complete eye saw to all those that pass it.

Personal Response

I feel that is important for the developers to understand what impact this has on each resident. My personal story is that I live with my widower mother who has manage to fight her way to be able to own this property after losing her husband and looking after 2 children on her own for 26 years. This is the first property she has felt safe in and has improved her mental health two-fold due to the security of the flat, the beautiful setting in which the building resides and being close to friends and family.

I myself moved back in when I was training to become a midwife, I since then have started a job at the local hospital and am saving for my own property. Therefore, I do understand the governments need to increase new housing, however, I do not believe this is the way forward. The proposed flats will not encourage people of my age to move here, as this area is not lively, and has little public transport to both town and other popular work areas such as Aztec west.

Furthermore, the building of these proposed flats will undoubtably mean that my flat is unliveable due to being on the top floor, with construction directly above us. I also

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predominantly do night shifts; this means that I am likely to have heavily disrupted sleep which has a greater harm to the women and babies that I look after.

Please save Grange Court and leave it as the quiet haven it is for all those that reside in it!

Thankyou.

APPENDIX

Building Regulations Approved Document B Volume 1, 2019 edition

Escape from upper storeys more than 4.5m above ground level

2.4 Dwellinghouses with one internal stair should comply with paragraphs 2.5 and 2.6. In dwellinghouses with more than one stair, the stairs should provide effective alternative means of escape. The stairs should be physically separated by either of the following.

- a. Fire resisting construction (minimum REI 30).
- b. More than one room.

Dwellinghouses with one storey more than 4.5m above ground level

2.5 See Diagram 2.1c. The dwellinghouse should have either of the following.

- a. Protected stairway – a stair separated by fire resisting construction (minimum REI 30) at all storeys, that complies with one of the following.
 - i. Extends to a final exit (Diagram 2.2a).
 - ii. Gives access to a minimum of two ground level final exits that are separated from each other by fire resisting construction (minimum REI 30) and fire doorsets (minimum E 20) (Diagram 2.2b). Cavity barriers or a fire resisting ceiling (minimum EI 30) should be provided above a protected stairway enclosure (Diagram 2.3).
- b. Alternative escape route – a top storey separated from lower storeys by fire resisting construction (minimum REI 30) and with an alternative escape route leading to its own final exit.

Dwellinghouses with two or more storeys more than 4.5m above ground level

2.6 In addition to meeting the provisions in paragraph 2.5, the dwellinghouse should comply with either of the following.

- a. Provide an alternative escape route from each storey more than 7.5m above ground level. At the first storey above 7.5m, the protected stairway should be separated from the lower storeys by fire resisting construction (minimum REI 30) if the alternative escape route is accessed via either of the following.
 - i. The protected stairway to an upper storey.
 - ii. A landing within the protected stairway enclosure to an alternative escape route on the same storey. The protected stairway at or about 7.5m above ground level should be separated from the lower storeys or levels by fire resisting construction (see Diagram 2.4).
- b. Provide a sprinkler system throughout, designed and installed in accordance with BS 9251.

Listed buildings in vicinity:

Name: SOUTHEY HOUSE, **Grade:** II, **List UID:** 1219849

Name: THE OLD TRAMWAYS DEPOT, **Grade:** II, **List UID:** 1282060

Name: The Hermitage, **Grade:** II, **List UID:** 1465508

Name: ST URSULA'S HIGH SCHOOL, **Grade:** II, **List UID:** 1204236

STATEMENT NUMBER A68

I am objecting to this development for all the reasons that were provided when people were first given an opportunity to comment - I understand you received over 150 comments. Those objections failed to stop the application at the first review and our local (Conservative) councillors have sought to blame the Council planning department for that. I assume that the reality is that the legislation (from the Conservative Government) allowing this sort of development also provided only a limited number of grounds for turning down applications. In the interests of local democracy, please reject this application.

Regards

Chris Bouch

29 Grange Park

STATEMENT NUMBER A69

Dear Members of the Development Control Committee

I am writing to convey my concerns regarding the proposed extension to Grange Court flats (20/03831/ND).

Risk of injury to children

My key concern is the impact on road safety. As a resident of Grange Court Road I am familiar with the frequent congestion and large number of children who are walking in the area. This is not a normal road given the three schools in close proximity, particularly two schools with younger aged children. Increased numbers of parked cars on Grange Court Road and increased traffic associated with the new dwellings will lead to a significant and unacceptable risk of injury to children. This is not simply a matter of parking place numbers but of road usage and safety.

While there may be plenty of parking spaces within 150m (although I dispute measures taken during a coronavirus pandemic as being typical) inevitably the biggest impact will be on the road closest to the flats. Consequently the increased parking will cause congestion and risk on Grange Court Road.

Appearance / Impact on the amenity of the existing building and surrounding premises

The planning officer report concludes in part e "that the proposal would undeniably represent a substantial change in the external appearance of the building" and "does represent a considerable increase in scale to the existing building" but they "cannot assess it based on impact to the surrounding area or adjacent heritage assets" only the building itself. The inference of the tone of this section is that it would have considerable negative impact on the surrounding area. While this may be not considered under part e, surely under impact on amenity of surrounding premises in part g this substantial change and considerable increase in scale can be considered?

It would seem that the considerable increase in scale is totally out of proportion with neighbouring buildings. Where would the nearest five floor building be? If this was in the city centre where there were other tall buildings an additional two floors would not be out of place. Surely to put such a large building in an area of low buildings must impact on the amenity of surrounding premises? Would a new build five floor building in this style receive planning permission in this location?

While there may be differing views on 1960s architecture surely this building would not be widely regarded as beautiful? Amenity must also consider whether it improves the attractiveness of the surroundings. To increase these flats to become the most prominent building in the area must be impacting on the amenity of surrounding premises. Surely the role of planners is to encourage beautiful buildings not considerably increase the scale of existing frankly ugly buildings?

This would also seem to be an issue under (e) The external appearance of the building as the NPPF at paragraph 127 says the building should "add to the overall quality of the area", "be visually attractive as a result of good architecture", "sympathetic to local character and history, including surrounding built environment".

The strength of local feeling reflected in the number of objections must indicate that the "substantial change in the external appearance of the building" is not something that is fulfilling those requirements for external appearance and improving the amenity of surrounding premises. Not only is it harming the area but it is also risking physical harm with increased traffic and parking endangering pedestrians particularly the much higher number of children using Grange Court Road and surrounding roads.

Thank you for considering these points in your meeting.

Kind Regards

Simon

Simon and Lucy Russell

15 Grange Court Road

GRANGE COURT, GRANGE COURT ROAD, BRISTOL BS9 4DW

PLANNING APPLICATION NO. 20/03831/ND

STATEMENT FOR CONSIDERATION BY COUNCILLORS AT THE DEVELOPMENT CONTROL COMMITTEE MEETING ON THE 11TH NOVEMBER 2020

STATEMENT MADE BY ALAN & RAFAELA BERGMAN – FLAT 6, GRANGE COURT, BS9 4DW

IMPACT MATTER REFERRED TO: EXTERNAL APPEARANCE OF THE BUILDING

The LPA Summary under the heading ‘External Appearance’ states: In relation to the external appearance of the building, the extension does represent a considerable increase in scale to the existing building. However on balance, the LPA does not find that this would harm the external appearance of the existing building. It is noted that the legislation only requires assessment of the impact to the external appearance of the building itself and does not impact the wider area. When assessed in this regard, it is not found that the extension would cause unacceptable impact to the to the external appearance of the building.

In the Explanatory Memorandum to the Town & Country Planning (Permitted Development and Miscellaneous Amendments)(England)(Coronavirus) Regulations 2020 No.632:-

Item 2.2 The clause means that a full application for planning permission is not required for this development, while at the same time allowing for local consideration of **key planning matters**.

Item 7.9 National Policy as set out in the revised National Planning Policy Framework(paragraph 118) supports extending commercial and residential buildings upwards to provide new homes **including where development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene** and can maintain safe access and egress for occupiers.

Having regard to the Regulations and the Explanatory Memorandum, the LPA has clearly made an extremely narrow and incorrect interpretation of Condition A2(e) which in turn has a devastating impact on the Amenity - Condition A2(g) of the existing building to existing owners, occupiers and neighbouring premises including overlooking, privacy and loss of light.

Attached to this Statement are various ‘before’ and ‘after’ impressions of the building. These demonstrate how a low architectural value building constructed in 1970, is un-obtrusive in its current height and setting. If two further identical floors are added, it becomes a **blot on the landscape, dominates the skyline, obliterates tree lines and absolutely devastates the street scene of what is currently an extremely pleasant Outer Urban Area.**

The adjacent Redmaids’ Conservation Area immediately to the North of the flats is then blighted by its view of a barracks-like elevation, subject to continuous overlooking of the all-girls private recreation areas and consequent loss of privacy that it currently enjoys.

All of the aforesaid matters are 'SERIOUS PLANNING CONSIDERATIONS' and should not be trivialized or dis-regarded. They would not receive such treatment were they the subject of a normal planning application. They cannot be discounted in an effort to give an early Christmas present to a Developer.

We therefore respectfully ask that the Development Control Committee REFUSE this Planning Application.

BEFORE - 3 LEVELS



AFTER - 5 LEVELS



BEFORE - 3 LEVELS



AFTER - 5 LEVELS



BEFORE - 3 LEVELS



AFTER - 5 LEVELS



BEFORE - 3 LEVELS



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BEFORE - 3 LEVELS



AFTER - 5 LEVELS



BEFORE - 3 LEVELS



AFTER - 5 LEVELS



BEFORE - 3 LEVELS - Rear of building



AFTER - 5 LEVELS



BEFORE - 3 LEVELS - Rear of building



AFTER - 5 LEVELS



STATEMENT NUMBER A71

Application No. 20/03831/ND

Site Address: Grange Court, Grange Court Road, Bristol, BS9 4DW

Proposal: Application to determine if prior approval is required for proposed two storey upward extension to comprise of 14 new dwellings on detached block of flats

Public Forum Statement

Submitted by: Tessa Clapp, 21 Grange Court, Grange Court Road, Bristol, BS9 4DW

I appreciate this is a new law and we are one of the first cases, if not the first in Bristol to come in front of the committee, and it is because of that I ask you **not** to approve this proposal. There has already been a lot of opposition to this new law, Sir Keir Stamer and many other MP's from across all parties have expressed their concerns around this change in legislation and have called for this to be retracted or at the very least amended. Please don't make the error of approving this proposal, only for the legislation to be pushed back in the future after this terrible dead has already been done to us!

Please just consider how you would feel if this was happening to you, if someone just came to you and told you they were going to build on top of your house/flat.

Further to that, I would appreciate you taking on board my following concerns for this proposed build;

Fire Safety

The proposed plans outline an extra 14 flats all of which have the potential to accommodate an additional 5 occupants in each, meaning a possible increase of 70 people. The floor plans make it quite clear that these are for multi person occupancy, with three bedrooms, and very little kitchen & living area. With the number of additional occupants there is real concern around accessibility and fire hazards for the residents, especially as many have mobility issues.

God forbid we had a fire, as there has been no thought to this within the planning of these additional flats, with no mention of adapting the existing building to make suitable escape routes. In the blocks where there are currently 6 flats per entrance, with the current max number of people being 12, if the proposed new flats were to be built you could have an additional 20 occupants all trying to get down the stairs at the same time. These stairwells are already narrow, and in two of the stairwells in the blocks there are fitted stair lifts, which reduce the space even more, and the residents that had them installed did so because they have limited mobility, and would not be able to walk downstairs to escape a fire.

Furthermore, in the current Covid climate how difficult would it be for our vulnerable residents, some of whom are shielding to have to share a communal hallway and entrance with the additional occupants (potentially students/professionals). The added risk to their health and potential exposure to Covid would be more than doubled!

Highways

Due to Covid I do not believe you have witnessed and have reported properly on the true picture of the volume of traffic on and around the surrounding roads to Grange Court. This is because the bowling club hasn't been open, there has been a decrease in numbers attending Church, Newman Hall isn't being used, and many of the children that normally get dropped off by parents on their way

to work in cars are being walked in, as their parents are currently working from home. Having said that, even with the current reduction of traffic you can see from the photograph attached we still experience dangerous levels of traffic and congestion which endangers lives. If you add into the mix any additional cars from the extra occupants, potentially 28, presuming each flat has at least two, but could be more, which will need to be parked on the road, it will increase the problem and put residents, parents and children's safety at risk.

Personal Response

At the age of 55 I am the youngest flat owner in the flats, most residents are over 70 and quite a few are in their 80's. As retiree's, older single people we chose to live in this quite location in the heart of Bristol for the peace and quite, and the lovely outlook. These flats were never intended for young people, you just have to look at the Lease to see that;

Examples of lease extracts from Grange Court Lease, dated 8th September, 1971:

Quite Enjoyment P3/(5); The lessor covenants with the lessee that the lessee paying the rent may peaceably enjoy the premises throughout the term without any interruption by the lessor or any person rightfully claiming under or in trust for the lessor

Nuisance P6(17): Nothing shall be done or omitted to be done anywhere on the property that may cause inconvenience or annoyance to any resident on the property or to the neighbourhood and the generality of this regulation shall not be restricted by an any other regulation

Wireless P6(23): No wireless gramophone television or other electrical reproducer or sound producing instrument shall be played or operated in the premises in such manner as to disturb any person (whether through failure to confine the sound or for any other reason) nor at any time in any part of the property nor shall undue disturbance be caused by singing or the playing of musical instruments.

Drunken person P6(24): No person of drunken or immoral habits shall reside in the premises.

The one thing keeping me sane throughout Covid has been the Tranquillity/Oasis of my flat. Where I can watch the changes in the seasons, and enjoy watching the birds, foxes, bats and badgers that live around me. Covid has caused a lot of stress and anxiety for everyone, so to then add this to it has been devastating!

Myself and my daughter, who is currently living with me, both work for the NHS and have continued to work throughout the Covid pandemic. She is a midwife, and along with the pressures of work and the ongoing threat to the building this has heightened her anxiety levels. I myself suffer with asthma and have found this a particularly difficult time. I now work from home most of the time, and the thought of any potential works going on around me is particularly concerning. I live in a top floor flat and it gives me nightmares to think how I could continue to live in my home when I understand the ceiling to my flat will be removed to do the works!!

As a widow with very little pension to fall back on, I consider my property to be my pension and I am really worried that it will be devalued. I have also heard that often the maintenance fees will be increased sometimes doubled, and being on a low income I would struggle to find the money to pay this.

Thank you for taking the time to reading my Public Forum Statement
Tessa Clapp







**Statement By Diane Burgoyne , 6 Lawrence Grove, Henleaze, Bristol
Application number 20/03831/ND Grange Court Road BS9 4DW**

My mother is a resident of the Grange Court flats . She is 87 and moved there following being widowed to be closer to our family . She was lucky to secure a ground floor flat in this quiet residential block 10 minutes flat walk to the amenities of Henleaze High Street . She has had 2 hip replacements and while in good health currently , the potential flat development is causing a significant amount of stress for her . At 87 you also can't take continuing good health for granted . As a family we want her to live a peaceful and independent old age and not have to burden scarce social care or healthcare services

Amenity

The proposed development will impact hugely on her and all the residents . The flats will be far noisier with residents making noise at night going in and out . This will be past my mother's front door as she has a ground floor flat . The flats are likely to have multiple occupancy and younger people living there as there are no lifts . I cannot see how the building work can take place with the residents living there as the roof is likely to have to be removed and the noise and dirt will be unbearable . There will be health and safety issues. I don't think there could be any 'conditions' that would make this acceptable. This will also impact on the schools behind and adjacent to the flats where school children need a quiet space to learn not exposure to noise and dirt pollution .

There will likely be poor parking in the car park as there are not enough spaces so the spaces intended for guests but largely used by residents will be overflowing and make walking out of the flats dangerous .

Appearance and effect on the neighbourhood .

The flats will tower over the other buildings in the road and will not be in harmony with the setting and overlook the secondary school conservation area and the junior school affecting their privacy and additional noise from the flats will impact on the pupils . Frankly the new building will be an eyesore .

Ability to build

The flats will not be suitable for disabled / or infirm people as they will not have lifts . There are concerns about services and fire safety potentially impacting on all residents . The whole roof is very likely to be removed and the foundations may not be sound enough to take the additional storeys as it was not designed for the additional weight .

Traffic and parking

Go at certain times and Grange Park can appear quiet with parking on the road but this is not the case at the time of school pick up and drop off or when the bowls club is operating or if there is a church service / social . Increased parking and traffic on the road will increase the risk to the children walking to school some of whom are only primary school age . The risk to older people like my mother who is not that steady on her feet is also increased . Currently start times for the schools are staggered and the traffic survey prepared by the applicants did not capture the whole drop off time in any event . It is wholly unacceptable and unrealistic to expect people who may be coming home with shopping or buggies or may have disabilities to park so far from their homes as is suggested in the travel plan set out by the applicants

The planning report states" it is expected that some residents will own cars" with all due respect I would maintain that it is likely that the majority of residents will in fact own cars and if the upper

flats are professional sharers that this may be more than one car per flat . This is not a central location where it is far more likely to have low car ownership .

I also take issue with the planning report that 3.15 to 3.45 is the end of a “a normal school day “, a simple enquiry by either the applicants would have established that Redmaid’s High finishes at 4.05 and the head of the junior school adjacent to Grange Court reports different times for pick up and drop off:

Email from Mrs Lisa Brown -Headmistrss Redmaids Junior School

From: Lisa BROWN <L_BROWN@redmaidshigh.co.uk>

Date: Fri, Oct 30, 2020 at 4:00 PM

Subject: Re: Grange court planning application-Junior school drop off and pick up times -

To: Gordon Lee <gordonslee57@gmail.com>

Dear Gordon,

A good time to view is in the morning. Drop offs are very busy from 8:15 to 8:45am and St Ursulas also park down to the corner by you from about 8:40am and so the road is very congested.

Pick up varies.

Monday: Most girls are in a hockey club or finish later so pick up is busy at 4pm or 5:15pm if it is dry.

Maybe cancelled if wet!

Tuesday and: Thursday 3:30pm - 4:15pm

On a Wednesday most of the school finishes at 4pm and so pick up is busiest then. The younger years finish at 3:30pm.

Friday: 3:30pm-4:15pm

I hope this is useful.

Lisa

I would also submit that the three schools combined lead to a massive increase in cars driving around that area that is not reflected in the parking survey undertaken by TPA .

My mother has commented that at school pick up time if she goes out she has had to at times had to step into the road as parents have congregated on the pavement chatting .

An increase of traffic makes a road traffic incident more likely .

Conclusion

My mother doesn’t have internet and would not be able to defend her position without the support of myself and my husband . In my view it is morally and ethically wrong that an out of town developer who bought the freehold for some 10 thousand pounds only a few years ago should be able to benefit to the disadvantage of vulnerable individuals who have worked hard to secure a home ,in my mother’s case for her retirement , and should be able to have quiet enjoyment of their homes . The flat my mother is in was bought with the proceeds of the sale of a 3 bedroomed detached house in Exeter that she had lived in for many years with my father such is the cost of property in Bristol . But the sacrifice of her life down there seemed worthwhile in order for her to be with her remaining family . It breaks my heart that having uprooted her she is put under pressure and stress which will have a significant impact on her health and mental wellbeing and therefore

physical wellbeing . She is thrust into a process where the odds are stacked heavily in favour of the virtually faceless corporate developer . A monolith who will ruin the lives of individuals and move on to the next money making scheme . A corporation who cannot even post a letter to the person whose life they are about to ruin and sticks a notice on a lamppost is not likely to be considerate in the process . My view is that the council should support its residents and the harmonious nature of the area . An ugly dominant building cannot be undone and will be there as reminder of when unethical planning applications were allowed to be rushed through to the detriment of the individuals whose homes were already there and the appearance of a well-loved area of Bristol .]

I request that this application is refused.

Statement By Marion Faith Burgoyne , Flat 2 Grange Court, Henleaze, Bristol
Application number 20/03831/ND Grange Court Road BS9 4DW

I am Marion Faith Burgoyne I am 87 and live in Flat 2 Grange Court . I have been here for three and half years since I moved to Bristol from Exeter when my husband of 56 years died , to be near to my daughter and her family .

This has all been a terrible shock to me and I am afraid now about my future here .I was previously very settled .

Since living in Bristol I have had 2 hip replacements and can walk well although I still have arthritis in my joints . I am fearful of the road conditions if the build goes ahead , in particular moving around and crossing in the increased traffic . It is already bad at certain times of the day . I am afraid I may become fearful to go out . I already struggle if the weather conditions are poor .During the build If the builders make the roads rough or uneven or park their vans outside and inside I will struggle even more during that time . My balance is not good and I will find it very hard to access the flats and cross the road . I stiffen up if I stand still and I can't react to things very quickly . There will be lots of noise and dust .

The traffic is already bad with 3 schools in the area one right next door and the bowling club and the church . I am afraid it won't be safe for either elderly people or children with more traffic .

I am concerned that Covid 19 is not going away quickly and the impact of more people in the flats on the health of the current mainly elderly occupants .

Portishead town council , I understand , opposed a virtually identical proposal (White Lodge) I urge Bristol City Council to similarly support the residents of Grange court against this developer . This is an ill-conceived proposal and it is causing me sleepless nights . I suffer from high blood pressure so this is having a very negative impact on my health at a time when I am already less supported in the community and anxious due to Covid 19

STATEMENT A74

I fully object to the proposed development at Grange Court (the 'property'). This development will increase the current property size by 66%, through the provision of an additional 42 bedrooms. Whilst I acknowledge the recent change in legislation, this appears wholly out of keeping with the spirit of the legislation, given the size and scale of the development. My reasoning for objecting, is as follows:

Highways. The lack of provision for any additional parking will place an increased burden on Grange Court Road. This residential road already encounters a high demand for parking, owing to the close proximity of two junior schools (with over 700 children); along with an active church congregation and vibrant bowling club (both less than 30mtrs from the property). Where the property adjoins the public highway, there are double yellow lines and yellow zigzags, which would require any new residents' vehicles to be parked away from the property on an already congested street, creating a more hazardous situation for local school children.

Light pollution. The property currently makes use of external lighting that illuminates the night sky. At present, this is relatively low level, however any additional increase to the height of the property would create far reaching light pollution, creating a disturbance for wildlife.

Ecology. The current height of the property sits just below the tree line, however any additional floors would breach this, dramatically and adversely impacting wildlife. From our garden (which faces the property), we have observed bats in the area feeding during the evening. The increased height of the development would potentially damage the provision of roosting opportunities, along with the availability of their habitat. No consideration has been given to the management and protection of existing roosts.

Fire. The present size and scale of the property is fit for purpose. Any additional height increase would place pressure on the current, 50-year old fire evacuation routes. With a further 42 bedrooms to evacuate, the lack of any fire risk assessment presented before independent City Planners is grossly negligent. The property is located on the apex of a corner, with a narrow frontage, and with only one external entrance/exit to access the property, this would cause significant issues for the Fire Service to gain entry to the site in the event of an emergency, at the same time as the residents are trying to evacuate.

Aesthetics. Not only will this property dominate the skyline for miles around (due to the property being located at the top of hill), it will also completely change the appearance of Grange Court Road as you enter the street from Brecon Road. Many of the properties were constructed almost a century ago, however the dominating feature of this development will completely undo years of sympathetic City planning to maintain the diverse, yet unobtrusive aesthetics of this street.

Finally, I am staggered that none of the residents of Grange Court have been consulted, or even informed of the potentially life-changing impact on them and the invasive nature that this development will cause. The residents, along with those of us in the neighbourhood, are reliant upon local government serving its purpose, by ensuring that full due care and attention is given to this project, and executing it's duty by declining this permitted development request.

Regards

Steve Beavan, 21 Grange Park

STATEMENT NUMBER A75

STATEMENT - APPLICATION 20/03831/ND AT DEVELOPMENT CONTROL B MEETING ON 11 NOVEMBER 2020

Introduction

This statement is submitted on behalf of my Dad, Roy Holland, who owns Flat 5, Grange Court. Flat 5 is a top floor flat. Dad will therefore be particularly affected by the proposed works if the application is approved.

I intend to speak at the meeting on 11 November 2020 on Dad's behalf.

Other respondents will no doubt focus on the impact of the proposed works on the occupants of Grange Court and the immediately surrounding area. Although I am submitting this statement in a personal capacity only, I am a litigation lawyer at a City law firm, so I will focus primarily on why the planning committee cannot (ground 1) or should not (ground 2) allow the application as a matter of law on a proper reading of the new Regulations.¹

Before I turn to that, I will say a bit about the human impact of the application on Dad.

Like the majority of the leaseholders at Grange Court, Dad is elderly. He is 88 and has cancer, which is currently in remission. He is about to return to his flat after nearly a year in hospital and nursing care. The application is a source of considerable stress and anxiety to him at a time of life and in a situation where he should be allowed to live out the time he has left without the fear of construction work ten feet above his head. He is not alone, as I expect the other respondents will make clear. The applicants – who are well aware of the demographic of leaseholders – are absentee freeholders. They made no effort to forewarn the leaseholders at Grange Court or to engage with them about the application. The first the leaseholders learned of the application was when they read the notices fixed to lampposts etc nearby. I agree with the planning officers that contacting the leaseholders was not a legal obligation, but the freeholders' utter disregard for the emotional impact of the proposal on the leaseholders says a lot about them and is not irrelevant if the Committee is in any doubt about whether or not to grant the application.

Legal analysis

¹ The Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020

I apologise for the length of what follows. The law is somewhat complicated. It is also crucial, since the Committee can **only** grant the application if it has the legal power to do so. As I will explain, the Committee does not have that power in this case.

The Regulations under which the application is made came into force on 1 August 2020. I have read the planning officers' careful report in detail. With all due respect to the officers concerned, however, they are not, I believe, lawyers. As a consequence, they have, regrettably, misinterpreted the Regulations in recommending that the application should be granted. The Committee will therefore be acting illegally (in the sense that the Committee will exceed the powers granted to planning authorities by the Regulations) if they endorse the officers' recommendation.

I will focus on two matters: provision of external support and amenity. I will take them in turn. First, though, paragraph (3) in the new Part 20 of the Town and Country Planning (General Permitted Development) (England) Order 2015 ("the General Permitted Development Order"), which was added to the General Permitted Development Order by paragraph 22 of the Regulations and which is the Part of the General Permitted Development Order on which the applicant relies, provides that:

*"(3) The local planning authority may refuse an application where, **in the opinion of the authority**—*

*(a) **the proposed development does not comply with, or***

*(b) **the developer has provided insufficient information** to enable the authority to establish whether the proposed development complies with,*

any conditions, limitations or restrictions specified in this Part as being applicable to the development in question." (Emphasis added)

In other words, although the application of the Regulations is, to some extent, mechanical, the Committee is required to satisfy itself that the applicant has provided **all** the evidence necessary to satisfy the Committee that the application meets the requirements of the Regulations. The burden is on the applicant to provide that evidence. The Committee cannot assume evidence in the applicant's favour. Where there is conflicting evidence, the Committee must weigh it up and decide which evidence it prefers. If the applicant has not provided sufficient evidence, or the balance of the evidence is against the applicant, the Committee should reject the application. Failure to do so would be unreasonable and would expose the Committee's decision, as a public authority, to judicial review.

(1) Ground 1 – External Support

Permitted development under the Regulations includes permission for “*engineering operations reasonably necessary to construct the additional storeys and new dwellinghouses*” (paragraph A.(a)). However, development under Class A.(a) is **not** permitted “*if it would include **the provision of visible support structures** on or attached to the exterior of the building upon completion of the development*” (emphasis added).

In other words, if, in order to carry out the development, the applicant would need to add a single visible brick to the exterior of the building to support the new dwellinghouses, development is not permitted and the application must be refused.

One thing that is notably lacking in the application is a structural engineer’s report confirming that the existing building is capable of supporting the weight of fourteen new flats. Grange Court was built in 1970. Its foundations and exterior walls were designed, 50 years ago, to support exactly what it is: namely, two three storey, low-level blocks of flats. It was the freeholders’ prerogative to decide what evidence to submit with and what to leave out of the application. In this case, they elected simply to tick the relevant box on the application form without providing any evidence.

In their report, the planning officers likewise elected to take the freeholders’ unsupported assertion at face value without making further enquiries (see page 14 of the report).

The Committee now has the benefit of the report from KB2 structural engineers dated 4 November 2020, which I have attached to this statement for convenience. The report is quite technical, but the key part is on page 4, as follows:

*“**The existing building** does not appear to have a substantial amount of spare structural capacity and is made from a form of construction that is sensitive to disproportionate collapse. Significantly increasing the number of storeys is likely to overload the existing foundations and increase the level of robustness required to resist disproportionate collapse.*

Given that access to the foundations and lower floors of the building may not be possible due to ongoing occupation, it is difficult to see how these issues could be overcome without external structural supports which would be visible on the exterior of the building.”

(Emphasis added)

This is the **only** evidence available to the Committee concerning the need for visible external support for the proposed development. The balancing exercise is therefore straightforward. In the absence of **any** evidence to support the applicant’s assertion that no visible external support is required for the proposed development, contrary to the expert evidence of KB2, the Committee **must** prefer KB2’s evidence and refuse the application on the basis, set out above, that either the proposed development does not comply with the Regulations or, at the very least, the applicant has provided insufficient

information to enable the authority to establish whether the proposed development complies with those requirements. That is the inescapable consequence of the applicant's decision not to provide a structural engineer's report of its own with the application, either because it could not (because no structural engineer would reach a different conclusion from KB2) or because it chose not to, for reasons of costs or otherwise.

If the applicant can produce evidence from a structural engineer to support its assertion, then it can presumably reapply in due course. But it cannot cure **this** application.

(2) Ground 2 – Amenity

Paragraph A.2 of the Regulations provides that:

“(1) Where any development under Class A is proposed, development is permitted subject to the condition that before beginning the development, the developer must apply to the local planning authority for prior approval of the authority as to—

(a) transport and highways impacts of the development;

...

(g) impact on the amenity of the existing building and neighbouring premises . . .”

The principal issue here is parking. The position is different from Ground 1 in that the applicant has submitted a “technical note” from TPA. Unlike ground 1, therefore, where the applicant has submitted no evidence, I do not say that the Committee **must** prefer the evidence of the respondents; but I do say that it **should**.

Properly analysed, there are really two issues relating to parking. First, the impact of the proposed development on the surrounding area and, second, the impact on the leaseholders / respondents. Again, I will take these in turn.

Surrounding area

I will not repeat the observations on TPA's note in the helpful reports from LRM Planning and Vectos dated 29 and 30 October 2020. The key point is that restrictions and arrangements currently in place as a result of the COVID-19 pandemic require TPA's note to be taken with a pinch of salt. In circumstances where the adjacent schools have staggered drop off and pick up times to ensure social distancing and the local bowls club was closed for the season at the time of TPA's survey, the Committee cannot safely conclude that the impact of up to 20 additional vehicles will be insignificant. Ironically, the planning officers' report essentially dismisses the concerns of the leaseholders (many of

whom are actively shielding during the pandemic given their age) about COVID-19 related risks on the basis that, if the application is granted, development can commence up to three years later (see paragraph 8 on page 8 of the report) and dismisses the impact of COVID-19 on the validity of TPA's note (see page 17). The officers cannot have it both ways. If, as is perfectly legitimate, they wish to look forward to a "normal" future in which the development could be carried out without endangering the health of a particularly vulnerable group of leaseholders, they must likewise look forward to a world in which children are all arriving for school at the same time and local amenities such as the bowls club and the church are operating normally. Which should have required the officers – and requires the Committee - to look at TPA's note through a very different lens.

I am aware that other respondents intend to submit photographic evidence of how Grange Court Road really looks during school drop off and collection, even during the current restrictions.

Leaseholders

Irrespective of the surrounding area, the impact of the proposed development on the amenity of Grange Court for the existing leaseholders will be profound. And the planning officer's recommendations will make things much worse.

The applicant does not propose to create additional on-site parking, ostensibly because this is in line with the Council's parking standards, but in fact because it cannot do so without breaching the terms of the leases by building on the gardens.

Parking is not allocated - and is available to leaseholders on a first come, first served basis. The garages are too small for modern cars and the existing parking is barely adequate for the current leaseholders, many of whom depend on their car to get to the shops or visit family given their age and infirmity, and visitors, including healthcare workers and deliveries of groceries and the like.

The applicant's purported answer to this is that the proposed development will include the provision of bike sheds; the implication being that all the new leaseholders will opt to cycle, rather than drive, since the applicant well knows that the cycling days of the majority of the existing leaseholders are long in their past. That is a touching, but fanciful, aspiration.

Assume each of the new leaseholders owns one car (which may be an underestimate in a three bedroom flat). There will be at least 14 more cars looking for space in an area that can only accommodate 11 cars as things stand. Apart from the displacement of cars on to surrounding roads (see above) the existing leaseholders will be forced to park some distance from their flats, irrespective of their age and / or infirmity. There will be nowhere for healthcare workers or delivery drivers to park.

The planning officers' report compounds this problem. Amongst the officers' recommendations as a condition of approval is the following recommendation (see page 26):

“Restriction of Parking Permits - Future Controlled Parking Zone/Residents Parking Scheme

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

It is unclear whether this restriction would only apply to occupants of the proposed new flats, or to Grange Court as a whole. But it doesn't really matter. On the best case scenario that it applies to the new flats only, the new occupants will be very reluctant to move their cars once they have a space at Grange Court and the existing residents will have to park elsewhere. On the worst case scenario, the existing leaseholders will be ineligible to apply for parking permits and will have nowhere to park their cars within walking distance of their homes. Given the age of the majority of the leaseholders, that would be a wholly unreasonable position for the Committee to adopt.

The solution to the impact on the existing leaseholders is entirely in the applicant's gift. The applicant could have offered, as a condition of approval, to prohibit new leaseholders from parking at Grange Court under the terms of the proposed leases. That would not solve the first problem, but it would address the second. The applicant has chosen not to do this, however, because it recognises, despite the illusory benefit of bike sheds, that such a restriction would significantly reduce the attraction of the new flats and thus and the price the applicant hopes to achieve for those flats. As the applicant well knows, in the real world no-one wants to buy a flat if there is nowhere to park.

Jon Holland

8 November 2020

Development Control Committee B – 11 November 2020
Application Number 20/03831/ND – Grange Court, BS9 4DW

Statement from Patrick Healy, Flat 13 Grange Court, BS9 4DW - 9th November, 2020

When I decided to move to Grange Court, for health-related reasons I had prioritised aspects of amenity that would support my health and well-being.

As there were several vulnerable residents then (as there are now), I had been able to see how the grounds and buildings were actually co-operatively shared and used, grounds being simply described as “spacious” not always giving the full picture when used by 21 flats.

Having already some experience of being trapped indoors due to mobility issues, or trying to use crowded shared access when my mobility was difficult and painful, and needing to avoid proximity with such as cold/Flu sufferers due to a somewhat compromised immune system, the Grange Court amenities I considered included:

- Outdoor personal space for safe distancing
- Uncrowded indoor shared space, for safe distancing and avoiding knocks
- Safe outside space for gentle exercise, walking without risk of crowding or knocks
- Tranquility to enjoy sunlight and fresh air in a peaceful garden (all helping the immune system).

Removing those entirely during the proposed building works will make the spread of Coronavirus more likely, and probably impact residents' immune capability. Stress is certainly known to badly affect immune response, and any building works will be even more stressful than addressing this insomnia-causing surprise planning proposal.

Also, we have quite a few residents (around half, I think) who must be considered at risk, and I can think of some I would consider to be very likely more at risk than I am.

And if a proposed development was eventually completed?

The building would have increased from 42 bedrooms to 84; a doubling that can only severely reduce the amenities I listed above.

For vulnerable residents, even if Coronavirus might not then be an issue, other transmittable illnesses such as Flu will be, especially within busier shared indoor space.

Even within that Statutory Instrument dealing with prior approval, amenity has to be considered as grounds to refuse approval. I quote the SI:

"This is subject to prior approval of impacts relating to:

...

(g) impact on the amenity of the existing building..."

The Planning Officer has attempted to separate Amenity from *"there is no avenue available for the Local Planning Authority to resist the application on the basis of human impacts"*.

But an amenity is anything which makes a property desirable, so cannot be separated from human impact.

It is precisely the positive human impact that means some aspect is an amenity, or negative human impact if an amenity has been removed or reduced.

I'll finish with a relevant quote from the Planning Officer's report (my bold):

*"... at paragraph 127 the NPPF [National Planning Policy Framework] states decision should ensure developments **"create places that are safe, inclusive and accessible and which promote health and well-being"**"*

Development Control Committee B – 11 November 2020
Application No. 20/03831/ND : Grange Court Grange Court Road Bristol
BS9 4DW

I stand by my original objections to this development made via the planning portal, these are:

1. I frequently visit Grange Court Road by car and have been there on many different days and times and am aware that already this is a road that is often subject to severe congestion considering it is a suburban area. The congestion is due to it being located on a bend in the road, next to a school, opposite an active church and a Bowls club nearby and of course the existing number of flats and associated residents - all these factors contribute to a high level of congestion on a blind corner of a suburban road.

The inevitable further increase in road parking and resident numbers that would be caused by this dramatic increase, almost doubling the existing accommodation, will have a huge and irreversible impact on road safety for all users.

2. Adding 2 floors to the existing buildings will create an eyesore that is completely out of step with the locale. It is inconsistent with the character of the area.

3. Currently there are spacious grounds as stated in the developer's documents. These spacious grounds are used carefully by existing residents and wildlife thrive in this environment. Building work and almost doubling the human population will unquestionably destroy this.

Referencing the report issued by Bristol City Council I have some additional comments. My comments are in bold and italics

Report :The current application is made under permitted development rights introduced by national government on 1st August 2020. This legislation allows the upward extension of three storey blocks of flats by up to two additional storeys without requiring an application for full planning permission. An application seeking the prior approval of the Local Planning Authority is however required to be made prior to commencement. This report relates to such an application for prior approval.

On gov.uk -website news story introducing the new regulations :-

'New laws laid in Parliament today (21 July 2020) will deliver much-needed new homes and revitalise town centres across England, Housing Secretary Robert Jenrick has announced.

The new rules, which will come into effect by September, will mean full planning applications will not be required to demolish and rebuild unused buildings as homes and commercial and retail properties can be quickly repurposed to help revive our high streets and town centres.

This will help our high streets and town centres to provide more space for new businesses and help them to adapt quickly to what consumers and businesses need.

Homeowners will also be able to add up to 2 additional storeys to their home to create new homes or more living space for growing families through a fast track approval process, with a requirement to carefully consider the impact on neighbours and the appearance of the extension.

Clearly the spirit of the new planning laws is for householders – it is not solely for the purpose of making a lot of money for a company that doesn't even occupy the same city. And certainly not to force homeowners (who happen to be leaseholders) to see their home environment exploited to their detriment.

Report:-PLANNING HISTORY

70/00878/U_U 21 two-bedroom flats with 21 garages and parking spaces for visitors GRANTED - 15.05.1970

50 years ago in 1970 when traffic congestion was a fraction of today and car ownership was less, it was considered necessary that the Grange Court Road development provided 1 garage per flat and provided additional visitor parking spaces. It is not credible that in 2020 it is appropriate to increase the number of flats by 66%, not provide extra parking provision and expect the neighbouring roads to absorb this without incident. I would be interested to see the results of the above mentioned site visit and justification of the conclusion. I am a lay person but I expect Bristol City Council to have a robust highways management assessment system that clearly shows that there will be no detrimental issues created due to this additional development. It is not good enough for individuals who will not suffer the ensuing problems to let this go ahead without scrutiny and risk creating a dangerous environment for local road users in the future.

These are not essential works, this situation does not have to be created – it is the responsibility of the local planning authority to ensure safe development.

Report: INTERNAL CONSULTEE RESPONSES

Transport Development Management, Bristol City Council:

Car Parking

The applicants have submitted a parking survey which indicates that there is ample on-street parking available. A refusal could not be sustained on the grounds of under-provision of parking on road safety grounds.

The applicants parking survey is not an appropriate document on which to make this decision as they are not impartial – they, the few, are aspiring to make huge profits at the expense of the many (the resident leaseholders). Please see note above regarding highways assessment.

We act for the owners and lessees of Grange Court and submit this statement on their behalf in objection to the proposed application. The application fails to satisfy two fundamental requirements of the prior approval regime under Schedule 2, Part 20, Class A of the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020, namely:

- Transport and highways impacts of the development; and
- External appearance of the building.

Each of these is considered in further detail below.

Transport and highways impact

The LPA's Site Allocations and Development Management Policies DPD (adopted July 2014) sets out the minimum parking standards that should be met when assessing proposals for development. These standards require an average of 1.5 vehicular spaces per 3-bed dwelling. Based on the Council's own standards, this would produce a parking provision of at least 21 additional spaces to accommodate the additional development proposed (and not 16 as suggested by the planning officer, a figure which has been based on census data). No new spaces will be provided as part of the development - directly in contravention of this policy.

The applicant (alongside the planning officer) has suggested there is sufficient parking provision available in close proximity to the proposed development to accommodate this increased parking need. This conclusion is based on the data collected by the applicant's parking survey carried out on 7th - 8th October. The results of this survey are misleading, because:

- The survey does not take into account the impact of Covid-19. The adjacent school is currently operating staggered collection times (to avoid too many pupils and parents congregating in the same place at the same time). In normal circumstances (i.e. before the pandemic), traffic and parking during peak pick-up times is significantly more congested than the results of this survey would suggest.
- The survey results have not collected data at times when the bowling club and Sacred Heart Catholic Church are in use. Usually, services at the Church will attract up to 400 parishioners throughout the weekend. During summer months, the bowling club will usually hold 2 - 3 matches per week, which also has a significant impact on traffic within the vicinity of the development.

The survey data is therefore not representative of the traffic and parking position at the busiest times of the week, nor is it reflective of the position before the pandemic. It would therefore be dangerous and irresponsible to conclude from this data alone that the impact of the development on traffic and highways would be acceptable.

As the planning officer has identified in their report, in considering the impact of traffic and highways arising from the proposed development, the Local Planning Authority must have regard to paragraph 110 of the National Planning Policy Framework. This states that development should:

(c) create places that are safe, secure and attractive - which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.



There are already serious traffic and congestion issues within the vicinity of the development site. The addition of at least 21 (permanent) vehicles on this residential street will invariably lead to further problems, and will risk the safety of pedestrians (including school children), cyclists and motorists alike. We reject the officer's assertion that "*it is ultimately the responsibility of individual drivers to ensure they park legally, courteously and safely*". As a highways authority, the LPA has a responsibility to ensure that any development proposals will not have an adverse impact on highway safety (as per paragraph 110 of the NPPF set out above), as is the case here.

External appearance

The planning officer's conclusions relating to the "external appearance" of the building are inconsistent and contradictory. On p17 of the committee report, the officer has said "*it is notable that the legislation only references impact to the external appearance of the building. No reference is made to the impact to the surrounding area or adjacent heritage assets*". The officer then goes on to say that "*in relation to the impact of the external appearance of buildings, at paragraph 127 the NPPF states decisions should ensure developments: (a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; [...] and (c) are sympathetic to local character and history, including the surrounding built environment and landscape setting*"

It's clear that paragraph 127 of the NPPF requires the external appearance of the building to be considered in the context of its wider surroundings, contrary to the conclusions of the officer. The officer accepts that "*the proposals would undeniably represent a substantial change to the external appearance of the building. The additional storeys would represent a considerable increase in massing to the building*". The increased height of the building would be out of character of the immediate and surrounding area, protruding well above any nearby buildings - thereby detracting from the immediate street scene by introducing a dominant and overbearing building within a residential suburban street. The increase in height would also be experienced from the Downs Conservation Area, thereby spoiling the skyline and open views in this direction across the city.

Conclusions

The application fails to satisfy fundamental conditions of the prior approval regime, relating to both traffic and highways impact and external appearance. We therefore request that members refuse the application.



Ashfords LLP

November 2020

STATEMENT NUMBER A79

My name is Simon Collins. I am 62 years old and I live in Flat 10 Grange Court, Grange Court Road, Bristol BS9 4DW. This is the block of flats which is the target of a proposed development which is being considered by the Bristol City Council Development Control B meeting on Wednesday 11th November.

Its 5 am when I write this and I have already received an email from Shelia in Flat 1 who is 78 years old asking for peoples statements so she can organise them ready for the meeting. Shelia should be fast asleep but like everyone else in the block her life has been turned upside down by the news that our homes and lives could be disrupted dramatically if this permission is granted. It has only been 2 months since the note appeared on the lamp post outside our block and informed us that an application had been made to put two more storeys on our roof.

Since then, I have watched my neighbours health (most of whom are in their seventies and eighties) deteriorate dramatically. I have seen many of them in tears and I really fear that some of them may not survive this experience. Here is a quick list of some of the Residents;

Block 1

A Male resident in his eighties recovering from surgery and has cancer. He has been self-isolating throughout Covid.

One of the Resident has been convalescing elsewhere about to return to his top floor flat. His Doctor has concerns if he moves in directly under a building site.

A Couple in their 80's on the top floor. The husband is quite robust but when I asked him how he was doing he said "Simon, I think of this every hour of every day and this feeds over to my wife who is not doing well".

The other flats are owned by people in their 70's and 80's all very bemused and worried.

Block 2

A Man in his eighties who has recently lost his wife of sixty years and was doing ok under the circumstances but this situation is really causing him mental issues.

One recently retired Man in his sixties who has been now forced onto medication due to this as he is unable to sleep at night.

Another Couple in their 70's. The Man has been recovering from a recent heart operation. This proposal is not helping as he is trying to lead the fight against the development when he should be reading a book and drinking tea.

And Me. I have a historic anxiety disorder which is now creeping to the surface after years of ease to the condition.

The other two blocks are more of the same but hopefully you get the picture. We do have a rather lovely midwife who works nights so I don't give her much hope of a good day's sleep as she is on the top floor.

There are so many worrying aspects to this proposal which have not been addressed including safety, parking, amenities let alone financial impact and aesthetics for existing residents.

I am a builder and I have attempted to do a quick timeline and description to assess the impact it could have on my friends who are also my neighbours. One important thing to remember is most of the people in the block have been shielding from Covid 19 within the grounds of Grange Court because of their age and were a little jaded and scared even before the note appeared on the lamp post. If my assessment is correct then we can expect;

Permission may be granted on 11th November (as I understand it we, unlike the developers, have no right of appeal).

Then approximately six to 12 months wrangling over building regs which will probably include party wall disputes, access rights and possible re location of residents. Some people on the top floor are already considering moving into alternative accommodation as they don't fancy living directly under a building site (strange that). It's also worth noting that we appear to have an active bat roost in our roof which would also slow things considerably beyond the 12 months perhaps stretching to several years!

The roof - The roof on Grange court is definitely two (and possibly three) old felt roofs laired on top of one another. As over the years it would be easier to do that than ripping them off and starting again. It is likely that to construct two storeys on top of many layers of felt, 50 year old timber and a few slabs of insulation would be a bit like building it on a bouncy castle so they will have to rip it all off and expose the load bearing walls below and build from there. This will be extremely disrupting for the residents and will take months to complete.

Protection of building during works - A scaffold with a roof going to a height above the new building project (approx 6 storeys) would have to be erected. In addition, the top 3 levels (or possibly more) wrapped in sheeting to protect against rain during the construction which I estimate to be between one year to eighteen months. That constitutes a terrible impact on the Elderly Residents which will give rise to mental health, safety and financial concerns.

Conclusion

This development will cause major disruption (minimum two years but probably three) on vulnerable older people with a few of them recovering from major operations. I have told you earlier how their health has deteriorated over two months. If this is approved then it is tantamount to torturing these people and I am scared that many of them will not survive the experience. Please be aware that if this does happen we are all ready to gain maximum publicity to show how heartless this whole situation has been.

Personally, I didn't think the structure of the building would support two more levels and having contracted a structural engineer he has produced a report that confirms this and it will feature in the decision meeting. We fear that the Freehold Company are already aware of this and are planning to greatly increase the Freehold if permission is granted. It should also be noted that if this application is granted but the Developers do not subsequently build immediately then the value of the Freehold will have increased in their favour anyway. This may then leave the Residents with the prospect of the building starting at any stage in the future with a decreased value to their property potentially forever.

I understand that this is a difficult decision as it relates to legislation from Central Government but I appeal to you to listen to your hearts and ignore the pressures you are under. This application is just wrong on a moral level and cannot be defended for any other reason than personal greed. I have received cross party support to oppose this.

Labour - The Labour Party has described this as "a dinner, a donation, a wholesale removal of planning laws ", whilst Kier Starmer has described it as " a developers' charter ".

Liberal Democrats - The Liberal Democrat Leader Ed Davey is also quoted saying "A solution to this scandal is long overdue. Yet the Tories seem happy to allow homeowners to be trapped in their homes due to this exploitative practice, leaving them with no choice but to continue paying or sell at a considerable loss".

Conservatives - Our Conservative Councillor Steve Smith has been very supportive in helping us fight this development. It is clear that he understands the impact that this will have on the ageing community in the area.

Media - The Bristol Post, Radio Bristol and several national media outlets have taken a lot of interest and run articles on our plight so far. This will be accelerated if this proposal continues.

The death of these Residents due to this situation is not only possible but probable and the publicity that this will raise will not reflect well on anyone involved in the process.

Thanks for taking the time to read this. I hope you will now act responsibly and reject this application.

Simon Collins

STATEMENT NUMBER A81

Statement re Planning Application 20/03831/ND at the Development Control B meeting on 11th November 2020.

I am one of four trustee owners of a 999 year lease on flat 15, Grange Court. The Trust makes the flat available to Christian missionaries on furlough and other persons in need of temporary accommodation. As trustees, we make frequent visits to the flat to support those staying in the flat, and to help maintain the flat.

As regards this planning application, I have objections as follows.

Highways/Parking

At present there are not sufficient parking places available for the current residents of the flats, let alone the providers of services who are required to attend the building. On our visits we often experience difficulties in locating a parking space. An additional 14 flats will only exacerbate the situation with many cars having to be parked in the road outside. This road is already busy at various times and, with more cars parked in the road, negotiating the traffic will become ever more hazardous.

Amenity of the building

Our neighbours in the building have been good in supporting the Trust. We are aware that many are elderly and some have various disabilities. They have moved to the flats to enjoy what they thought would be quiet enjoyment of the premises at the later time of their lives, and feel that this is what was provided by the terms of the leases. Having a two story block of flats built over their homes while living there, especially for those on the existing second floor, is surely wholly unacceptable. It will affect the well-being of all the residents and result in much distress for many of them.

The trustees also feel that the additional flats will also compromise the accessibility of the building.

Effect on the Trust

The effect on our Trust will be to substantially decrease the value of the asset which the trustees use to provide a service for people in need and reduce the wellbeing of those who will be accommodated in flat 15 in future years.

Martin Horton

Trustee, The Lloyd Johnstone (Bristol) Trust.

STATEMENT NUMBER A82

Statement re Planning Application 20/03831/ND at the Development Control B meeting on 11th November 2020.

As a trustee for over 15 years of a Trust that owns the lease of Flat 15, Grange Court, I wish to register my anxiety regarding the proposed building of two further floors above the property.

Over the years we have become aware that many of the flat owners have moved there following retirement or loss of a partner, the decision to move being made partly to find a peaceful environment in their older years.

I feel that the disruption, noise and anxiety that the building works will cause, not to mention the difficulty with the lack of available parking spaces, will cause much distress and this is entirely out of the residents' means to resolve.

I therefore ask that you will take the above life changing situation for the elderly residents into account when you make your decision.

Mary Horton

Trustee, The Lloyd Johnstone (Bristol) Trust

STATEMENT NUMBER A83

My objections are:

- The height of the development would be out of keeping with the surrounding area.
- No additional parking spaces will be included on the site which will inevitably mean there will be further vehicles parked on the street. With a primary school adjacent to the site and another just around the corner on Brecon Road this will be dangerous for parents and children navigating their way to and from school.
- The addition of the extension will take many months and cause enormous disruption to the current residents and seriously damage their quiet enjoyment of a building in which, in many cases, they have lived for many years.
- The noise and additional traffic, some of it very heavy, while the extension is being built will have an adverse impact on the adjacent primary school as well as the secondary school located to the rear of the site. The turning into the site is on a corner, and visibility is limited, this will be another potential hazard to the children and general pedestrians in this quiet residential area.
- The higher floors will overlook both the primary school's playground and the playing fields of the secondary school. This seems undesirable.

Thank you.

With best wishes.

Nikki Press

7 Grange Park

STATEMENT NUMBER A84

Re: Development Control Committee 'B' Meeting on 11 November 2020

Dear Committee members,

I am writing to voice my strong opposition to planning application number 20/03831. I can hardly believe that this application has been made, especially without the residents in the current flats not having been notified by the freeholders that they were proposing to add two more storeys to the block. Disgusting! Those residents had bought into the flats as they stood. Thank goodness that my property is freehold and free, or else my husband and I might suddenly find that our semi-detached house was going to have another 2 floors built on top of it. This bullying behaviour should be stopped, not encouraged by granting planning permission. I live a mile away from the flats in Grange Court Road, so it will not affect my property, but I am outraged by, what seems like, the utter disregard of the feelings of the current residents.

Sincerely hoping that planning permission is not given to the above application.

Mrs Lynda Smith

STATEMENT NUMBER A85

Public Forum Statement

Development Control B

11 November 2020

Item 8a Grange Court Flats 20/03831/NB

I have called this decision in to committee with my colleagues.

I fully support every word of the detailed submission from Cllr Steve Smith and urge you to reject this application.

The treatment of the residents by the freeholder has been appalling. I realise you cannot reject it on those grounds however outrageous, but it does indicate the attitude of the applicant. You can keep that attitude in mind when you look at specific planning issues.

I ask you to consider the parking and traffic pressures on a road that is already saturated by traffic.

The appearance of the building if approved would be such that its mass would overwhelm the neighbouring buildings and be totally disproportionate.

I urge you to consider your own view if this proposal were put forward in your own ward, and to recognise that approval of this application could result in a flood of similar applications across the whole city. Please reject it.

Cllr. Geoff Gollop

9 November 2020

STATEMENT NUMBER A86

Statement below for application 20/03831/ND Grange Court - Development Control B meeting - 11th November

Mr C Dye

My parents-in-law live at the Grange Court flats. I strongly OBJECT to the proposed development of the Grange Court block of flats.

Many of the residents of the property including my father-in-law and mother-in-law, are elderly and retired, many with on-going health issues as well as having to suffer the worry and restrictions of the ongoing pandemic. I fear a prolonged battle over planning and if approved, at least 2 years of building work, could have a huge effect on these residents health and even result in shortening their lives. I would not want to be responsible for a decision that could do this and the resulting publicity that would surely follow.

As elected officials, put in place by the people to serve the people, this is one of those situations where you have to protect some of the most vulnerable citizens of Bristol and not side with the greed of a London based developer. I would hope this is why you wanted to get involved in local government, to stop this type of injustice and not line the pockets of individuals who are acting for pure financial gain to, as a minimum, inflate their freehold value.

Stand up for what is clearly right and protect the people who have elected you. If you can't do this then I would recommend taking a long hard look at yourselves and your motives for taking office. As we have seen in the last few days elsewhere in the world, this type of divisive, callous and destructive style of politics is being rejected and doesn't have a place, especially in a forward thinking city like Bristol.

Do you side with the applicants who clearly do not care what they are putting the residents through, the effect it is already having their health and wellbeing and the potentially devastating effect of the application being approved. OR do you stop this application now, make a stand against what is clearly profiteering, represent the people of Bristol who elected you and end the vulnerable and elderly residents torture.

Kind Regards

Chris Dye

STATEMENT NUMBER A87

This is my Public Forum Statement in writing for submission to the Development Control B meeting Wednesday 11 November 2020 considering Application no. 20/03831/ND Grange Court, Grange Court Road, Bristol BS9 4DW.

This proposed development should be rejected on the following grounds.

Grange Court is a haven of peace valued highly by its largely elderly and vulnerable residents. The development would be extremely disruptive and risks damaging the health and wellbeing of existing residents, both during construction and on an ongoing basis.

There appears to be fire escape issues as the staircases (there are no lifts) are barely adequate now, never mind with additional residents.

There is no provision for additional parking. This means that demand for on street parking will increase. This road, which includes a church, a bowling club, a BT office, and a school, with other schools nearby is already very congested especially at school drop off/pick up times and when bowling club matches are being played. This congestion is already a health and safety risk, especially to school children and this development will make matters worse.

The street scene and character of the neighbourhood would be badly compromised by this development.

Finally the developers have treated residents in a very shabby way by not consulting them but merely posting a notice on a lamp post. This does not suggest the development would be carried out with proper consideration for existing residents or neighbours nearby.

Paul Brooks

8 Northumbria Drive, Henleaze, Bristol BS9 4HP

STATEMENT NUMBER A88

Development control Committee
Application number 20/03831/ND
Grange Court, BS9 4DW

Letter to committee 9th Nov 2020
Author: Mr Julian G.K. Chaffey
Flat number 17 Grange Court, BS9 4DW

This application and the recommendation by the planning department, has decided that the traffic congestion during school drop off and pick up times doesn't exist. They claim the 'appearance' of the proposed building has no relevance in its environment, that amenity doesn't include psychological impact (see #), that the numbers on a residential property can be doubled, from approximately 42 to 84 (see \$), that there is no encroachment of privacy (including noise*) either within or without Grange Court, and that is extended to neighbours whose privacy apparently doesn't require unobstructed line of sight.

see #. To take from the current owners of the individual dwellings is CRUEL, to recommend this application is an OUTRAGE.

\$. The dwelling of Grange Court is a dwelling of 21 privately owned flats, how can you double the build, double the people, and then use the words such as ample (re on street parking) and generous (re size of grounds, and of what, a typical residency, or high rise flats?) in a justification. The psychological impact is DEVASTATING.

* This used to be understood by Planners

The nature of the new Grange Court; apparently the planning office says the proposed building is of better proportion. To reply: Is a large square better than a large rectangle or a long rectangle? Answer. Not if it is outside keeping in the local vicinity and community. The new build is oppressive, yes, that's right an imposition on amenity.

The build will affect wind flow, increase severity of effects of prevailing SW, the wind will channel around the building and over the top to E and N neighbours. And on the west side with reduced sunshine, prolonged frost cover in the morning, a slipping hazard (see&1), and a long walk to the electric utility for the most vulnerable (see &2).

&1- 2. The increased slipping hazard to all, and site displacement of current utility room to end of garage block (my comment objection 18th Sept), has been left out of the planning office document submitted to the Development Control Committee.

Photograph of Northern boundary, Grange Court, looking W from footpath; old versus proposed build



Photographs show over shadowing and overlooking of Redmaids School hard court, and conservation - recreation area (near boundary) by the trees beyond. A now oppressive build, counter to sports and school break time, reducing light, perceived space, and over bearing. A building of many windows, 'guard post' like. The tranquillity and peace of the children diminished, as the intensity of education increases. A detriment for this Country that the most sensitive will be the more affected.

The individual flat owners have been treated cruelly by the Lessor and ground rent holder, with the affects spreading to their good neighbours; this level of greedy build will lead only to malice.

A closing comment: A type of planning nasty that will drive the 'up right' out of Bristol. A person's home has been taken away and the build of another has taken his stead.

Julian

STATEMENT NUMBER A89

Dear Madams / Sirs

I am the son in law of a couple who live in Grange Court flats. They are not a wealthy couple and moved to Grange Court to be near us and reduce the stress around owning a house.

This is having a hugely detrimental effect on them emotionally - I don't think anyone can possibly imagine what it would be like to have two stories constructed in this way on your roof.

The recommendation from the planning officer seems to suggest that this development falls within the law - I strongly believe that the traffic survey is inaccurate in hugely underestimating the level of traffic congestion in this area at school drop off and pick up and this development would significantly worsen it if allowed- but even if it does the law was surely not meant for this purpose. It is an unjust and inequitable law that allows freeholder / developers to profit at the expense of the leaseholders whose homes we are talking about, (they have 999 year leases which to any rational person means you have the equivalent of a freehold) which cannot be right in a country that espouses fairness.

So I appeal to you as compassionate people to refuse this application and allow these people to be allowed to continue to enjoy their homes without the stress of knowing that at some unspecified time in the future their lives could be turned upside down by construction work of the most disruptive kind.

Best regards

Scott Fisher

**APPLICATION 20/03831/ND
DEVELOPMENT CONTROL B MEETING ON WEDNESDAY 11TH NOVEMBER 2020
STATEMENT BY DAVID MARTIN SPOTTISWOODE**

Introduction

I am a Trustee of Flat 15, a role I have held for some 37 years. The flat was donated to a Trust (that had been established by its first, and only, owner) with effect from 19 March 1982 to be used “for any Christian religious or other charitable object, institution or work”. The intention of the donor was to provide temporary “personal space” primarily for those in demanding and low-paid charitable work overseas whilst on leave in the UK. Many occupants over the years have commented how much they have appreciated the peace and tranquillity of Grange Court which has prepared them well for their next tour of service.

I am also a Trustee of Emmaus Bristol, a charity that provides accommodation, social enterprises and a sense of ‘community’ for formerly homeless people; this role is a constant reminder to me of the issue of homelessness which arises partly as a consequence of the housing crisis.

Application for prior approval

It has been a real shock to discover that there are plans to increase the height of Grange Court by two-thirds, and to more than double its occupation capacity. These plans have been put together by the freeholder of the block (who one could reasonably expect to be supportive of leaseholders) without any communication – let alone consultation - with residents. The plans were first discovered from a Council notice put on a lamppost in the road outside. As well as being a discourtesy, it is also upsetting, to be totally excluded from the freeholder’s plans.

Impact on the amenity of the existing building

I note the requirement of NPPF paragraph 127 for developments “to create places that are.... accessible and which promote health and well-being.....”

The creation of 14 three-bedroom additional flats, which would more than double the occupation capacity of the building, would have a significantly detrimental effect on the existing amenity. Accessibility (both pedestrian and vehicular) would be compromised due to the increased population, and ambience would significantly reduce due to the much higher level of general activity on the site from additional visitors as well as residents.

The current amenity of Grange Court is a considerable attraction to residents, many of whom are retired and/or have health issues. The changes proposed would be a permanent change to this amenity, which would be particularly unfair to residents whose health and well-being would undoubtedly suffer.

Conclusion

It is unfair and arguably immoral for a developer to make sweeping changes, which would be severely detrimental to the amenity of an existing building, without allowing the residents any say whatsoever in what is proposed.

I sincerely hope that the Committee will refuse approval of this application.

**David M Spottiswoode FCA CTA
Trustee – The Lloyd Johnstone (Bristol) Trust - owner of Flat 15
November 2020**

STATEMENT NUMBER A91

FAO: Development Control Committee B meeting 11th November Application 20/03831

I wish to register my objection to the above planning application.

This application has caused great stress to the residents of Grange Court - I know this from personal contact. It is appalling that the freeholder has not even spoken to residents about the plan. Building 2 extra floors would result in untold stress and inconvenience for residents (especially those who live on the current top floor). It would significantly alter the appearance and ambiance of the building and be completely out of character with the surrounding buildings which are low-level residences and housing. All this to gain a few extra flats in a pleasant suburban area. The committee should be prioritising the real needs in housing - low-cost social housing and properties which are suitable for first-time buyers.

Susan Fox

STATEMENT NUMBER A92

We, Richard and Julie Hensey of 10 Grove Road Bristol BS9 2RQ, are totally opposed to this Application on the grounds that if granted it will dramatically and very unfairly affect the residents and neighbours of the Grange Court flats, and will destroy the appearance of this part of the road to the detriment of all residents. This proposal is just a disgrace; it has not been made with any concern whatsoever for the current residents of the flats, and if granted will start a deluge of similar applications all over our local area and further afield. True democracy is at stake here; do the affected residents have a democratic right to expect a democratic and fair decision which should balance commercial greed with the very real concerns of this local area.

Yours sincerely, Richard and Julie Hensey.

STATEMENT NUMBER A93

Reference 20/03831/ND

To the 12 elected councillors forming the committee for the Development Control B on 11th November 2020

My grandparents reside at number 1 Grange Court. Parents aside, they are the two people that have helped make me the person I am today. Throughout my childhood they have gone above and beyond to ensure I have had every opportunity possible put in front of me, always prioritising the needs of myself and my other siblings over there's. I will be forever grateful and in debt for all they have done for me and there is nothing I can do to ever fully repay them.

I am fully aware that the business world is big, mean and ultimately money drives everything. Despite this, it deeply saddens me that in processes such as this little to no considerations of human life and emotional wellbeing are factored in. All decisions focus around the feasibility and economic benefit of a build like this and will it in theory 'work'. It provides me with some degree of hope that you, the 12 elected councillors, have been put in a position whereby you can take into account each persons situation and concerns and not see them simply as a 'resident' or a hurdling block to financial gain but in fact as a grandmother, a father, a friend, or whatever else they may be to so many more.

I deeply, deeply worry for my grandparents mental and physical wellbeing if permission for this build is granted. Being a local resident to the area and having worked and played sport at Redmaids school I have experienced first hand the often chaotic traffic at school pick up times. The current situation is bordering on outright dangerous and I do severely worry as to what this may become with the addition of even more residents to the area. I was astounded to hear how a survey deemed their to be enough space to accommodate the potential new residents and would have to strongly question the reliability of such results.

In regard to mental health, my grandparents have always been bubbly, outgoing people and have a real enthusiasm for life. Unfortunately, ever since the discovery of that poster this has taken a hit, despite efforts to keep cheery and remain positive it is evident to me that this process has understandably become a real weight on their shoulders and has caused countless sleepless nights and days on end of apprehension regarding what the future holds. I do dread how they will be if the build is given the green light and this is perhaps my greatest area of concern.

Thank you for taking the time to read this email. My overall message is a plea to please take into account the human element of this process. The decision made today is one that will have an untold impact on my grandparents and all their neighbours who up until recently loved where they lived and have all in their own ways had to work hard to get to where they are. It would break my heart if they were to be denied the basic right of enjoying where they live simply for the financial gain of a select few.

Thank you again for your time and I hope this has helped enlighten you to an aspect of this process that so far appears to have been disregarded.

Kind regards

Tom Fisher

STATEMENT NUMBER A94

Cllr Smith, Cllr Gollop and I have called this application in to committee and I strongly oppose this application.

The statement submitted by Cllr Steve Smith provides the reasoning behind why we as ward councillors request that this application is rejected and I fully support his statement.

I will not be attending the meeting.

Kind Regards

Liz

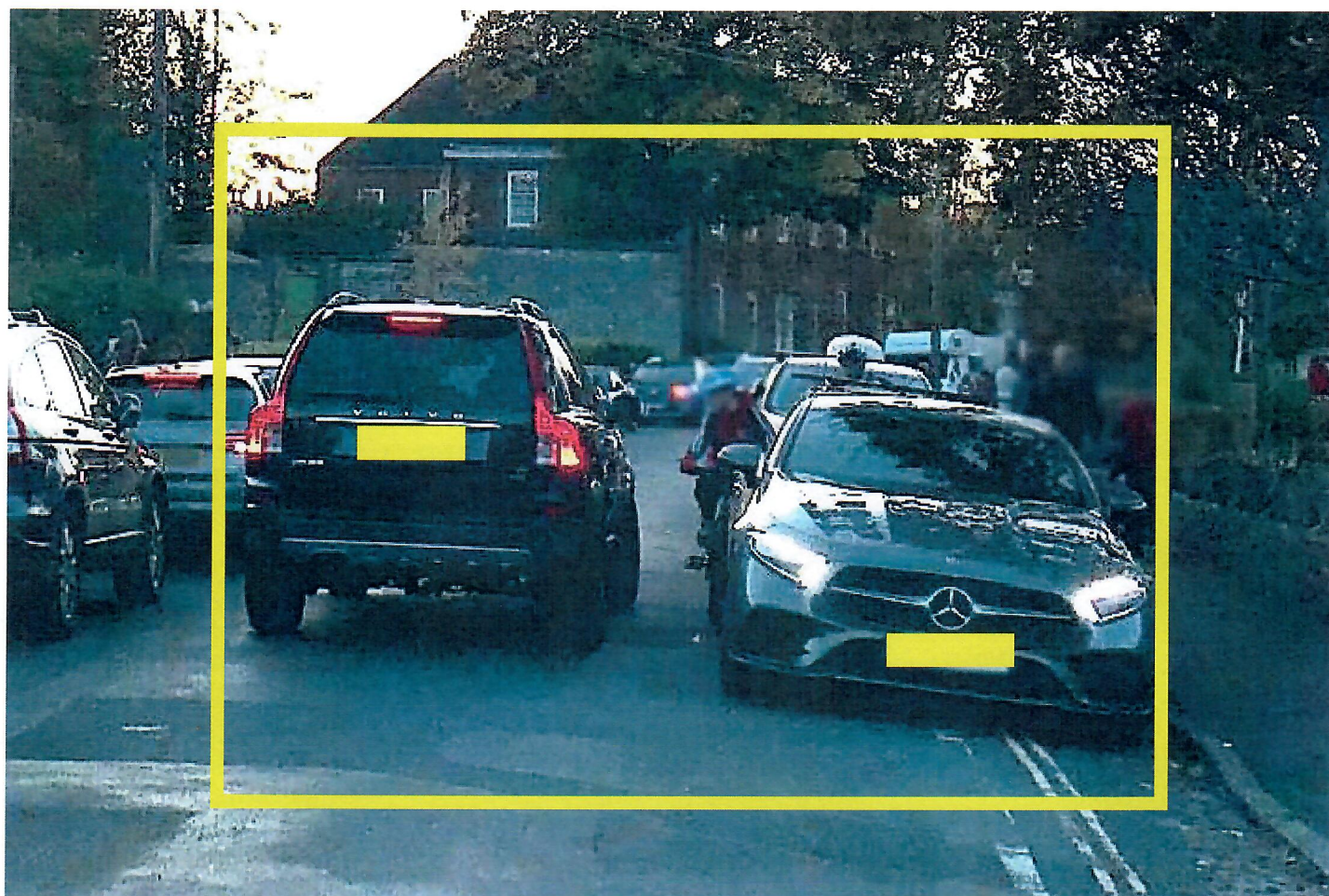
**Statement re Planning Application 20/03831/ND at the
Development Control B meeting on 11th November 2020.**

As a long-standing trustee of Flat 15 Grange Court, I am writing to express my concern regarding the planning application for work to be carried out resulting in two extra floors.

One of my main objections is regarding the risk posed by an increase in traffic and parking requirements, which would affect not only residents of Grange Court but also other local residents. Grange Court Rd is an extremely busy, narrow residential road in a well populated suburb of Bristol. It is very close to two main roads and also has 3 schools in close proximity, with all the twice a day movement of children and adults, both as pedestrians and in cars, that this entails. As well as being residential, it is also a road containing a primary school, a busy Catholic Church and well used community hall, a bowling club, and a BT centre, resulting in frequent traffic congestion. This is very clearly displayed by the photo I include in my statement.

My understanding is that there would be no extra parking available in this planning application, so residents and visitors would be taking up what is already limited road parking. Moreover the parking survey only gives a small snapshot of the parking situation. The end of the day for Redmaids' school pupils is 3.30, but the school offers facilities for pupils to stay on until 4pm, and beyond, on schooldays, and I refer again to the photo taken a little later in the day.

In summary, an increase in traffic and general congestion in the area would be a particular risk to both younger and older people, all of whom use these facilities and/or live nearby, and so in my opinion this planned work should not be allowed to go ahead.



[REDACTED]

Mercedes parked on double yellow lines. Volvo stationary.
Redmaid's pupil on bike in between cars.

[REDACTED]

STATEMENT NUMBER A96

Application no. 20/03831/ND

Site address: Grange Court Grange Court Road Bristol BS9 4DW

As councillors and representatives of the residents of Bristol I ask you to put yourselves in the place of the owners of flats in Grange Court. They have all purchased their flats on long leaseholds expecting this to provide them with long-term security. Many are elderly and have moved to the flats in order to enjoy the peaceful environment that it provides. Imagine the upset, shock and the effect on their mental health of finding out about this proposal via a notice pinned on a lamppost. Imagine also the disruption to their lives and stress caused by noise and dust etc. as two additional storeys are added onto their block of flats; plus the potential impact on their personal safety. Is this something as councillors you wish to support?

Common sense and decency tells one that building two additional storeys on a three-storey block of flats while it remains occupied by mainly elderly people, is clearly absurd. I hope and trust that common sense and decency will prevail in this case.

However, I am aware that common sense alone is not enough to reject this proposal. This has to be done through appropriate legitimate argument. I contend that there is sufficient evidence relating to transport and highways impact and the external appearance of the building, to reject this proposal.

Transport and Highways.

This proposal to build 14 additional three-bedroom flats makes no provision for additional on-site parking. This is despite the fact there are only 11 parking spaces at the flats for the current 21 dwellings. The developer contends there is adequate parking space available in local roads. This is not an accurate assertion.

Many of the 233 online objections to this proposal make mention of the parking difficulties in the roads close to Grange Court. This is particularly the case at the beginning and end of the school day due to parents dropping off their children at Red Maids School. At times, this traffic presents a potential danger to children and will only be exacerbated by the additional traffic and parking issues caused by the building of 14 new dwellings.

In addition, the close proximity of a local bowls club and active church add to parking difficulties on particular days and times.

I note that a parking survey, provided by the developer, states that there is sufficient local parking available to meet the demand of this proposal. However, evidence has been submitted to the local authority's planning portal that raises concerns about the validity of this survey. For example, the survey does not take into account the impact of Covid-19. Currently the local school is operating a staggered pick-up of children so as to avoid too many students

waiting in the same area at the same time. Therefore, current parking pressures are less than is normally the case.

As the local planning officer states in their submission to this committee, the survey can only be a snapshot of parking demand. For this reason, it cannot identify the pressure on parking on certain days of the week and at certain times when the local bowls club and church are being used.

I would ask councillors to consider how much weight should be given to the views of the many local residents who have raised concerns regarding parking compared to a snapshot survey that has flaws due to the fact that it took place during the period of a pandemic.

External appearance of the building

The current three-storey block of flats is well proportioned in its design. The height of the block is just below tree level and matches the ridge height of the neighboring buildings. Increasing the height of the block to five storeys would unbalance the proportions of the building and make it appear very dominating and overbearing. As the local planning officer correctly states, 'the proposals would undeniably represent a substantial change to the external appearance of the building.' I would argue that this substantial change will have an unacceptable impact on the external appearance of the building. This provides grounds to reject this proposal.

The future

Thank you for taking the time to read my objections to this proposal. I hope that these and the many other objections that have been submitted will persuade you to reject this proposal and insist that the developer goes through the full planning application process.

I believe that this proposal is the first to be submitted to Bristol City Council under the new GDPO legislation. There are many other three-storey blocks of flats in Bristol and so the decision you reach today will set a precedent for future applications under this legislation.

Peter Sanderson. On behalf of my parents George and Eunice Sanderson who own 20 Grange Court Flats. I, along with my sister have Power of Attorney for our parents.

STATEMENT NUMBER A97

From reading the planning report dated 4th November 2020 it looks as though the Grange Court residents and the local public are faced with a “ fait accompli “ despite the number of compelling objections.

The owners of the freehold are clearly profiteering with no thought or consideration for the existing leaseholders, indeed they appear to be showing nothing but arrogance and contempt, their attitude is disgraceful - shame on them.

If this application is approved we trust the planning officials will be as good as their word and rigorously hold the developers to the conditions clearly detailed in their 4th November statement. From my own previous bitter experience of dealing with Bristol planning department I have extreme doubt, but we will see.

L C Rowe

4 Pyecroft Avenue

Henleaze

Bristol

STATEMENT NUMBER A98

Ref: application 20/03831/ND

Dear Sir/Madam,

My name is Adam Carter and I work as a registered osteopath in Bristol. I am writing a statement in support of Heddy and Nigel Sara, with regards to the above proposed planning application.

I have known Heddy and Nigel for several years as a friend. Heddy Sara has also been coming to see me regularly for a number of years for osteopathic treatment to help manage her health and wellbeing.

Heddy and Nigel had been incredibly happy with their retirement move to Grange Court. They had spent a considerable amount of time, energy and effort in planning it and were immensely pleased with the outcome. In particular, they have been enjoying the location, spacious grounds, the like-minded community around them and above all, the peaceful atmosphere that their new home and surroundings have provided.

Since discovering the news that there are intended plans to significantly extend their building, they have been in a state of shock with all the uncertainty and disruption this brings. They genuinely feel that everything they have invested in, is at risk of being taken away from them. This is an awful thing to happen to somebody at any time of life, but particularly hard to bear when settling into one's retirement years. In the past few months, their stress and anxiety levels have dramatically increased, which has had a direct effect on both their health and quality of life.

When making this decision, I urge you to consider the human cost involved; and the impact these proposed extended works will have on a large group of existing residents who up until recently, have enjoyed a peaceful life at Grange Court.

Kind regards,

Adam Carter

Grange Court – Application No. 20/03831/ND

Public Forum Statement - Transport

N01-Public Forum Statement-Transport-205669-03

1. This statement is prepared by Vectos on behalf of the residents of Grange Court, who object to the planning application 20/03831/ND.
2. Vectos is one of the largest independent transport planning, infrastructure design and flood risk specialists. We are a team of 150+ designers, planners, modellers, researchers and innovators working across the UK and throughout Europe. Our project experience spans developments that require innovative thinking and attention to detail as well as projects that need a practical and swift resolution. We have worked on nationally significant regeneration schemes, garden towns, city centre commercial and residential projects, leisure and sports destinations, public sector projects, strategic rail freight interchanges and power stations, and individual dwellings.
3. This statement summarises the key concerns in relation to the impact of the proposals on the highway network.
4. The concerns raised confirm that prior approval for the site should be refused and that planning permission is required for the proposal.

Highway Safety

5. The proposed development is for 14 new dwellings with no car parking spaces provided. The applicants own report forecasts a parking demand of 13 vehicles, based on car ownership levels, but the actual demand could be higher depending on the time of the day, the demographics of the people who occupy the flats, and any demand from visitors. In addition, the proposed flats are all 3-bedroom flats, so the potential for future occupants to be families with children or multiple adults sharing the accommodation is reasonably high, and typically the parking demand for such occupants is likely to be higher than average.
6. The actual on-street parking demand could therefore exceed 13 vehicles, but on the basis that it is 13 vehicles this still raises several highway safety concerns. These concerns are:
 - Site proximity to Redmaids Junior School – The site access is located circa 40m from the entrance to Redmaids Junior School, which in turn feeds Redmaids High School. The proposals actively encourage on-street parking outside a school, and the most attractive place for residents to park will be immediately outside the school as this is the point closest to the site, on the same side of the road, without any parking restrictions. This raises a number of highway safety concerns, increasing the likelihood of children crossing the road between parked vehicles, and on-street parking outside schools is typically something local councils and schools are trying to prevent;
 - Double Yellow Lines - There is a significant amount of double yellow lines and other parking restrictions surrounding the site demonstrating the inappropriate nature of on-street parking in this location. However, it is unclear how well enforced the parking restrictions are and there is the potential for future residents, particularly vulnerable and / or disabled residents, not wishing to park a significant distance away from the site to ignore these parking restrictions and park inappropriately and in dangerous locations; and

- Emergency Vehicles Constraint – Grange Court Road is a typical residential street and encouraging on-street parking may inhibit emergency vehicles routing through the area, particularly with vehicles parked inconsiderately on both sides of the road.

Parking Provision

7. The Local Planning Authority's (LPA) Urban Living SPD (Adopted November 2018) with regard to car parking providing for new developments states:

Providing a level of parking that is appropriate to the wider accessibility of the site, in accordance with the requirements set out in the local plan, and that supports sustainable and active transport modes.

8. Whilst the site could be considered to be in a sustainable location the site is not located within the City Centre, is it located within the Outer Urban Area as defined in the Urban Living SPD, and therefore it is not appropriate to be promoted as a car-free development. The level of parking is not appropriate to the wider accessibility of the site.
9. The Bristol Local Plan (Adopted 2014), Parking Standards, Appendix 2 states that the site is required (at a maximum standard) to provide a total of 21 parking spaces with a minimum of 2 spaces for people with disabilities. Whilst these are maximum standards, the provision for people with disabilities should be treated as a minimum standard to ensure the proposal are equally accessible to all and do not exclude any members of society from potentially occupying one of the flats. The proposals, without any parking provision, do exclude certain sections of society.

Parking Survey

10. Bristol City Council Highway Authority (BCCHA) underlined in their response on the 7th October 2020 that there will be an impact on highway safety arising from the additional parking associated with the proposed development.
11. A parking survey has since been submitted and the updated response from BCCHA on the 29th October is that they are satisfied with the conclusions of the survey.
12. However, there are a number of concerns and inaccuracies with the parking survey which are as follows:
 - The parking survey extends circa 150m for the site access. The entrance to the proposed flats are up to 60m further into the site from the site access. Expecting people to park over 200m away from their home is unrealistic, and the actual capacity of on-street parking should be considered for an area much closer to the site, not the total area within 200m.
 - The parking survey takes no account of human behaviour, and if the only space available is circa 200m away, the propensity for people to park in a vacant area on the double-yellow lines outside the site would increase.
 - Parallel parking spaces (spaces at 90 degrees) as per Figure 8.18 of Manual for Street (MfS) for a 2.4m wide bay are required to be 6m in length. The parking survey details that one parallel space is 5m therefore overstating the number of on street spaces available within 200m of the site by 10 spaces; and
 - A number of facilities within the area are currently operating under restrictions due to COVID-19 rules, and therefore the true availability of on-street parking may be over-estimated.

13. There are also concerns regarding the time period covered by the parking survey, particularly the survey undertaken to record parking demand associated with the school. No survey has been undertaken in the AM peak period, which is typically busier due to the condensed arrival period. The PM peak period only covers 15:15 – 15:45. Information provided by the headteacher confirms that a number of pick-ups occur outside of this period, with after school clubs such as hockey staggering the departure times, a different departure time for younger school years and older school years, and typically departures occurring between 15:30 – 16:15 (ignoring the effect of after school clubs). The survey has therefore not recorded the busiest time for parking associated with the school.

Conclusion

14. The development proposals will result in an increase in on-street parking demand, much of which will be accommodated immediately outside an adjacent school. This raises significant highway safety concerns.
15. In addition, the location of the site it is not considered a justifiable location for a car free development, and the absence of any parking provision, even provision for those with disabilities, excludes some sections of society from occupying one of the flats in the future.
16. The parking survey is inaccurate and presents a false position of the current level of on-street parking demand.
17. Therefore, the information provided with the planning application is not deemed as a sufficient evidence base to justify that the development impact can be mitigated.
18. In light of the above, we respectfully request that the Local Planning Authority refuse the application.

STATEMENT NUMBER A100

I would like my opinion to be considered alongside this application - 20/03831/ND.

I have written to already object to the proposed upward extension of these predominantly 'retirement' flats. The addition of an extra two stories will be:

Out of keeping with the area and dominate all buildings around them especially as the flats were built on the skyline.

Create large shaded areas in the garden.

Have a hugely detriment affect on the mental health of residents many of whom are elderly/ not in good health and have retired here for peace and quiet.

The new flats are being designed for multiple occupancy so noise could very well be a future issue creating ongoing mental health problems.

The height of the existing flats was presumingly considered by planning when the plans were originally submitted and a height limit agreed then- this should be adhered to, no changes have been made in the surrounding area to warrant this upward extension.

This application is opportunistic greed and I ask that the planning committee stop this application now.

Regards

Fiona Davies

STATEMENT NUMBER A101

Application to determine if prior approval is required for proposed two storey upward extension to comprise 14 new dwellings on detached block of flats at Grange Court Grange Court Road Bristol BS9 4DW

The proposal to increase the capacity of a block of flats by 60% should be turned down. The current development is in keeping with the area but if two stories were added it would completely dominate. The small residential road it is on already has a school, church and community hall within 200m of the entrance to the current flats. Parking or driving on Grange Court Road is already difficult at many times of the day without a further influx of residents. The proposed additional flats have a higher number of bedrooms for the same footprint as the lower floors so the occupancy of the development is likely to increase by over 100%. Access for emergency vehicles or council vehicles such as the recycling vans could be impeded.

Currently the flats are three storey but with no lift or additional fire escapes for those not on the ground floor. To extend two floors higher could be hazardous if secondary fire escapes were not included or require very intrusive work to the current residents.

The effect of such building work on the current residents should also be taken into account. Many are elderly or retired and would be living in a building site for a not insignificant period of time, possibly years. I understand the residents have not even been properly informed of this proposal by the freeholder which would make me query the concern the free holder has either now or going forward for the leaseholders.

Please do not consider agreeing to this development.

Sharon Hargroves

The proposal to build flats above these already there in Grange Court Road is a very bad one. The present residents were not consulted but will be greatly inconvenienced by parking & many other difficulties. Please do not go ahead with this application.

Mary Stone
18 Grange Close North
BS9 4BX.

Ref 20/03831/ND

STATEMENT NUMBER A103

Application no: 20/03831/ND

Site address: Grange Court , Grange Court Road, Bristol, BS9 4DW

Proposal: Application to determine if prior approval is required for proposed two storey upward extension to comprise 14 new dwellings on detached block of flats.

Public Forum Statement for Development Control B meeting on Wednesday 11 November 2020

I object to this proposal as a concerned citizen. I am not directly affected and, as far as I am aware, do not know any of the owners or residents of the flats. I live on Westbury Road about 5 minutes' walk from Grange Court. I previously commented to object to the proposal on 16 September.

I have since read the letter of objection dated 29 October from LRM Planning Limited ("LRM"). I looked at the floor plans and footprint (listed as Revised Plans dated 4 November). I have looked up the amended General Permitted Development Order referenced by LRM and, in particular, the definition of "detached" which LRM have quoted verbatim in their letter: "detached" means that the building does not share a party wall with a neighbouring building.

I agree with LRM. I submit that the Grange Court flats comprise 2 semi-detached blocks of flats. I refer the committee to page 2 of the LRM letter.

The planning officer addresses this at 11 in his report. With respect to the officer I disagree. The construction of these flats are in the form of 2 semi-detached blocks, of different sizes, side by side but slightly oblique (so that one block is slightly forward of the other), sharing a party wall between them.

In my view, the proposal should be rejected as being non-compliant with the requirements for permitted development above a detached block of flats.

I would hope that the committee agree. Were that not to be the case, I repeat my previous objections of 14 September albeit set out here in slightly abbreviated form:

- The proposal is a massive over intensification of the current development and entirely different in size and character from the original.
- There is already considerable parking stress and congestion in this road and locality due to various visiting road users particularly associated with the nearby schools.
- The construction of 14 new dwellings will surely have (1) a hugely negative impact on all aspects of the residents' amenity for as long as the build takes and (2) permanently affect their amenity in a major and unwelcome way. eg extra noise and much more use of the stairwells. I am greatly concerned for the residents.

Anne F. McPherson
Priory Lodge
167 Westbury Road
Westbury-on-Trym
Bristol

STATEMENT NUMBER A104

Planning committee B Zoom meeting Wednesday 11th November 2pm

Application number 20/03831/ND – Grange Court Flats, Henleaze

We believe this is the first case in Bristol which is seeking to use the new planning rules introduced by the government in August 2020 under Coronavirus legislation.

Leaseholders in other flats are very worried about this. If Bristol Council grants prior approval to this application it will set a precedent, making it difficult for the Council to object to other applications of this nature in the future. We note that the planning officer has stated that every case is individual, but precedence does have an impact, even if only to encourage other freeholders to make similar applications.

The residents at Grange Court were not consulted about this, and only notified after they saw a public notice on a lamppost and raised queries.

External Appearance

The extra storeys would permanently blight the skyline of this low-rise area of Bristol, dwarfing other buildings. The current building is below the treetops, but the extra two stories would stand out from the trees and be visible for possibly quite a distance. Because this is not a full planning application, no assessment of lines of sight has been made from the surrounding area. The external appearance of the extension, whilst in keeping with the building itself, transforms a low-rise innocuous block into a large 70's midrise of the kind that likely would not get planning permission today, as not visually attractive, not sympathetic to the local character of suburban houses.

Transport & Highways

There are likely to be 14 extra cars from this development (the parking survey has rounded up in the no car category and rounded down in the other two categories. The likely number of extra cars is 13.75). though there may be enough parking spaces outside of normal school drop off and pick up times. It is yet to be evidenced that there are sufficient spaces when staggered school starts due to Covid19 restrictions are not in place, or when the bowling club and church are in use. Notwithstanding, the council has already stipulated that Grange Court residents would not be eligible for permits in any future RPZ, and so parking for all residents and a reasonable number of visitor parking spaces does need to be provided on site.

Amenity

A 2004 asbestos register report provided to the residents stated that it is likely that the Artex ceiling soffits, Artex walls, PVC floors, and the flat roof contain asbestos. Disturbing any of these elements of the building may require specialist removal. The stairways would need to be in constant use during the development, and presently no plan has been put forward for the safety of residents who

will be living in the block whilst work that may disturb the asbestos is carried out. We note that health and safety is not listed specifically as one of the reasons for refusal of prior approval, but this may qualify as loss of amenity, as if the stairways have to be closed to ensure safe removal of asbestos, the residents cannot stay in their homes.

Therefore, we are calling on Bristol Council to object to this request for prior approval on the grounds of appearance, amenity and health and safety concerns and insist that a formal planning application be made. The [Government's own research](#) shows that housing built under 'permitted development' rights is worse quality than housing built under full planning permission. Furthermore, the development will do nothing to address the lack of affordable housing.

Simon Cook MBE, Dr Caroline Gooch, Chris Harris

Liberal Democrat candidates for Westbury-on-Trym and Henleaze

On behalf of

The Liberal Democrat Bristol Council Group

STATEMENT NUMBER A105

Jo Adams

Comment Details Commenter Type: Other Stance: Customer objects to the Planning Application
Comment Reasons: Comment:

I have a child at Redmaids School and a child at St Ursula's. I attend Sacred Heart Church. The on road parking is already a significant issue on Grange Court Road due to the close proximity of both schools. The chaos around drop off is well beyond what is desirable. Both schools have large catchment zones and with Bristols poor transport links parents have no choice but to drive to drop off their children. It is completely ridiculous to consider allowing the building of 14 extra flats with NO EXTRA OFF ROAD PARKING provision. This could realistically result in between 28 and 56 extra vehicles. No-one who has seen how busy the road is at School drop off times should even contemplate this as a sensible decision. However the parking on the road is actually a problem outside school drop off times as well And I doubt could safely accommodate 28 additional cars. It is dangerous for school pupils because of the sheer volume of traffic to consider adding more would be rewarding the guilt of the landlord at the expense of the safety of our children and the sensibility of our schools. The congestion on the road when there are no spare pull in places backs up far beyond the corner where the flats are. The existing block has only 11 spaces so there is already overflow onto the road. Bristol City should not be allowing more developments in areas which are unsuitable due to the EXISTING neighbours. I am most unhappy about this application. I think 14 is beyond excessive and is just downright greedy. I also have significant sympathy for the existing residents who are largely elderly. Has their view been taken into account? I am sure they did not expect to be living on a building site for many months and to have their peace shattered by 14 x 5 extra residents. It is completely out of proportion with the existing ethos and character of the flats