

WARD: Bedminster
 SITE ADDRESS: Former Railway Depot Clange Road Bristol

APPLICATION NO: 20/01655/F Full Planning

DETERMINATION DEADLINE: 31 August 2020

Redevelopment of the site to provide residential apartments including affordable housing (social rented and shared ownership) across nine buildings between 3 - 5 storeys, flexible retail/café space (Use Class A1-A5 and D1), public realm, landscaping including ecological mitigation measures, access and associated groundworks

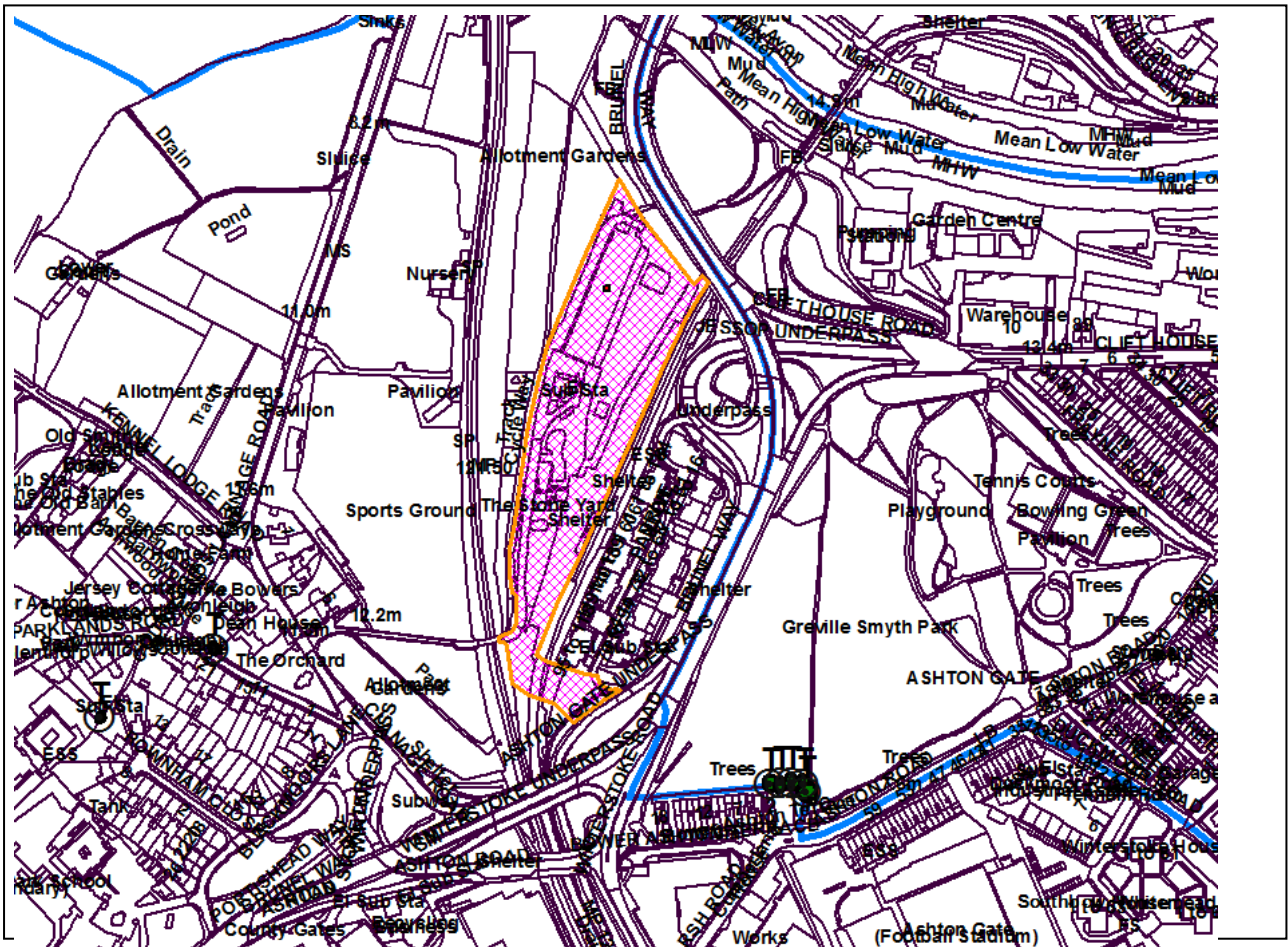
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Avison Young
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APPLICANT: Vistry Partnerships T/a Galliford Try
 Partnerships
 C/o Agent

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

LOCATION PLAN:



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Application Site

The land which is the subject of this application is an area of former railway sidings, roughly triangular in shape, which lies on the far western edge of the city. The land is largely underlain by hard standing, there are two single storey buildings towards the middle part of the site and a mix of shrubs and trees concentrated around the margins and on the eastern half. The ground slopes up from north to south. The land was most recently used as a stone masons business, it is now vacant.

The eastern boundary of the site is marked by the Metrobus route, which is at a slightly lower level than the site, the other side of which is the Paxton Drive development of flats, which is mostly four storey with a recessed fifth floor.

Along the western boundary is the Festival Way cycle route, which is part of the National Cycleway Network and falls within the application site. To the west of this is an area of allotments, which lie between the site and the Portishead railway line.

To the north is the elevated Brunel Way, which is separated from the site by a narrow area of public open space. At the time of the initial submission of the planning application there was a row of hybrid poplars in this space but these have now been largely removed due to poor health.

The existing vehicular access to site is a narrow road off Clanage Road, which also accommodates the cycle way, this crosses a bridge over the railway line after which it splits to become a road to the allotments and the cyclepath.

A licence was granted to the city council to allow the construction of the cycle path in 2009.

The land was purchased from Railtrack by the Homes and Community Agency in 2013, (now Homes England)

Planning Policy background

In 2014 A Planning Concept Statement was published on behalf of the agency, which was produced in conjunction with the city council and the community. To inform the statement a number of surveys were undertaken. The statement anticipated the site being developed as largely residential with commercial subject to viability testing and included a development framework that should be followed to include consideration of how to sensitively respond to site context, views and topography in terms of height, scale and massing as well as maintaining a balance between built development and mitigation of ecological assets. It is stated that the Paxton Drive development will act as a guide to development and one cross section shows development slightly lower than that at Paxton Drive aside from a slightly higher element shown to the north of the site where land levels fall.

In the Site Allocation and Development Management Local Plan, adopted July 2014, an area that includes a strip along the eastern side of the site is identified as important open space and a site of nature conservation interest. Some of this is now part of the metro bus route.

The northern boundary coincides with that of the City Docks Conservation Area.

To the west of the allotments is the boundary to the Bower Ashton Conservation Area, much of this conservation area is Green Belt and the western section falls within the Grade II Registered Historic Garden of Ashton Court which flanks the Grade I Ashton Court Mansion House.

The Grade II listed bonded warehouses are sited to the east of the site.

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The site was included as a draft allocation for residential in the Bristol Local Plan Review, which was consulted on between March and May 2019. This allocation listed a number of development considerations to include the need to provide a contextual, heritage –led response which has regard to long distance views including views of the Avon Gorge and Suspension Bridge from Bedminster Down and which respects the visibility of the site, including in the setting of Ashton Court, takes account of the city docks conservation area and provided a coordinated approach which connects with the Western Harbour Growth and Regeneration area, which was shown indicatively.

There were three responses to the draft allocation to include the current applicant and the environment agency.

There was significant objection and comment on the Western Harbour allocation.

That plan is in abeyance following the withdrawal of the Joint Structure Plan and a revised timetable for a further consultation draft has been provided which includes consultation on issues and options in 2021, with adoption in 2023.

A document entitled ‘Progressing Bristol’s Development’ was published in October 2020 which sets out the policy basis that should be used when making planning decisions in the interim to include the adopted local plan, presumption of sustainable development as outlined in the NPPF where policies are out of date, the policy direction in the 2019 review and all other material planning considerations to include supplementary planning documents and frameworks.

Pre-application Enquiry

In August 2019 a pre-application enquiry was submitted for the development of 252 dwellings, (238 apartments and 14 town houses) and retail/café floor space up to 532m²- ref. 19/03890/PREAPP

The apartments were in the form of six blocks, facing onto a looped access road, from the south to the north they were shown at following heights; Block A- 4&5, B 5+, C 5+, D 5 &6, E 7 and F 9. There were 211 car spaces, most of which were undercroft.

Vehicular access was from the south taken off the underpass to Ashton Way, cutting across the southern tip of the Paxton Drive site and the Metrobus route.

A detailed response was issued setting out key policy issues but also observing that there was insufficient information for officers to be satisfied that the development would have an acceptable impact on the identified heritage assets.

Concerns were raised about the height of the proposed blocks and the impact on the character of the area. The implications of the higher ground was unclear. It was commented that the 5 storey element of the proposal could be acceptable but the taller elements particularly the 9 storey building would be unacceptable. Insufficient evidence was presented to that this would have an acceptable impact on important views and the character of the area. The location of the site on the fringe of the city meant that any development will have an impact particularly on medium to short views from the river, and open space around the site. A Landscape and Historic Visual Impact assessment would be required.

Issues about relationship to the communal open space and the number of single aspect units were raised.

Comments were made about the impact on personal safety that may arise as a result of the town house gardens backing onto the cycle way.

Ecology, flood risk and sustainability were other key areas that needed to be addressed.

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Planning Application

The proposal has been amended twice since the initial submission, illustrations of which are included in Appendix A Consultation was undertaken one each.

Initial submission

The initial submission included 239 apartments in x 2 four storey blocks, x1 five storey block, x1 seven storey block and x1 nine storey block with x 14 three storey town houses towards the western boundary- a total of 253 units. The Festival Way cyclepath was diverted through the site taking a right angle turn onto a route alongside the Metrobus corridor.

180 objections were received.

First revision

The first change, received at the beginning of December 2020, involved the removal of the town houses and replacement by x3, three storey blocks- all with brown roofs and PV panels, the increase in height of x2 blocks to five storeys, increase in height of x1 block to six storeys and a reduction in its footprint, the merging of the two higher blocks and reduction to seven and eight storeys- a total of 242 units. The cycleway was relocated to follows the western boundary.

135 Objections were received.

Second revision- Current Proposal

The second change received at the end of March 2021 involves the reduction in height of all blocks previously over five storeys to five storeys with the block that had been merged in the context of the first change separated again to be two blocks with a larger foot print. This version forms the basis of this report.

A total of 220 apartments are proposed with an area of commercial floor space, which measures 228m² gross and for which Use Class A1 –A5 and D1 are applied for,(n.b. the submission of the application pre-dates the change in the use classes). It is stated that 50% will be affordable. The apartments are made up of 84 one bed units and 136 two bed units.

The development is in the form of 9 blocks facing a central shared amenity area.

The blocks aligned with the eastern boundary are all 5 storeys in height aside from the closest to the entrance which is 4 storeys in height, the upper floors to these are recessed. The blocks aligned with the northern boundary are 5 storeys and those aligned with the western boundary are 3 storeys.

A total of 124 car spaces are proposed, 385 private secure cycle parking spaces and 70 secure public cycle parking spaces.

In appearance the blocks are flat roofed, modern in design with balconies to a number of apartments.

Vehicular access is taken from the Ashton Road underpass and involves the reconfiguration of the existing junction with Paxton Drive site, it crosses the metro bus route.

Internally the principle road runs along the western part of the site, other connecting vehicular routes within the site are indicated as paved and shared surfaced.

The existing cycle way is moved 6m into the site and is aligned with the road from which it is separated by a line of trees. It is 3.0m wide. A landscape bund forms the western boundary.

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Two central areas of open space are proposed separated by a plaza area, one space includes a childrens play area.

A pedestrian route to the Metrobus stop linking to the existing vehicular access has been created adjacent to A.

The application is accompanied by a suite of supporting documents.

Community Engagement

The Statement of Community Engagement refers to consultation with stakeholders and a public exhibition taking place in November 2019 with an anticipated attendance of 100. A summary of comments refers to support in principle and for the affordable housing. There was opposition to the height- maximum height proposed at this stage being 11 storeys, comments that there should be greater articulation, interest and response to local context.

The developers responses to these comments are tabled to include a reduction of the height of the tallest block to 9 storeys, an increase in the amount of affordable housing to 50%, introduction of greater articulation into the scheme.

Response to Publicity and Consultation to the Planning Application

For each iteration of the scheme 309 letters of consultation were issued, the most recent closing date being the 21st April.

There were 185 objections received to the first consultation, 144 to the second at the time of writing 15 received to the second. Committee will be informed of comments received subsequently.

Many of the comments received on the first two iterations will be little influenced by the change in the scale and appearance of the proposal. Accordingly they are precised below.

Housing Provision- it is appreciated that housing is required in Bristol and that the development includes affordable housing. The proposed plans do not cater for families in the area, with most being 1 and 2 bedroom, more 3 flats and additional town houses will increase accommodation for families in the need of affordable housing. There are too many flats this should be a balanced community. The principle of development is supported.

Loss of Green Space- the importance of green space to health is highlighted during the pandemic, this should not be lost to the city in an area where there is a shortfall in green space. The access road will mean the loss of limited adjacent green spaces at the top end of Paxton Drive. The removal of views of green space will remove peoples connection to those spaces. Trees will be destructed.

Tenure-Social housing on the edge of cities in areas of limited or distant access to social facilities can lead to anti-social behaviour and creation of slums of the future.

Ground Floor use -Why not provide a much needed community centre/space as part of the development. If it has to be retail why not create a multi-use market space. It is questioned whether there is a need for another coffee house or restaurant.

Comprehensive Approach-Until decisions are made with regard to Brunel Way and western approach to the city before designing new access points to it. All developments should be looked as one.

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Impact on neighbours at Paxton Drive-

Loss of light and privacy- There will be a significant loss of privacy given the height of the proposed buildings, the residents of Paxton Drive whose balconies and bedroom windows overlook the metrobus route will be severely encroached upon. They will block natural light. Neighbours will be affected by increased noise.

Views will be blocked.

Noise- there will be increased noise from traffic. There is an absence of natural noise barriers in the new plans, there are no evident proposals for internal cooling systems. The high buildings on the other side of the metro bus route will create an echo chamber. There will be years of noise and disruption arising from the development.

Flooding- the flood modelling needs to be reviewed. Global warming will increase flood risk. The River Avon is recording extremely high tides. The submitted information should be scrutinised. The access road could be flooded. Paxton Drive is highlighted as being in an area of high flood risk. The owners of town houses may have problems with house insurance. The development could lead to more flooding and potentially lead further to more frequent groundwater flooding, contamination of the surrounding land and harmful effect on Avon ecology.

Air Quality- construction work and enhanced traffic congestion will expose people locally to poorer air quality. Asbestos fibres may be released during excavations. The site is in an Air Quality Management Area there will be additional traffic pollution, it is already heavily polluted affecting Paxton Drive and Bower Ashton. There has been an increase in volume of traffic since the south Bristol bypass was created. There is concern over air pollution due to construction activities.

Contamination- the asbestos, which is understood to be on site, could enter the local atmosphere and have major health implications. The proposed capping of all soft landscaping and hard standing with 0.6m does not account for the mobilisation of asbestos fibres during excavation and construction. Significant ground works are detailed to include the 4m deep excavation for the access road.

Highway safety- Access to and from Paxton Drive is challenging as there is a need to merge into a very busy and complicated one way system, first merge with traffic from the A3029 Ashton Gate Underpass, which can travel at speed, then almost immediately merge with the A370 Brunel Way dual carriageway, there is no filter lane and visibility is poor, this junction is particularly poor as A370 traffic is pulling across the dual carriageway at this point to exit via the Jessop underpass to travel east along Coronation Road, another very busy route. At peak times the congestion and queues causes long delays.

To travel south out of Paxton Drive it is necessary to first turn north and follow the oneway system across the bridge to Hotwells before we can turn and travel back up the other side of the dual carriageway. This is a lengthy detour especially when traffic is at a standstill.

New residents will be adding to the traffic negotiating this road system and existing traffic problems for residents of Paxton Drive will increase.

Additional traffic hazards will result; first to access the development a new left turn will be required off the Ashton Gate underpass at this tight junction at the exit from Paxton Drive.

Second this traffic leaving the Ashton Gate underpass to enter the new development will frequently be held up by traffic controls for the metrobus, leading to queueing back into the traffic stream.

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A number of children attending Ashton School come through Paxton Drive on foot and bike and cross the currently quiet exit to Paxton Drive, if the current junction is increased in size and has more traffic this will be an increased hazard.

Parking- There is concern about the lack of parking provision for the new development, the site is not within reasonable working distance to amenities for many – elderly, disabled and young families, which will mean that people will be reliant on car usage. The metro bus does not go to all required destinations and finishes at 9pm. This may encourage residents and visitors to park on Paxton Drive, where parking is already problematic. Has electrical charging points for all spaces been considered.

Surface car parking should be reduced to a minimum – visitors and disabled. There should be sufficient spaces for car club to off set any perceived disadvantage to reduced spaces.

Pedestrian route- Paxton Drive is referenced as an accessible route for pedestrians and cyclists, this is a very over parked area with cars parked on footways forcing pedestrians and cyclists onto the road which is dangerous.

Trees- none of the trees and shrubs will be retained, in particular those parallel to the Metro bus route. The application refers to strong landscape boundaries which will act as buffer zones but these are not shown on the plans. The 185 saplings that are proposed will take decades to mature. The dense vegetation alongside the metrobus route will be replaced by 4 small trees.

Social infrastructure- there is no apparent effort to increase infrastructure like GP surgeries. Schools and GP's should be consulted. Local services are already oversubscribed.

Responses received to Current proposal

Comments received in part reiterate those previously made but are repeated to ensure committee are aware that issues referred to remain of concern.

Design- the revisions do nothing to address the totally inadequate level of design, it is gross overdevelopment and treats Festival Way as an inconvenience, it is a generic design. Even with the reduction in height it will still negatively impact the views to and from important features in Bristols heritage and landscape. The use of natural stone would improve appearance. The building style is urban industrial.

Commercial floorspace- the viability of a café here is questioned, small local shops should be considered instead.

Green space- there is further loss of green space and habitat provision to accommodate the larger footprint. Incorporating space for people to have their own allotments would be of benefit. The landscaping is no substitute for what is to be lost.

Impact on neighbours- the blocks positioned opposite still appear to be one storey taller than Paxton Drive- they will block all views, afternoon and evening light will be lost, even smaller blocks will tower above Paxton Drive because the proposed development is on raised ground. There will be a loss of privacy.

Parking- the amount does not reflect car ownership per household in the south west, primary and secondary roads in the development would likely to become car parks without enforcement, there are insufficient electric vehicle parking places

Access- the proposed access arrangements will be disruptive in terms of traffic flow and will cause noise and light pollution to Paxton Drive.

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Cycle Path- this is too narrow, the opportunity should be taken to implement a wider path and separate cyclists and walkers

Flooding- there are concerns about drainage and flooding. There is concern that the water storage capacity will be insufficient and consequently the flood risk is significantly reduced.

Facilities- there is no mention of additional schools or doctors being built but the area is earmarked for 2000 new homes. Can it be guaranteed that drainage of the site will not lead to water infiltration into the contaminated land.

Contamination- BCC should insist of further investigation of ground contaminants and associated risk before making a final decision. There is concern about inhalation of asbestos fibres during excavation and building.

Strategic Planning- this site should not be considered of the much larger developments being considered strategically.

Comments from national and local interest bodies.

In addition to the comments made by the community, a number of national and local interest groups have made comments on the earlier iterations of the scheme.

This includes the following; Historic England, Gardens History Trust, North Somerset District Council, Bristol Civic Society, BS3, Clifton and Hotwells Improvement Society, Bristol Tree Forum, Bristol Walking Alliance and Bristol Cycling Campaign.

At the time of writing not all have commented on the current scheme.

As the following do not refer to the height of the scheme they remain relevant;

Bristol Tree Forum

The proposal should not be allowed to proceed until it has properly addressed how it will replace and build upon the Green Infrastructure. The constraints of the site and the omissions identified in the tree survey mean that the Net Gain calculation in Biodiversity Metric 2 should be used to calculate the appropriate level of compensation needed to replace what will be lost not the BTRS.

There is no evidence that these proposals will achieve biodiversity Net Gain.

In the 30 years the site has not been in use tree canopy cover has become established. It is estimate that half were removed some time in 2019.

Bristol Cycling Campaign

We are pleased that the revised plan restores the route of Festival Way to roughly its current alignment, it is essential that it is upgraded to 5m to allow for segregated provision for walking and cycling in line with design standards set out in LTN/1/20.

Bristol Walking Alliance

We welcome the revised version of these proposals that leaves the route of Festival Way largely unchanged but still object on the basis that the path is too narrow , it should be a 5m fully segregated route.

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Other walking facilities in the area are poor and should also be upgraded as part of this development. Walking links could be improved with another direct link under or over the A370 to Greville Smyth Park to create the most direct walking link to North Street.

Comments on current scheme

Bristol Civic Society

We continue to support the development in principle but consider that the quality of the layout and building design needs to be improved. We no longer object to the height of the scheme. The design of the residential blocks is uninspiring and monotonous in terms of massing and roof heights.

Historic England

Previously wrote expressing strong concerns at the potential impact of the previous proposals on the setting of Ashton Court's Grade II* registered landscape, the relationship between Ashton Court and St Mary Redcliffe church, and the setting of Bower Ashton and the City Docks Conservation Areas. The proposals have been revised and a significant reduction made to the scale and massing of the apartment blocks. Concerns about the impact on the relationship between Ashton Court and St Mary Redcliffe church are addressed. The harm to the setting of the registered landscape is also reduced. There is still a degree of harm through the introduction of built form into the green setting of Ashton Court when viewed from the deer park but the level of harm is now modest.

Adverse impacts on the setting of the conservation areas are similarly weakened by the reduction in height of block E. At 5 storeys the development will no longer dominate the green, open, character of Ashton Meadows which form part of the City Docks CA. Impacts on the setting of the Bower Ashton CA are also moderated.

There remain concerns about the quality of the design. This is a key gateway and the design fails to respond to the unique, transitional and semi-rural character of its surrounds. If sensitively designed it could provide a key piece of green infra structure linking Ashton Court with Greville Smyth Park, North Street and Bedminster. It could re-integrate Ashton Court with its lost historic context. There is an opportunity to mend some of the damage done by the successive infra structure projects that have bisected the area. The rectilinear, grid-iron layout fails to maximise this opportunity.

Historic England still has concerns on heritage grounds. Amendments should be sought.

Key Issues

A. Is the principle of residential development with commercial floor space acceptable?

i) Uses

The previous use of the site as railway sidings and subsequently use as a stone masons has ceased and the work undertaken by Homes England, in conjunction with the city council in 2014, acknowledged the principle of a residential lead redevelopment of the site. This is reflected in the site allocation in the draft review of the Bristol Local Plan, which remains relevant.

Technically Policy EC4, which seeks to retain employment land unless it can be demonstrated that it is no longer feasible or viable for employment purposes, would require the loss of the employment use of the site to be demonstrated by a comprehensive and appropriate marketing exercise. However taking into account the above background it is not considered that it would be reasonable to object to the proposal on the grounds of loss of employment land.

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With regard to the commercial floor space, a flexible consent spanning use classes A1-A5 and D1 is sought hence a number of town centre uses as set out in the NPPF, to include retail, as well as a community use. The site falls outside of a designated centre and at 228m² the proposed floor space is approximately 10% larger than the 200m² which would generally be accepted as small scale retail or leisure serving a local need as set out in DM7. A Statement has been submitted which refers to alternative similar uses being 900 to 1000m distance and that there is no dedicated parking, accordingly the proposed floor space will principally serve local need with limited passing trade.

Taking this into account and that the floor area represents a small increase on the 200m² no objection is raised on these grounds.

i) Contamination

As residential is a sensitive end use, it is important that any health risk arising from contamination is known and suitably addressed.

Given the potential for contamination arising from previous uses, a number of samples have been taken on site from 2013 and reports provided. From human health perspective this investigation is considered sufficient. The contamination found on site includes asbestos containing materials.

The outline remedial strategy, which includes the introduction of clean material across the site, is considered satisfactory though this would not necessarily be required beneath hard standings and buildings. Details of the strategy can be required by condition and this should include a Materials Management Plan clearly showing proposals for moving any contaminated materials around the site.

There is also the matter of possible contamination of ground waters, which if they constitute aquifers fall to be controlled by the Environment Agency. The potential for contamination of ground waters is referred to in the reports. The agency has commented on the proposals and noted that the previous use presents a medium risk of contamination that could be mobilised during construction to affect controlled waters, which are sensitive in this location because the site is located over the Redcliffe Sandstone Secondary Aquifer and the Longmoor Brook main river. The agency has advised that more detailed information will be required prior to development but that this can be addressed by conditions as they consider to require the information at this stage would present an unreasonable burden on the developer.

This includes the need to support any proposals for the infiltration of surface waters to be supported by an assessment of the risks to controlled waters.

This has formed the basis for the proposed SUDs for the site, which are considered below.

ii) Flood Risk

Some objectors have expressed concerns about the flood risk on the site.

The Strategic Flood Risk Assessment for the city has recently been remodelled, to take account of climate change, this is now adopted and must form the basis for determining development proposals.

The Flood Risk Assessment,(FRA), included with the application was based on the previous modelling which showed part of the northern section of the site as falling within Flood Zone 2. The revised model shows this as Flood Zone 3, the extent of which will significantly extend in future with climate change.

Given this designation, and that residential use is proposed- classed as more vulnerable in the technical note to the NPPF, there is a requirement for the applicant to demonstrate that the

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Sequential Test has been satisfied in that there is no other site that the development could take place on that is less prone to flood risk. Following this there is also a need to pass the exceptions test and demonstrate the value of developing the site.

Had the site allocation in the draft revised local plan proceeded to the consultation stage, i.e. the version being put before the secretary of state, this flood risk testing would have taken place but this is not the case and consequently these documents are a requirement and have been provided.

In accordance with the advice in the Flood Risk Sequential Test Advice Note the consideration of alternative sites is limited to South Bristol. As a major proposal the draft revised local plan and supporting evidence to include the SHLAA, (Strategic Housing Land Availability Assessment – drawn up by Strategic and Citywide Policy Team), has been used to identify alternative sites, which must be reasonably available, i.e. deliverable and developable as defined by the NPPF.

The assessment concluded that many sites in the revised local plan were too small, many of those in the SHLAA were unavailable by virtue of existing uses or approved redevelopment schemes, to include some that had already come forward. Consequently there were no reasonably available alternative sites.

Based on the information submitted it is concurred that this is a reasonable conclusion.

There is reference to the exceptions test in the FRA and the need to demonstrate that the 'development would provide wider sustainability benefits to the community that outweigh the flood risk; and; the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.'

With regard to the former, the provision of housing to include affordable housing in an accessible location with community/commercial space is referred to and the benefits of achieving this on a brown field site are acknowledged.

In respect of the latter, the FRA refers to the provision of dry access and egress routes based on 1 in 200 year tidal flood levels in 2080 being provided across the site to serve all uses. This includes the use of the existing access to the site from Clanlage Road and is considered acceptable.

The issue of whether there will be any increase in flood risk elsewhere has been a concern of the Environment Agency given that the Longmoor Brook tunnel runs along the west of the site. This tunnel, which empties into the River Avon, is a major element of the storm drainage network for south Bristol and any damage could have major implications for flooding upstream. This matter has been discussed with the applicant and a layout that removes nearly all development within the adopted wayleave either side of the tunnel and includes access points for future maintenance has been agreed subject to appropriate conditions.

Information on the Sustainable Urban Drainage proposals that have been included takes into account the contamination of the site and does not include infiltration but proposes run off being stored in underground storage areas with controlled release into existing public rainwater sewers. Permeable areas are proposed within the site which will drain to the storage areas and slow the process. This is considered acceptable in principle and a condition is recommended to require full details.

B. Is the loss of trees acceptable?

C.

An Arboricultural Impact Statement has been provided based on survey work. Policy BCS9 requires that existing green infrastructure be retained wherever possible and new included. DM17 sets out that all new development should integrate important existing trees and includes the basis for calculating the number of new trees required to compensate for those lost through development.

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The proposals on site will result in the loss of nearly all existing trees with some also affected by creation of the access. Those to be retained fall either side of the access as well as to the south and north of the site, where trees rooted in an area of council owned land impinge on the site.

A tree survey has been undertaken and identified those to be lost to include a number of groups of trees that are classed as U and therefore in poor condition and not worthy of retention as specimen trees, noting that these groups will however as value as habitats- see below consideration of ecology. Other groups to be lost are classed as C, of low value and four individual trees as B, of moderate quality. The trees to be retained are largely category B.

Based on the BTRS calculation it is stated that the result will be that 32 replacement trees are to be required. It is stated that 185 new trees are proposed in the landscape strategy and although some idea of species types and what size they may be planted at is included in the landscape strategy no actual specification of what and where is provided. This is important as it will inform the degree to which the new trees will thrive and provide satisfactory green cover as replacement for that being lost. Notwithstanding, the landscape concept scheme indicates sufficient trees in areas where there is space and hence potential for them to grow and be of landscape value.

A condition is recommended that will require full details of proposed landscaping and this will make specific reference to trees. A Landscape Environmental Management Plan will also be required by condition and this will specify the need to include details of watering of new trees as this is of key importance.

An Arboricultural Method Statement has been provided which provides details of how the few retained trees are to be protected during construction and makes recommendations for how any works should be undertaken within their root protection zone, to include supervision by a qualified arboriculturist.

The position of protective fencing and other recommended measures will be subject of conditions.

C. Is the impact on the ecology of the site acceptable?

The proposals will result in the loss of all habitats on site to include pioneer woodland and scrub habitat along the eastern boundary, a small number of mature willows present to the south of the site and the mix of plants that have become on the former railway platforms. The loss is not only a result of construction but also the proposed capping of the site to address the contamination.

There have been previous ecological surveys undertaken on the site and an updated version submitted which recommended further surveys of protected species to include badgers, reptile and bat emergence, these have been subsequently carried out.

There was one low status badger sett identified and tunnels a small number of which might be used by badgers. A good population of slow worms was encountered mainly towards the east of the site and there is evidence of low number of bats to include mostly pipistrelle and noctule and also limited use of the site by lesser horse shoe bats.

The information available about the ecological value of the site in connection with its partial SNCI designation refers to it containing areas of open mosaic habitat. This falls to be a Habitat of Principal Importance under Section 41 of the Natural Environment and Rural Communities Act (2006) and therefore a material planning consideration. The survey work supports this assessment.

The landscape strategy is designed to address the loss of habitats and impact on species. It includes a new area of open mosaic habitat towards the entrance to the site and away from the shared areas of amenity space plus green roofs have now been introduced to the four, three storey blocks and two, five storey blocks on the western part of the site, which will be constructed and planted to support open mosaic habitat.

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Along the western boundary of the site a loose wooded area 6m wide is proposed to form a dark area to act as bat corridor to accommodate commuting and foraging bats to include the lesser horse shoe bats, which are particularly sensitive to light. This will be augmented by a hedgerow though gaps are to be needed to enable maintenance access to the Longmoor Tunnel. This feature will also allow the passage of badgers. The external lighting of the site is designed to ensure lighting levels of this corridor is no more than 0.5 lux. This is considered to create an acceptable bat corridor

Further information beyond what has been supplied is required for these features as well as details of a Landscape and Environmental Management Plan to address how the landscape should be managed to maximise biodiversity value. Interpretation boards are recommended.

There will be a need for further badger monitoring of the site and if setts are identified that need to be closed this will have to be undertaken under a licence from Natural England.

Although there will be potential to create a habitat that is suitable for slow worms on site, in the short term this will not be available and there will be a need to translocate the on site population. Outline proposals have been included for this work and a receptor site identified to the east of the railway line. This land is in the ownership of Homes England who have confirmed that where practical they will enable the developer to discharge any responsibilities with regard to protected species.

A Biodiversity Net Gain calculation has been undertaken in connection with the current proposals and reveals a 0.2% loss. As the Environment Bill is yet to be enacted, which will introduce a legal requirement for a 10% uplift, the approach is being taken that will require proposals to balance loss and gain. Hence at present the proposals fall just shy of this target though it is stated that new hedges have potential to address this. It is recommended that the detail landscape scheme that is required is supplemented to include a revised BNG calculation.

D. Is the mix and tenure of the proposed dwellings acceptable?

The development is solely 1 and 2 bed apartment where as previously it contained a small number of three bed units, which could accommodate a family. The loss of these is to be regretted however the mix is similar to other flatted developments within the city and will include a minimum of 30% affordable units in a policy compliant format i.e. 51 social rented units and 11 affordable rented, these will be covered by an agreement under Section 106 of the Planning Act. The applicant has stated the intention to work with their registered provider partner to achieve an additional 45 shared ownership units provided grant aid from Homes England is available. The remaining 113 units will be for sale.

Accordingly while there is a limited mix of unit size, there is a good mix of tenure with an emphasis on affordable products. The Strategic Housing Team have been in discussion with the applicant with regard to the proposals. It is known that there is a city wide demand for smaller affordable units .

E. Is the scale and massing of the proposal acceptable?

This has been a key objection to the proposal due to concern about the impact on nearby heritage assets and the landscape on this transitional area between open country side and urban development.

With each iteration of the proposed scheme, visual impact assessments (VIAs), have been provided to include those specifically designed to illustrate the impact on heritage assets. The location of which having been agreed with Historic England and the conservation officer.

The location of the site renders it visible from a number of key heritage assets to include the Grade I Ashton Court Mansion, Grade II* Ashton Court Historic Estate, Grade I Suspension Bridge, Grade II Bonded Warehouses, Bower Ashton and City Docks conservation area. There is also Greville Smyth Park which is designated as a local historic park in the adopted local plan.

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From the VIA's showing the earlier iterations of the scheme it was considered that while the impact on views from the suspension bridge was not great, there were concerns particular regarding impact on views out from Ashton Court Mansion and Estate. Part of the original design concept drawn up by Repton were the views out from the higher land across the surrounding landscaped area and the spire of St Mary Redcliffe. It was considered that the proposal had an urbanising effect on these views and impinged on the view of the spire.

The height of the proposal competed with the iconic bonded warehouses whose setting derives from the low lying buildings and land in their vicinity, forming as they do a key feature from the western entrance to the city.

The proposal also had an impact on one of the key views out from the City Docks conservation area identified in the conservation area character appraisal and impinged on views out from Greville Smyth Park.

A number of objections were received on the grounds that the development was over-scaled and many referred to the fact that the allocation in the draft review of the local plan referred to 150 dwellings and the scale was a direct result of the increase in the number of units being proposed.

It has been emphasized that this number of dwellings does not have to be strictly adhered to, the efficient use of brown field sites is fully supported and there can be no objection to the principle of a higher density development. The important issue is the form and appearance of the development is acceptable and the quantum does not have unacceptable impact with regard to matters such as highway safety.

The scheme as now proposed is reduced to a maximum of five storeys with those blocks towards the western boundary three storeys. While the footprint of the blocks are slightly deeper than those at the Paxton Drive development, it is now comparable in height so reflects the guidance in the 2014 concept statement that Paxton Drive could be seen as a bench mark.

The density currently proposed is 81 dwellings per hectare. The site falls within an area identified for higher density development in the core strategy.

Revised Visual Impact Assessments have been provided and these show that the removal of the high block significantly reduces the visual impact of the development in all directions. This is reflected in the comments that have been received from Historic England who previously wrote expressing strong concerns at the potential impact of the previous proposals on the setting of Ashton Court's Grade II* registered landscape, the relationship between Ashton Court and St Mary Redcliffe church, and the setting of Bower Ashton and the City Docks Conservation Areas. They advise that the concerns about the impact on the relationship between Ashton Court and St Mary Redcliffe church are addressed and the harm to the setting of the registered landscape is also reduced plus while there is still a degree of harm through the introduction of built form into the green setting of Ashton Court when viewed from the deer park but the level of harm is now modest.

Historic England are also of the view that adverse impacts on the setting of the conservation areas are similarly weakened and the development will no longer dominate the green, open, character of Ashton Meadows which form part of the City Docks CA. Impacts on the setting of the Bower Ashton CA are also moderated.

The proposal will still result in the urbanisation of this transitional edge of the city and be highly visible from Clanage Road, it however no longer visually competes with the listed bonded warehouses from this view point or other entry points to the west of the city.

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On balance there will be some harm to the setting of heritage assets but this can be considered less than substantial and outweighed by the benefit arising from new housing to address established housing need of which almost half will be affordable in line with Para 127 of the 2019 NPPF.

It is also necessary to assess whether the proposal enhances or preserves the character or appearance of the heritage assets in line with the statutory duty as set out in the Section 66(1)1990 Planning (Listed Buildings and Conservation Areas) Act. It is considered that the reduced visual impact will mean that both character and appearance of the nearby listed buildings, gardens and conservation areas is preserved.

F. Is the proposal design acceptable- layout, external, internal and landscape ?

Layout- Historic England has expressed concerns about the design and that in this key gateway it fails respond to the unique, transitional and semi-rural character of its surrounds. They comment that if sensitively designed it could provide a key piece of green infra structure linking Ashton Court with Greville Smyth Park, North Street and Bedminster and re-integrate Ashton Court with its lost historic context. The damage done by the successive infra structure projects that have bisected the area is referred to and that the rectilinear, grid-iron layout fails to maximise this opportunity.

Notwithstanding these comments it falls to determine the application as submitted. The layout as proposed is influenced by the access point and internal gradient. By including a central shared amenity space edged by shared use carriageway use of this space by residents is facilitated which will engender ownership plus the layout allows for overlooking of this space so adding to personal security and safety.

External

As above, the reduction in height of the scheme overall has reduced the visual impact to a point where it can be accepted.

The external appearance however has been the subject of a number of objections. The Design and Access Statement refers to the traditional dock architecture being the main reference for the design.

The illustrative information shows the elevations predominantly faced in brick, with clear articulation included on the frontages of blocks G-E emphasized by a mix of materials. These have a number of balconies mostly contained within flanking walls.

Blocks A-D are less articulated but a mix of materials is proposed to introduce visual breaks. Each has a hierarchy of windows with and the top floor to blocks B-D is with dark cladding, balconies to these blocks extend outwards beyond the façade.

The result is a scheme that subject to details and samples has potential to achieve a high quality finish and while an alternative design approach might be an improvement, no specific advice has been given with regard to what this might be and it falls to determine the application on the basis of what has been submitted.

Internal

Included with the submission is an assessment of the proposal as set out in the Urban Living Supplementary Planning Document. This covers a detailed analysis of the internal layout of the proposal. From this it is shown that the in line with recommendations within that document the internal access to the larger blocks is broken down to limit the number of dwellings served to three. However the enlarged block to the north shows eight flats being accessed from the one corridor.

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All the one bed units exceed the national described space standard for two person occupancy, the two bed units either exceed the standard for three person or that for four person occupancy. This is considered an acceptable balance.

The analysis reveals that a third of the apartments are single aspect units of which a small number are north facing. While this is not supported by the SPD nearly all in question benefit from large balconies and windows to all rooms.

Of the units, 12% will be fully wheelchair accessible, (PartM4(3) of Bregs), this is in excess of the 2% that would be required by DM4 and to be welcome.

Landscaping

The central area is split into two and one side is to incorporate a children's play area. It is bounded by structural planting using a mixture of native and ornamental planting.

The planting is relevant to the issues of trees and ecology and are considered under the relevant sections.

Bunds of trees are proposed around the boundaries of the site to include alongside the proposed cycle path and access road, the proposed bat corridor and land adjacent to the metrobus route. Trees in these locations have potential to thrive and become significant landscape features.

Green roofs are proposed to blocks G-E and this will help green the site contributing to biodiversity and offsetting the urban heat island.

A full planting scheme has yet to be provided and although the area as a whole will fall to be managed by the development, it is important that full detail is given to ensure a satisfactory scheme both visually but also one that contributes to the biodiversity of the area. As referred to above this and a full management and maintenance scheme will be required by condition.

G. Is the noise environment acceptable?

Also of relevance is the existing noise environment taking into account the metro bus, the traffic from the flyover to the north, the railway and potential future noise environment given the commercial floor space.

A Noise Risk Assessment is included with the application which also addresses overheating and ventilation given the interrelationship between these matters. This recommends sound insulation measures for the apartments which may be vulnerable to noise to include those in vicinity of the flyover and the south of the site where there is noise from the existing road network.

With regard to the railway, the Metrowest Project will increase the amount of passenger train movements which will increase the amount of noise from the railway and this is considered in the environmental statement accompanying the project. Notwithstanding the level of increase in noise is not considered to be significant and does not alter the conclusions reached with regard to the proposal.

The recommendations in the assessment are to be required by condition. Conditions are also recommended to cover noise from future plant and equipment, details of extract ventilation should it be required for the commercial floor space, hours of use and hours of deliveries.

Noise will be specifically referred to when setting out the remit of the Construction Management Plan.

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H. Does the proposal have an unacceptable impact on the amenities of neighbours?

A number of objections have been received from the residents of Paxton Drive who on the grounds that they will lose light, privacy and experience noise nuisance from traffic. Objections have also been received from allotment holders concerned about loss of sunlight and the impact this would have on plant growth with longer periods of frost resulting.

It is fully recognised that the residents of the two blocks of Paxton Drive who directly face the site will have a very different aspect and some will receive shadow fall from the development mid to late afternoon. The proposed development will be to the west of Paxton Drive and minimum intervening distance will be 27m and therefore sufficient to retain a satisfactory level of privacy but recognising it as a change from the existing situation.

Cross sections and Shadow Diagrams are included as Appendix B to illustrate the future relationship.

When considering this matter, it is relevant to take into account the fact that development of any form on this site will have some impact on Paxton Drive plus the internal relationship between existing and proposed blocks at both Paxton Drive and the proposal site creates a similar pattern of impact.

In respect of the allotments, there will be some limited additional shadow fall early mornings but otherwise they will be unaffected.

I. Does the proposal satisfactorily address the matter of climate change?

A Sustainability Statement, Energy Strategy, Broadband Assessment and Overheating Assessment have been provided.

As a development of more than 100 dwellings, in line with BCS15 a BREEAM communities assessment should be provided. However it is recognised that many housing sites do not have a large or complex impact and accordingly these assessments are not always merited. To test this a set of questions is posed, in this instance the response is such that demonstrates an assessment is not needed.

The proposed energy strategy for the site prioritises energy efficiency measures and proposes a central shared power plant, initially to be gas powered but will be designed in a way that can be replaced by a renewable system such as a heat pump. This addresses the heat hierarchy as set out in BCS14 and the applicant has confirmed that the internal connections will be designed to enable connection to the heat network at a future date when it extends to serve this part of the city.

It is concluded that these will combine to result in a 32% reduction in CO2 emissions below baseline. PV panels are introduced onto the three storey apartment blocks and calculations show that these will provide a 20% reduction in CO2 emissions from residual energy use in new development.

The Broadband Assessment is acceptable in principle but further detail will be needed.

The overheating analysis is included with the ventilation and noise risk assessment, this takes into account the impact of climate change. Where acoustic measures are deemed necessary to offset potential for noise pollution there will be a need to introduce mechanical ventilation where there is also a risk of overheating. This will require careful design and specification.

Appropriate conditions are recommended to require implementation of approved items and additional information as appropriate.

J. Is the proposed layout acceptable on highway safety grounds?

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The proposed access, impact on the existing highway and the perceived low amount of car parking have all been grounds for objecting to the scheme.

The application is supported by a Transport Assessment. This includes an estimate of the number of car trips that will be generated by the development using evidence from other developments at a maximum of 60 car trips during the peak hour in the morning and 63 in the peak afternoon hour. However it is considered that the reality will be a lower number of trips due to the combined effects of the Clean Air Zone, which will extend to the site and mean the use of diesel vehicles will attract a charge, the opportunity for active travel citing the cycle way, access to the metrobus system, limited on street parking plus the fact that the residents of the affordable units will be less likely to own cars.

Based on the predicted number of trips it is concluded that it will have limited impact on the surrounding highway network.

Looking at the junctions between the site access and Ashton Gate Underpass, Paxton Drive and the Metrobus guided busway, even with the additional usage it was revealed that these junctions would continue to operate within capacity and have a minimal impact on the surrounding highway network.

This assessment is concurred with.

In respect of the vehicular access to the site, while this would be possible from Clanage Road, the connecting minor road is too narrow and the width and weight restrictions of the existing railway bridge inadequate to accommodate the predicted level of additional traffic plus land ownership would preclude the widening of the road. Access through Paxton Drive would not be possible as this is in private ownership. Accordingly while it is recognised that depending on destination drivers may have to take a significant diversionary trip to leave or access the site, the proposed access point is accepted as the only viable option. The design of the access provides satisfactory visibility for all vehicular manoeuvres, to include motorists passing the site access, and safely accommodates pedestrians. Details of the works to the existing highway will need to be agreed by condition and also be subject to an agreement under S278 of the Highways Act. The crossing of the metrobus route will be designed as an unsignalised priority give-way junction based on two similar existing junctions that were designed into the route.

The construction management plan that will be required in connection with the scheme will have to address the impact of construction related vehicles on the existing highway.

Discussions have taken place regarding the design of the routes within the site which are acceptable in principle. Further detail will be required by condition and agreement secured under S38 of the Highways Act for the main vehicular access which is to be adopted.

The internal roadway allows for the use by refuse vehicles so refuse can be collected and includes a layby, parking should be prevented within this area and a Traffic Regulation Order will be needed to achieve this, a Traffic Regulation Order will also be required to extend the 20mph speed limit, which is imposed on surrounding residential streets in the area, to the new road.

Cost of Traffic Regulation Orders being £6,067 each.

Where it will be necessary for refuse vehicles to access routes which are not to be adopted an indemnity agreement will have to be entered into with the city council to cover any damage caused by vehicles. The location and design of the refuse stores comply with adopted guidance with regard to the distance from the highway and design.

Three new fire hydrant points will be needed at a cost of £4,500.

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The cycle parking provision complies with adopted standards and a store is included close to the metrobus route which will allow visitors and members of the public to park here while using the bus.

A total of 124 car spaces are provided of which 25 will be within a proposed undercroft car park within the central area, 11 spaces will be blue badge and 28 Electrical Vehicle Charging Points, (EVCP's) will be provided, there will be a need to extend passive provision throughout the site for future use.

This number of car spaces is significantly less than which would be required to comply with the parking standards, which would require 254 spaces though this is a maximum.

The perceived lack of parking spaces has been grounds for objection to the scheme with concerns that there will be high levels of car ownership and overflow car parking into adjoining areas, existing problems with unsafe parking on footways within the adjacent Paxton Drive development are referred to. However other commentators have suggested that the development should not accommodate cars to the extent that it does

When considering this, the features of the scheme referred to above with regard to the number of vehicular movements generated are relevant in that the cycle way will provide a safe and convenient route for cyclists and pedestrians into the city centre, there are good public transport links, that the proposed clean air zone, which includes Brunel Way, will deter use of any diesel vehicles and also that car ownership is found to be lower in connection with affordable accommodation.

On this basis a reduced number of parking spaces is considered acceptable in principle but measures will be required to offset any impact on highway safety that may be caused by overflow car parking on or off the site.

On site it is proposed that the parking be privately managed, which will in turn prevent car parking that might be caused on match day. Details of the proposed Car Park Management Plan will be required. Off site there are existing parking controls within Paxton Drive, which are privately enforced, and Bower Ashton has a residents parking scheme. To prevent parking on parts of Clanage Road and Festival Way that fall outside of managed parking and which may be hazardous to other road users a Traffic Regulation Order will be imposed.

A robust travel plan will be required to support the proposal and alternative modes of transport to the private car, a draft has been included with the submission but full details will be required by condition. £5,335 will be required to enable the council to manage and audit the travel plan once approved. A car club space will be required.

Conditions are recommended as appropriate and contributions will be included in the 106 agreement.

Festival Way?

The Festival Cycle way is an important means of access from and to the site for non car users and is already well used as a commuter route and recreationally. It forms part of the National Cycleway Network, (NCN) away from the site to the west it shares the private road from Clanage Road which also serves the allotments and to the east it links into the path through public open space, from which there is also access to the tow path. At present the route is permitted through the site by the land owner on the basis that the city council maintain it and carryout any repairs, that permission could be withdrawn at short notice. The application provides an opportunity to formalise the route safeguarding it for the future, potentially through adoption.

Transport Development Management have highlighted the well used nature of the route and the risk of pedestrian and cyclist conflict should the path be left as 3m wide. The role that sustainable modes of transport play in tackling climate change is underlined.

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As part of the NCN in line with the DoT Guidance Note 1/20 on Cycle Infrastructure Design it is strongly advised that the path should be 5m wide. For it to be adopted there will also need to be an agreed level of lighting.

The section on ecology above has underlined the need for a bat corridor to be created through the site for commuting and foraging bats and the identification of a 6m wide strip alongside the western boundary for this purpose that will be planted up to add to enhance its ecological value to bats and other species on the site. This width is deemed acceptable on the basis of the information on light spill into the strip being no greater than 0.5 lux. It should not be reduced in width.

The proposed layout of the site includes the main access road also running towards the western boundary, allowing the central area to be set within shared space roads and routes that are to be used predominantly by pedestrians. The main access road is separated from the proposed cycle way by a bund of trees, which add to the landscape and ecological value of the site, augmenting the value of the bat corridor.

Widening the cycleway to 5m would reduce the bat corridor to 4 m, at which point it would no longer function as intended.

It has been suggested that the bund of trees be removed to allow additional width for the cyclepath, commenting that the trees would have potential to decrease visibility for those using the cycleway but also that without root barriers, roots may damage the highway at a future date.

This approach would enable a 4m path to be created if the 6m bat corridor were to be retained.

When considering this option it must be taken into account that the proposed trees could thrive satisfactorily with the introduction of root barriers as is the case with many other trees planted in the vicinity of streets. Tree trunks in their own right have limited impact on casual surveillance and the loss of these trees would result in an uninterrupted wide strip of hard surfacing of up to 11m, creating an unsightly feature along this edge.

There is therefore a conflict between achieving a cycle path of a width to comply with current guidance and retaining a dark corridor of sufficient width to accommodate commuting and foraging bats.

Given the presence of bats within this area and that the cycle way to the east is 3m wide the balanced recommendation specific to this site is that a 3m wide path be accepted and the proposed bat corridor retained as proposed.

This width accompanied by a method of lighting that minimises light spill may mean that it cannot be adopted however it would be possible to condition its provision. It would fall to be managed privately.

Transport Development Management have retain their objection on the basis of the unsatisfactory width.

K. What are the health implications of the proposal?

As a development of more than 100 dwellings, a Health Impact Assessment,(HIA), has been included with the submission. This document includes consideration of the features of the scheme and its location with regard to access to healthy travel options and open space, provision of good quality and affordable housing. There is also a resume of local health care providers to include GPs and dentists. The paucity of this provision has been referred to by some objectors however the information provided states that a number are receiving new patients.

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An Air Quality Assessment has been included in the application which based on the initial number of units proposed, which is now reduced by 34. This initially predicted moderate adverse air quality at a number of receptor locations along Clift House Road however new vehicle emission factors have been published for use in air quality dispersion modelling based on real world vehicle emissions. The use of these based on a commencement year of 2024 shows the impact to be negligible at all receptor locations for that year. The use of a Travel Plan and active travel infrastructure have potential to reduce this impact further though dust must be factored into the required construction management plan.

In conclusion the proposal will have positive health benefits for incoming residents and will not have any undue impact on the health of existing population.

L. Does the proposal comply with the provisions of the 2010 Equalities Act?

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

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

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

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The proposal includes 12% wheelchair accessible units, a minimum of 30% affordable units with proposals to increase this to 50% and provide a fully accessible external environment with blue badge parking spaces. The mix of apartments reflects known need for affordable units. The site is accessible by non vehicular modes of transport to include the metrobus and cycle way.

It is not considered that there will be any adverse impact on equalities.

Conclusion

The reduced height of the scheme to be between 5 and 3 storeys will mean that the tall block to the northern end of the site is lost and with it the most harmful element of the scheme with regard to impact on heritage assets.

It is clear that the scheme will still be highly visible particularly from the west on entry to the city but the harm on heritage assets – significantly views out from Ashton Court across the borrowed landscape – is now less than significant and must be weighed up against the benefit arising from the development of this brown field site for a scheme that will be up to 50% affordable. The 220 dwellings will make a significant contribution towards achieving housing targets for the city on a site that has been accepted as suitable for housing.

A number of comments have been made about the appearance of the scheme in that it fails to respect the location that is transitional between town and country side and is of a generic design. These comments have been made on each version of the proposals.

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It is an admittedly contemporary design with brick facing and detailing that will provide interest.

Changes have been made to the scheme away from the use of cladding materials originally proposed to a predominantly brick treatment. The development must fall to be considered as proposed.

On balance, approval is recommended.

Conditions to follow.

Supporting Documents

1. Former Railway Depot, Clanage Road.

1. Appendix A
2. Appendix B

Appendix A

Illustrative material

1. Application as submitted April 2020



View point from Ashton Court

2. Application as revised Nov/Dec 2020



ALIGNMENTS
 END OF ALLEYWAY
 PLANTING/SCREENING
 CYCLE PATH
 PLANTING SCREEN
 ACCESS ROAD
 PLANTING SCREEN
 FOOTPATH
 PLANTING SCREEN
 COMMERCIAL STREET MAP
 FOREST/THIN
 NETWORK/BIKEWAY
 NETWORK/THIN
 PLANTING DEVELOPMENT

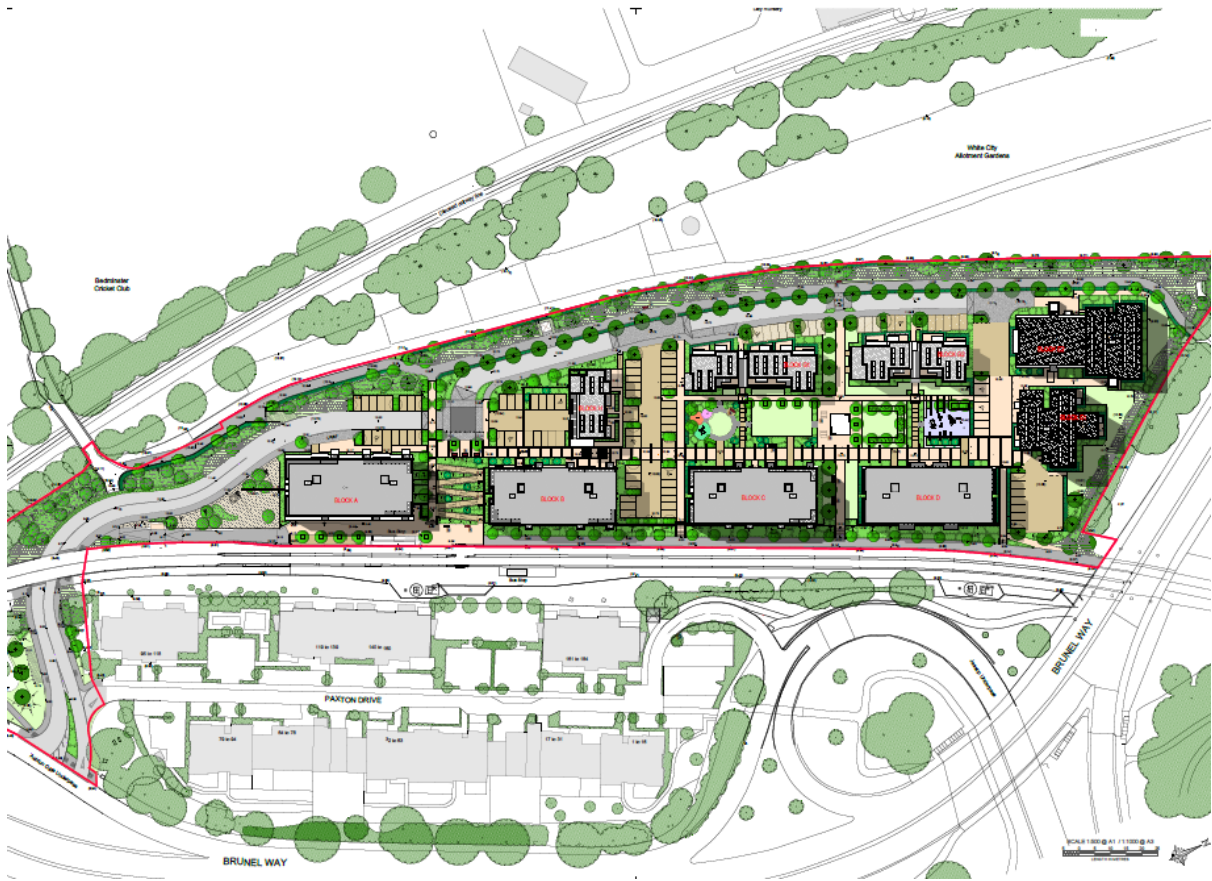




View Point from Clanage Road

3. Application as proposed March 2020





View Point from Clange Road

Appendix B

Relationship with Paxton Drive

Cross Sections





ALLEYWAYS
 PUBLIC FOOTWAY
 PLANTING AREA
 ELEVATION
 PLANTING AREA
 ACCESS ROAD
 PLANTING AREA
 FOOTWAY
 PLANTING AREA
 LOWRISED STAR AND MAP
 FOOTWAY
 METROBUS STOP
 FOOTWAY
 FUTURE DEVELOPMENT





Shadow Fall Diagrams