

WARD: Southville

SITE ADDRESS: Paynes Shipyard And Vauxhall House Coronation Road Bristol BS3 1RP

APPLICATION NO: 19/06107/F Full Planning

DETERMINATION DEADLINE: 20 January 2021

Demolition and redevelopment for residential together with associated car parking, landscaping, access, infrastructure and riverside pedestrian walkway, with up to 154 residential units.

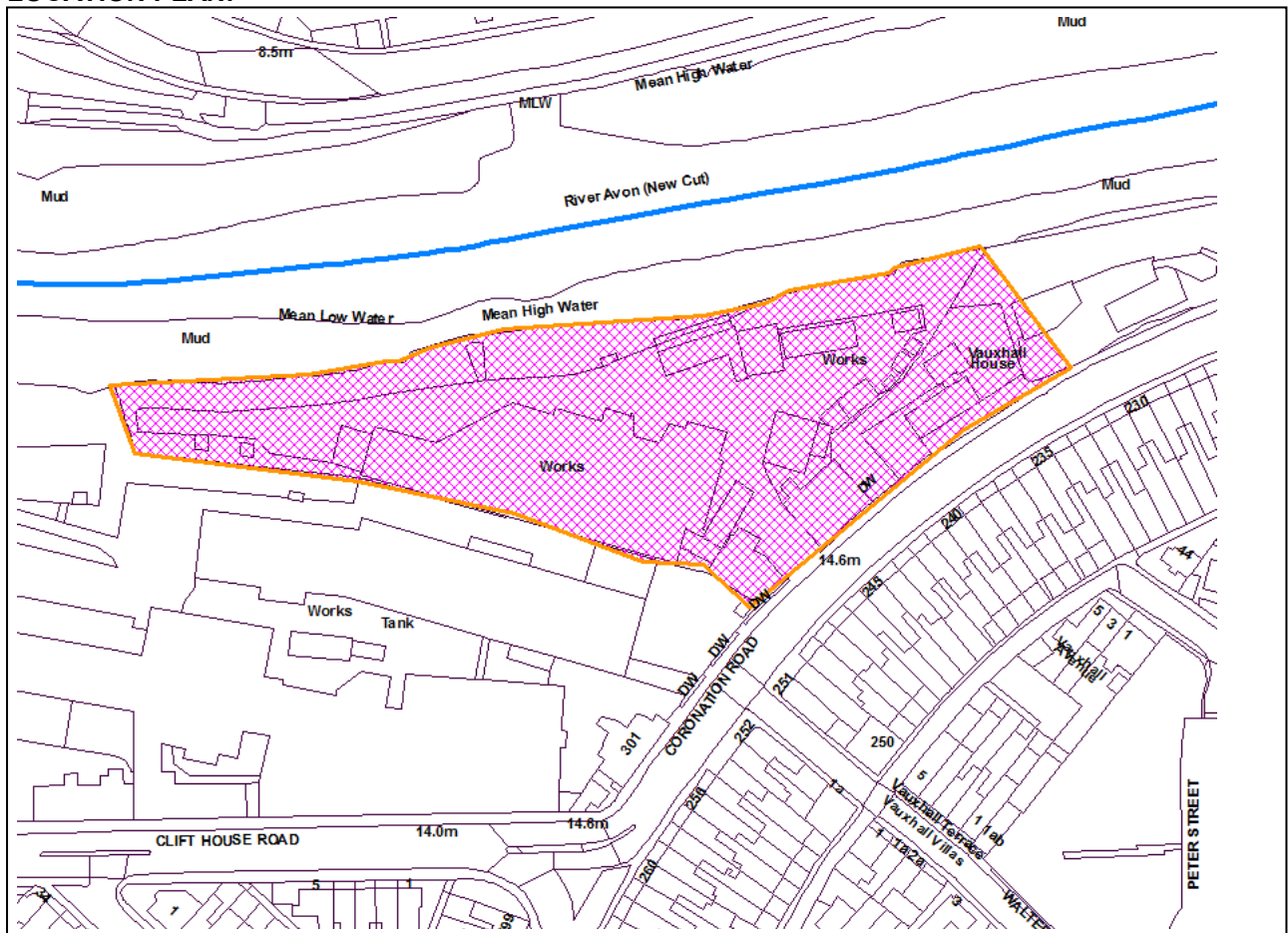
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Nash Partnership
25 King Street
Bristol
BS1 4PB

APPLICANT: Crest Nicholson

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

LOCATION PLAN:



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BACKGROUND

This application has not been subject to call-in by a local Councillor, however the major nature of the proposal combined with the level of public interest associated with the proposals are such that it is considered appropriate that the scheme is considered by members of the planning committee.

SITE DESCRIPTION AND APPLICATION

The application relates to a site set to the North of Coronation Road and bound by the New Cut to its North, located within the City Docks Conservation Area. The site has an area of 0.97 hectares and comprises vacant industrial buildings and associated yard areas, set within a designated Principal Industrial and Warehousing Area (PIWA). The buildings on site are in a dilapidated state, generally comprising simple gable-ended buildings of an industrial character and varying footprints, set behind a high stone wall along the Coronation Road frontage. This is with the exception of Vauxhall house, which is more recent than the other buildings on site; of a flat roofed form; and fronting Coronation Road.

Neighbouring uses within the PIWA comprise a Tannery to the south/west and a tyre and exhaust fitting premises to the east. Adjacent development to the South of Coronation Road is residential in nature.

The application proposes the demolition of all existing buildings on site and the re-development of the site for residential use, comprising 154 flats (reduced from 158 during the course of the application) across four buildings of between four and five storeys. 56 car parking spaces are proposed (reduced from 70 during the course of the application) including 9 accessible spaces, within open and covered parking areas; communal landscaping located between buildings; and a walkway provided along the waterside frontage. Much of the existing stone boundary wall to the Coronation Road frontage would be retained, but at a reduced height and with increased extent of openings.

See plans and supporting documents for full details.

RELEVANT HISTORY

Application site

17/05090/PREAPP - Residential development of 179 Units (97no. 1 bed. and 82.no. 2 bed).
CLOSED.

Vauxhall House

10/05540/F - Proposed change of use from commercial office & store, to a multiple occupancy forming nine bedsits complete with communal & kitchen areas on both floors and associated external alterations. REFUSED.

Other History

Other planning history relating to the site comprises commercial alterations from the 1950's - 1970's, along with enforcement enquiries from 2004 and 2014.

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership,

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pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation to this particular proposed development. Overall, it is considered that the approval / refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

PRE-APPLICATION COMMUNITY INVOLVEMENT

The application is supported by a statement of pre-application community involvement (see statement of community involvement for full details).

(a) Process

Pre-application engagement was undertaken by the developer's team way of the following:

- o Member and stakeholder briefing at City Hall (20th January 2019)
- o Site visit with local councillors (4th March 2019)
- o Public Exhibition at Underfall Yard (12th and 13th February 2019)
- o Dedicated consultation website

The public exhibition was advertised in local media, as well as via leaflet drop to 2000 households and businesses around the site. Local councillors and stakeholder groups were also invited. Feedback forms provided for completion at the exhibition and/or return via pre-paid envelopes provided, along with online versions of the exhibition and feedback forms available via the website.

(b) Responses

21 responses were received to the pre-application community consultation. The majority of respondents raised concerns of parking pressures, with levels of parking on-site considered inadequate and concerns of additional parking pressure on local roads as a result. A minority of respondents considered that parking on-site should be limited. There were mixed opinions on the design, but the nine storeys put forward was generally considered excessive and inappropriate for the site. A lack of housing mix was also raised as a concern.

(c) Outcomes

The overall height of the development was reduced to five storeys [height reduction was also required by Bristol City Council during pre-application discussions]; the aesthetic of the development was altered to reflect a more domestic scale and character, and; on-site parking was reduced by approximately one third.

RESPONSE TO PUBLICITY AND CONSULTATION

Public consultation was undertaken via press and site notices, along with letters sent to surrounding properties. 25 written responses were received, with some neutral comments and one expressing support, however the majority raised objections to the proposal. Concerns raised through the public consultation process can be summarised as follows:

Principle

- o Impact on existing businesses on the site
- Highways
- o Inadequate parking provision

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- o Increased pressure for on-street parking
- o Right turn into/out of the site would be dangerous
- o Dangerous U-turns would be performed if right turns were banned
- o Conflict with cyclists passing the site
- o Inadequate Fire Service access
- o Local bus services are poor
- o The proposed lay-by would be heavily used and encourage improper use

Residential Amenity

- o Impact on neighbours opposite Coronation Road- loss of light, overlooking and loss of privacy
- o The proposed pedestrian crossing would result in loss of privacy to the house adjacent
- o Too many single aspect apartments
- o Noise and disruption during construction

Design

- o Overdevelopment of the site
- o The appearance is monolithic and charmless
- o Lack of space between buildings to break up the mass
- o Overbearing impact from close and distant vantage points
- o Proposed gables are excessively high
- o The proposed flat roofs could include amenity space/ green roofs
- o Quality of materials and detailing is important
- o Too much of the stone boundary wall would be removed
- o Loss of views towards the Clifton Suspension bridge
- o Development of the site should be considered as part of more comprehensive planning of the wider Western Harbour Area

Housing

- o Not enough affordable housing would be provided
- o Lack of family housing

Sustainability

- o The proposed environmental standards are inadequate. The building should be constructed to near Passivehaus standards to meet the Council's net zero carbon 2030 target

Flood Risk

- o The site is a flood zone and not enough consideration has been given to this

Land stability

- o Greater consideration is needed of land stability

Trees/ Ecology

- o Loss of trees
- o Potential impact upon adjacent Site of Nature Conservation Interest

Air Quality

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- o Increased air pollution

Following revisions to the scheme, which made amendments to address flood risk issues; removed the lay-by and amended servicing arrangements; made design and detailing alterations, a re-consultation exercise was undertaken. 11 written responses were received. Concerns raised can be summarised as follows:

Highways

- o Loss of on-street parking spaces on Coronation Road
- o The new traffic island, and loss of parking spaces on-street adjacent, would bring traffic closer to pedestrians

Residential Amenity

- o Increased noise and disturbance from vehicles braking and accelerating due to the new pedestrian crossing
- o Overshadowing of adjacent properties
- o The lay-by on Coronation Road would be a disturbing nuisance [this has been removed from the proposal]

Design

- o Height and massing are such that the blocks are not read separately
- o Monolithic blocks
- o Lack of variety to the roofline
- o Utilitarian design with no local connection
- o Overdevelopment of the site
- o Excessive loss of the historic boundary wall would impact the character of the area

Land Stability

- o Concerns of subsidence during and after works

Trees/Ecology

- o Loss of mature trees
- o Impact upon the New Cut wildlife corridor
- o Inadequate tree replacement to compensate for those lost

Air Quality

- o Increased congestion leading to increased air pollution

A further set of revisions were subsequently made to the scheme, with amendments made to the site layout and the extent and configuration of blocks C and D in order to provide a river bank maintenance access strip. A further public re-consultation exercise undertaken. 11 written responses were received, with concerns raised reiterating points previously raised, as set out above.

The various points raised will be discussed within the key issues section of this report.

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Bristol Civic Society has commented as follows (03/02/2020):

If Crest Nicholson (the Developer) can provide evidence to satisfy the procedure to justify the loss of protected employment land, the Society supports residential development of this brown field site. The scale and massing of the proposed buildings is an improvement on the two earlier, Pre-application proposals.

There are no buildings or structures of architectural merit on the site.

Policy BCS8 provides that principal Industrial and Warehousing Areas will be identified and retained. The site appears to be generally functioning well as evidenced by its continuous occupancy. If the Developer can produce evidence to satisfy the Policy DM13 procedure and demonstrate that there is no demand for industry or warehousing, the Society supports the principle of a residential led redevelopment. However, we would prefer to see a greater proportion of employment uses such as B1, retail or leisure unless the Developer can satisfy the Council that these uses are not viable. The decision to abandon employment use is binary. The provision of live/work units is a token given that the whole site is employment land.

The proposed buildings of 3 floors plus ground make a better transition to the domestic townscape of the Coronation Road and the low-industrial buildings to the west than the earlier schemes. Similarly, the development is more sympathetic to its riverbank setting when viewed from Cumberland Road. This site will be a trip generator. Although the North Street local retail centre is within walking distance, the bus service is infrequent. The heavy traffic in the Coronation Road is unpleasant for cyclists.

The scheme's roofs mix pitched and flat roofs to respond to other Harbourside developments. The Society suggests that all five blocks have pitched roofs. The angles and pitches would create an interesting skyline whether seen from Coronation Road or from the north of the New Cut.

The busy Coronation Road will cut off this development from its immediate neighbours to the south. The additional residential population will contribute to the local economy.

The development does not prejudice the possible redevelopment potential of the land to the west. There is no real development opportunity to the east of the site. A riverside walk that extends beyond the site appears to be distantly aspirational.

The scheme creates a series of pocket parks and a linear green bank above the New Cut. This dense development offers little opportunity to do no more than is proposed. The introduction of outdoor furniture and fitness equipment is welcome.

The scheme provides the maximum car parking ratio that policy permits which is realistic given the poor public transport connections. This high-density development has relatively little open space per resident and surface car parking should be avoided, if possible. We suggest that the developer considers measures to inhibit parking other than in the designated parking areas.

The Society would prefer to see as much of the Coronation Road boundary wall retained as is possible. Apart from the contribution that the wall makes to the character of this part of the conservation area the wall provides a barrier against the noise and pollution from Coronation Road. We acknowledge that wall will be lost to create a principal entrance with safe sightlines. We ask whether the proposed lay-by on the north side of Coronation Road outweighs the benefit of the retained wall?

We are pleased that the Developer will install a Puffin Crossing in the Coronation Road and that there will be no right turn from the development into Coronation Road.

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The scheme produces attractive, naturally lit, entrances and access cores. However, there is continuous discussion in the Design and Access Statement about overlooking between the blocks and the quantity of single aspect flats. Both these problems arise from the ambition to build as many as 158 units although this total is reduced from the 179 flats of the earlier scheme. We are not convinced that the asymmetry between the north and the south facing single aspect units in Block D nor the offset balconies will protect the single aspect flats from being uncomfortably hot in strong sunlight. The units would have no relieving cross-draughts. The Society believes that this would be a more successful development if it reduced the overall number of units to decrease the number of single aspect flats. The rearrangement of the units might, at the same time, produce a solution to any overlong, artificially lit, access corridors. In a setting of free-standing residential blocks as many flats as possible should have habitable balconies. Juliet balconies do not provide desirable external amenity space.

Energy efficiency - there is no indication that this development will be zero carbon. New build zero carbon development is achieved by other local planning authorities. Bristol has pledged to become zero carbon by 2030 which should be a requirement of all new build development.

The City Council Economic Development Service has commented (21.10.20) as follows:

No objection on the basis of the updated Employment Statement Addendum Report received 13th October 2020.

Historic England has commented as follows (16.01.20):

This application, which we were involved with at pre-application stage, proposes redevelopment of Payne's Shipyard. The former shipyard is within the City Docks Conservation Area and currently in light industrial use, but does not appear to contain any buildings or structures of architectural merit. The form of the remaining industrial buildings do, however, relate to the site's former use as a shipyard being aligned on the course of a long-lost slipway. The grain of the site relates to its shipbuilding past, which therefore makes a modest contribution to the character and appearance of the conservation area.

The buildings proposed for erection on the site take a neo-industrial warehouse aesthetic. They are arranged in a manner that does not draw on the historic grain of the site, and their warehouse aesthetic could be argued to perpetuate a false history given that the site was historically used for boatbuilding, and not warehousing.

However, the harm to the character and appearance of the conservation area is minor, and the regeneration of under-utilised land is welcome. Notwithstanding our slight reservations over their aesthetic, the scale and massing of the proposed buildings is a considerable improvement when compared against an earlier iteration we saw at pre-application stage. In townscape terms, the proposed buildings will make an effective transition between the domestic townscape of the Coronation Road (which sits outside the conservation area) and the large robust forms of the nearby bonded warehouses.

The City Council Contamination Officer has commented (09.07.21) as follows:

The January 2021 Hydrock report has been updated to reflect the design plans and more site investigation is proposed as part of the report following demolition at the site.

Queries raised back in 2018 and 2019 are still not referred to/acknowledged in the report

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For example

- o there is no mention of the limitations of having deviating samples for hydrocarbons
- o use of statistics on targeted sample locations is not really appropriate. Assumptions using statistics having been made at this stage when many areas of the site which were subject to potentially contaminating processes have not been subject to assessment. This is particularly relevant for VOC's and SVOC's which are deemed to pose a low risk in the current assessment despite the fact the area where metal spraying has taken place has not been investigated.

The report authors are advised that some of the documents referred to within the report (particularly for the ground gas section) have been updated since the report was produced.

Comments made by the Environment Agency are noted, we have no objections to those conditions being used but do ask the reason is amended as follows:

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

Finally we do ask that we are notified of the dates of any future site investigation so we can arrange a visit to the site.

The City Council Highways Officer has commented (11.11.20) as follows:

(Please refer to the online record for full comments)

Principle

Following a number of amendments to the scheme, Transport Development Management (TDM) considers the application to be acceptable.

Transport Statement

In support of the application, a comprehensive Transport Statement has been submitted, focusing on the sustainability of the site and its potential impact on the surrounding highway network. TDM concurs that the site is in a highly sustainable location.

In order to determine the potential impact of the proposals on Coronation Road two traffic counts were undertaken outside the application site.

The survey results were then combined with modelling through the TRICS database and TEMPro to determine impact upon the highway network, including traffic growth over time, with the modelling finding that there is adequate highway capacity to support the proposed development. TDM concurs with this assessment.

Initially the applicant proposed an all movements junction to serve the site. However, TDM considered that this would be unsafe due to the existing traffic flows and motorists being tempted to take risky manoeuvres that would result in a significant risk of collisions. On this basis a Stage One Road Safety Audit (RSA) was undertaken. This revealed that due to the existing vehicle flows on Coronation Road motorists seeking to turn into and out of the site would experience potentially long delays. This would likely result in motorists becoming frustrated and pulling out during inappropriate spaced gaps in traffic flow resulting in an increased risk of side impact type collisions. This would be exacerbated during the AM and PM peaks and for delivery vehicles. As a result of this an all movements junction was rejected in favour of a left in/left arrangement which was subsequently modelled. However, within the Transport Statement it should be noted that the relevant table says right turn, when it should be left turn.

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Due to the scale of the development a full Travel Plan has been prepared and submitted using the Travel Plan Guide for New Developments and the associated Travel Plan Template. The applicant has requested that the council's Travel Plan Coordinator implement the Travel Plan on their behalf for a Travel Plan Implementation Fee of £22,752 (£144 per unit x 158 dwellings). This will need to be collected via a Section 106 Agreement.

Public Transport / Cycle Path

As set out within the Transport Statement future residents will be able to utilise both the A1, M2 and 24 bus services. The later can be accessed via stops on North Street. As it can be expected that demand will increase and to further encourage a modal shift by providing improved public transport facilities a Section 106 contribution of £10,000 is sought to upgrade the two closest stops of Frayne Road (South-westbound) and Frayne Road (Eastbound) with raised kerbs.

As set out within the Transport Statement Coronation Road forms a key pedestrian/cycle route. The route is however inadequate and requires improvement. To encourage and support residents to use sustainable forms of transport a section 106 contribution of £110,000 is sought to upgrade and resurface the footway between the site and Vauxhall Bridge to provide a 3 metre unsegregated cycleway with new kerbs drainage and lighting,

Necessary contribution statutory notice for pedestrian crossing and for the provision of TRO's is £18,971. A commuted sum of £50,000 is required for the maintenance of a new signal heads controller. These are also to be secure via s106 agreement.

Access

In order to access the site the applicant proposes to retain and widen the existing access point which will consist of a vehicle crossover. This will give priority to pedestrians which is essential as Coronation Road is a key pedestrian/cycle route. Adequate visibility splays are achieved, in part due to the removal of a section of the existing boundary wall.

In order to achieve safe site access/egress the junction must be left turn only (in to and out of the site), with a splitter island provided within the carriageway to prevent right turns.

The splitter island must be at least 1.35m wide and feature illuminated Keep Left bollards with at least 0.45m clearance either side, Cadet Kerbs due to the number of HGV's that use Coronation Road and if space permits an illuminated Turn Left traffic sign for which a TRO will be required. The cost of this and any additional implementation costs will need to be met by the applicant. In order to construct the splitter island the applicant will be required to enter into a Section 278 Agreement and obtain an Excavation Licence which is available at www.bristol.gov.uk/highwaylicences

Footways

To prevent vehicles from stopping and parking on the footway, a series of bollards must be placed within the footway along the entire length of the site.

Pedestrian Crossing/Loss of Parking

TDM requested that the applicant provide a signalised pedestrian crossing. The applicant has agreed to do this and a signalised Puffin Crossing is now proposed around 30m east of the sites vehicle access. This will provide a safer route for residents seeking to access the bus stops, school, shops and local facilities on North Street (B3120) and within the surrounding area. To ensure adequate visibility a kerb build-out is required, along with the loss of some existing on-street parking bays. Without the provision of a pedestrian crossing there would be a significant highway safety risk.

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The applicant originally proposed to provide a layby on Coronation Road for servicing. Throughout the application process TDM has raised strong objections to the layby on highway safety grounds. The applicant has now agreed to remove the layby, use a private waste contractor and that all servicing will take place within the site. This approach is supported by TDM in this instance.

Internal Layout

As already stated the access road will be located in roughly the same position as the current entrance to the site. The carriageway measures approximately 5.5m wide with footways either side. Suitable drainage must be provided to prevent the discharge of any surface water onto the adopted highway. The first 10m to 11m section has been designed as a shared surface which will feature a servicing area. To protect the main pedestrian route into the site a series of wooden bollards will be provided at the back edge of the footway and on the right hand site to provide a clear route to Block C. To the rear of this and on the opposite side gabion walls interspersed with planting will be provided. These are required due to the extreme level difference between Coronation Road and the riverbank. At the bottom of the access road will be a small hammerhead which will enable residents to access either of the proposed car parks. Due to the level difference a Road Restraint Risk Assessment must be undertaken to determine the type of barrier that will be required at the bottom of the access road to prevent any vehicle that may have lost control from entering the river. Both the access road and the service area must be suitably illuminated.

Pedestrian Routes

With the exception of blocks A & D which can be accessed directly from Coronation Road, all the remaining blocks can be reached via an accessible ramp constructed from resin bound paving. At the bottom of the footpath it becomes a pedestrian walkway that will run alongside the riverbank as far as Block A. There is sufficient land that would enable the footpath to be continued further along the riverbank, should sites come forward for redevelopment. A safety barrier will be required. To be of any benefit to local residents it is recommended that the route to the walkway is designated as a permissive footpath.

Emergency Access

Avon Fire & Rescue Service (AFRS) originally lodged a objection as the site layout did not provide appropriate access to each of the buildings as required by The Building Regulations 2010 - Approved Document B (Fire Safety) Volume 1: Dwellings - 2019 Edition - Requirement B5: Access and facilities for the fire service. Following discussions between the applicant and AFRS, a fire strategy has subsequently been produced and agreed, as set out below. This is considered acceptable.

Fire Strategy

- o AFRS will drive into the site and come to a stop either at the top of the ramp or mid-way down the ramp depending on which building they need to access.
- o Each building will be serviced via a dry riser inlet at the primary entrance to the blocks. This will ensure that all spaces within the blocks are within the 45m distance required.
- o Block A - AFRS have agreed to an extension of the 18m distance to the dry riser position at the entrance to the block. A 2m wide access walkway, featuring some steps with a central handrail, is proposed along the boundary with the tannery. This will enable a clear line of sight to maintained with firefighting personnel. The fire tender will park at the end of block B in the turning head, which will have access to the boundary walkway. Block A will also feature an automatic sprinkler system in accordance with BS 9251.
- o Blocks B & C - The blocks dry risers can be reached from the site ramp and are within the

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standard 18m distance from a fire tender.

- o Block D - Will be accessed via the Coronation Road elevation, with a fire tender being located within 18m of the entrance and dry riser.
- o Additional hydrant points are proposed at the western end of the site to ensure water is accessible across the whole site.
- o All of the blocks will include ventilation lobbies and the dwellings will allow for protected lobbies to ensure a robust and safe design for the future residents.
- o The blocks will feature a cavity wall containing mineral wool insulation. They will be faced in either brick, a non-combustible cladding board or aluminium rain screen cladding. These materials have non-combustible properties, therefore mitigating the risk of a fire spreading in the event one was to break out. This meets the requirements of Approved Document B (Fire Safety) Volume 1: Dwellings

Car Parking / Cycle Parking

The applicant proposes to provide parking for 70 vehicles which equates to 44% of the flats having parking. This is acceptable. As the site is within the Southville Residents Parking Scheme future residents can be prevented from obtaining parking permits to prevent additional pressure for on-street parking. Of the 70 parking bays, 10 will be designated for disabled users and a total of 14 bays will be fitted with Electric Vehicle Charging Points (EVCP's). A Car Park Management Plan is required, which can be secured by condition.

In respect of cycle storage the applicant proposes five internal stores that will be fitted with two-tier cycle racks able to accommodate a total of 320 cycles. Whilst some two-tier racking is acceptable every flat must have access to a Sheffield Stand. As such storage must be revised to provide 79 Sheffield Stands and 48 two-tier racks.

All of the stands must be well illuminated, overlooked (ideally covered by CCTV) and be covered. Three stands will be located as part of the shared space next that will be used by service vehicles. This is unacceptable as it places them at risk of being hit by manoeuvring vehicles. They must be relocated.

Waste

Based on the Refuse Strategy that has been submitted the applicant proposes to provide six internal waste stores, of which one would be used for the storage of bins when they are due to be collected. To remove TDM's objection regarding the unsuitability of a layby needed for servicing on Coronation Road, the applicant proposes to use a private waste contractor. Whilst this represents a significant deviation from Waste and Recycling: Collection and Storage Facilities - Guidance for Developers, Owners and Occupiers, TDM considers that this is the only viable solution. A Waste Management Plan is therefore required, which can be secured by condition. This must set out in detail how the waste will be stored, moved for collection and be collected.

Recommendations

Following the removal of the layby and the installation of a route to Block A for fire crews TDM considers the proposals to be acceptable subject to the provision of conditions [a suite of recommended conditions and advices have been provided].

The City Council Highways Officer has commented (08.07.20) as follows:**Principle**

The application proposes to demolish the existing buildings and in their place construct four buildings that will comprise 154 flats with associated car/cycle parking, waste storage, landscaping and a pedestrian walkway. A number of amendments have been made to the scheme, the most recent of which resulted in the loss of four flats and 10 car parking bays. As only the car and cycle parking are affected Transport Development Management (TDM) does not propose to comment on any other part of the proposed changes. As it stands, even with the reduction in parking, TDM considers the proposals to be acceptable.

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The applicant proposes to provide parking for 56 cars which represents a reduction of 10 bays on the previous iteration of the proposals. Of these, nine will be for blue badge holders. Given the site is within a moderate walk, cycle and bus ride of the city centre as well as other key employment, retail and leisure facilities, as set out within the Transport Statement, this is acceptable. However, it should be noted that a number of the objections that have been received raise concerns regarding overspill parking and the loss of parking for existing residents. As the site is within the Southville Residents Parking Scheme future residents can be prevented from obtaining parking permits. To enable this, Advice I044A Restriction of parking permits - existing controlled parking zone/residents parking scheme must be applied if permission were to be granted. Several of the objections also raised concerns regarding future residents parking outside of the Southville RPS's boundaries. Unfortunately this is not something that can be prevented, although it is recognised and a RPS covering Ashton, Ashton Vale and Bedminster would be the logical answer. 20% of the bays will be fitted with Electric Vehicle Charging Points (EVCP's). Suitable ducting and earthing must be provided to enable additional (EVCP's) to be installed in the future if there is sufficient demand. A Car Park Management Plan is required, although this can be secured by condition. In respect of cycle storage the applicant proposes six internal stores that will be fitted with two-tier cycle racks able to accommodate a total of 326 cycles. Whilst some two-tier racking is acceptable every flat must have access to a Sheffield Stand. As such storage must be revised to provide a minimum of 77 Sheffield Stands and 46 two-tier racks. This would meet the required standard of one cycle for every one bed flat and two cycles for every two bed flat as set out within the council's parking policy. The doors to the stores must be a minimum of 1.2m wide. For the use of visitors eight Sheffield Stands will be provided although these cannot all be identified on either the site or landscape plans submitted. This should therefore be clarified. All of the stands must be well illuminated, overlooked (ideally covered by CCTV) and be covered. Three stands will be located as part of the shared space next that will be used by service vehicles. This is unacceptable as it places them at risk of being hit by manoeuvring vehicles. They must be relocated.

Recommendations

TDM considers the proposals to be acceptable subject to the applicant:

- o Providing the required number of Sheffield Stands and two-tier racks as set out above.
- o Removing the three Sheffield Stands from where refuse vehicles will park to avoid the risk of potential conflict between cyclists and manoeuvring vehicles.

The City Council Urban Design Officer has commented (14.05.20) as follows:**Summary:**

CDG welcomes the development of the site in principle. CDG acknowledges the pre-application engagement and the progress made relating to the design of the scheme. The use of challenging site levels to open up an otherwise glimpsed view of the Clifton Suspension Bridge is imaginative and makes the most of the site potential in this respect. There are however a number of outstanding concerns relating to various aspects of the proposal as outlined below which need further consideration and revisions.

Full Response:**Layout**

The principles governing the layout are understood and based on clearly founded principles, however the concerns relating to interface of development with Coronation Roads, New Cut riverfront and relation between the block as highlighted below need to be addressed. The issues and their resolution may have impact on the tightly defined dimensions and relations of elements in the layout which needs careful consideration.

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Coronation Road Frontage

Boundary Wall - Please note that different drawing show differing dimensions of the retained boundary wall, this discrepancy needs to be corrected. Notwithstanding the discrepancy, the proposal removes significant portion of the historic boundary wall. This is not in keeping with the position agreed during prior engagement and needs reconsideration.

Interface - Further the interface between the building and the public realm lacks consistency and appears disjointed and needs a review. A clear and consistent resolution as an attractive welcoming defensible space akin to character of front gardens is recommended.

Entrance - The entrance to the site appears austere in terms of design, it remains as one weak point of the layout. The arrangement creates a fairly negative aspect to an important approach - it needs enhancements to form a welcoming entrance in order to draw people into the site and further towards the riverfront. It is important to avoid using this space for servicing and prioritise design and aesthetic aspects of the space. A combination of landscape and public art needs to form a part of the resolution.

Please refer to public art comments provided separately.

Waterfront walkway

The extent to which the landscape scheme is made available to the general public including an accessible route to the waterfront via the green link, is welcome.

Clarity and resolution of flood risk related concerns from Environment Agency are fundamental to designing the riverfront and needs to be addressed on a priority.

The arrangement between the retained trees, topography, SNCI and buildings (both existing and proposed) needs a clear and well-formed solution. The drawings appear to indicate that the tree canopy along Blocks C & D will be cut back significantly to the SNCI boundary and no intervention will be made within the SNCI. The measures need to be agreed with the BCC's tree, landscape and ecology officers.

The New Cut Riverfront path with a width of approximately 3m is tightly defined by enclosure of retained trees and sheer wall of the proposal. Further, lack of passive surveillance and perpetually shadow pose questions about attractiveness of the waterfront walkway. It is important to design a welcoming public route as part of the long term ambition of contiguous waterfront walkway for the wider area and needs to present a robust design rationale.

The proposal should set a clear and robust design solution which will positively form a part of long term design, access and management arrangements for the provision. Further mechanism to secure a commitment to deliver publically accessible waterfront walkway to the boundaries of the site, its deliver, ownership and management/adoption needs to be secured.

Space between the blocks

The proposal creates blocks with tight separation distances and in some places the facing facades provide the only aspect for single aspect apartments. While the design measures employed to minimise facing windows is acknowledges, but its impact on the living condition, privacy and amenity of future residents' remains an area of concern and needs thorough review.

Landscape

The layout of hard and soft landscape elements is clearly defined with play and leisure facilities. Given the above scheme strengths the following points are suggested for improvement: -

- As noted above the entrance into site, riverfront walkway and interface between buildings needs review and enhancements.

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- Many of the proposed trees are small to medium height at maturity; the tree planting strategy might benefit from the inclusion of a higher proportion of climax species where space allows for broader canopy spread.
- In relation to trees to be lost to development, the arboriculture report recommends the removal of 3 sycamores T5, T6 and T7, the latter two of which both B grade trees. The inaccessibility of the trees is cited but, there seems no overriding reason for their removal. The question about the possibility of their retention is raised, particularly in the case of the B grade trees.

Urban Living Assessment

A full Urban Living Assessment needs to be presented to support the application.

Please refer to wider comments cover the aspects relating to the contextual considerations and the external spaces within the site.

Liveability considerations - Explanation relating to the design measures employed to allow greater light and ventilation to the internal spaces is noted. However, a clear schedule covering all aspects of internal spaces and its compliance with individual criteria listed in the Urban Living SPD is needed. Some of the key points to are;

- The proportion of single aspect apartments and their liveability conditions like access to light, space, amenity etc. needs to be analysed.
- The separation distances and privacy related concerns of the apartments needs to be analysed and addressed.
- The design arrangement for interface between the ground floor flats and the public/communal spaces needs further development and resolution.
- Further, more can be done to celebrate the communal entrances to the residential blocks.
- Special consideration needs to be given to design measured to ensure natural light and ventilation is extended to the communal corridors, personalised entrances to individual apartments.
- Ensure that adequate private and communal amenity provision is provided.
- Lower than recommended access to Sunlight/daylight and Vertical sky component for some of the proposed units and marginally higher impact than the recommended guidance on certain neighbouring properties is noted. However the low Average daylight factor in some of the units and lack of analysis on sunlight hours is an area of concern and needs to be addressed. Measured than can be incorporated to improve the performance needs to be explored.

Heritage Assessment

The Payne's Shipyard site within the City Docks Conservation Area, sits in an area that has several heritage sensitivities and at the transition between the clear residential character to the south, the maritime industrial character of the site itself and the verdant character of the New Cut along the northern boundary of the site.

The current proposal has resulted from a design process that has sought to respond to these challenges. The scheme now has a scale that sits comfortably within this landscape whilst also not harming the setting the significant heritage of the scheduled Underfall Yard or listed bonded warehouses or character and appearance of the City Docks Conservation Area in views across the Floating Harbour or along the New Cut. However more could be to accentuate the visual differentiation of the individual blocks as noted below.

There will be a slight degree of impact to the archaeological significance of the site, but this can be mitigated through appropriate conditions to secure the recording of any remains relating to the site's important historic use prior to their loss.

Consequently any harm to the heritage significance of the heritage assets posed by this development will be less than substantial and can be weighed against the benefits of the scheme.

Scale, massing and architecture

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The scale and massing of the proposal is generally acceptable. The verified views submitted within the TVIA show that the scheme has overcome previous concerns relating to scale in relation to Coronation Road frontage and visual competition of massing with the bonded warehousing and historic harbour - the development, while a significant component, does not dominate key views. There is however need to review certain aspects of schemes architecture.

The individual buildings are of very similar architectural language. The buildings in general present single plane of brickwork with punched in openings. While the brick banding and details introduce a degree of variation, potential for further contrasting industrial architectural styles highlighted in the precedent study have not been employed. The issue about coalescence of blocks into a single apparent massing has been highlighted by number of consultees. Opportunity to enhance contrasting architectural character of the blocks while retaining the broader industrial architecture referred in the precedents should be explored. Aspects like expression of brick peers, modular industrial bays, panelling etc. needs to be considered. It will help to accentuate the distinctiveness of individual blocks and avoid coalesce in medium to long distance views. It is also noted that balconies may also be an element for further development. Deviating from standard size and or greater thoughtfulness for balcony details can, if well executed, enrich the character of the development not to mention user experience. Further, Consideration needs to be given to drop the pitched roof and make the roof form as part of the top floor apartment. This will help to bring variation in roof height and form thereby strengthening distinction between the individual blocks as noted above.

The communal entrance to the residential blocks from public realm needs to be accentuated further in terms of scale and generosity.

Further details fall protection and other safety measures are expected to be included in the design of the scheme. If not clarity needs to be provide at the earliest.

Design Intent

The key aspects, the details and materials which form the essential design features of the proposal needs to compiled into a design intent document which will serve as a point of reference for the further detailing and discharge of any planning conditions.

Conclusion

Given the importance of the site as the first development within Western Harbour it will be important for the scheme to set a high bar for design quality. At present the scheme is generic in its overall look and feel. The architectural devices employed to add interest to the façade are common to many new developments which don't have the benefit of such rich local references as noted in the DAS. The design team has demonstrated through their DAS that these references are understood and yet this has not yet been imaginatively translated into a distinct architecture for the scheme. This point of criticism will not simply be resolve by adding additional brick banding to add interest. It requires testing and experimentation to achieve a bespoke architectural character. This further design work is also needed to avoid the coalescence of blocks from medium distance views.

The City Council Urban Design Officer has commented (13.08.20) as follows:

Here are the brief comments on the Design Review Report which should be read in conjunction and continuation with the CDG comments provided earlier.

Boundary wall

CDG questions if such a extent of boundary wall demolition as indicated on page 6 . The one way in and out vehicular access will necessitate better visibility to the west only and the road curvature aids visibility looking east. Can more of the wall both in terms of length and height (in areas away from habitable rooms) be retained as a design feature?

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The area forming the site entrance appears austere. While understanding the pressures relating to delivery and servicing, it is recommended to explore possibility of retaining larger section of retaining wall along this area and using it as an important design feature. This will also help enclose the space from the busy Coronation Road. Further, introducing soft planting along the edges of the space, giving special attention to aspects such as quality edge detailing, paving patterns, materials etc. can be considered. CDG seeks to achieve an attractive and welcoming entrance into the site.

Landscape along Coronation Road

The design intention for the area between the retained wall and Block-D is somewhat understood from sketches on page 4 and the precedent images are also helpful but the plan on page 5 is unclear. Some softening of the space will be very much needed and the exact nature of the design needs to be determined. This is preferably resolved at the planning application stage if possible or needs to be agreed at pre-commencement stage through a condition.

Central landscape space

The retaining wall to the east of the ramp (on page 35) needs to be in stone which can be continued as the curvilinear retained feature going east. This will lend consistency to the design of retaining features and plinth with stone wall separated from buildings and soft landscaped areas.

Also some fall protection measures will be needed along the edge of the curvilinear stepped feature. It may take a form of continuation of the railings along the retaining wall. The stepped seating can be of reduced height and flow into the soft landscaping while it ramps upwards towards east.

Further the wall climbers in front of the retaining wall referred here appears unnecessary and impractical and should be removed.

Single aspect

While some of the separation distances are tight, the supporting evidence illustrate that only a small proportion of properties will be impacted by it. Further reasonable aspect and outlook will be maintained for the residents with angled views for the primary habitable areas.

Architecture

CDG is generally supportive of the architectural approach and would recommend further consideration of following aspects;

Architecture language 1 - the parapet section is large and will be more likely to present contagious visible facet above the foliage. It is recommended some visual interest is created in this band. CDG recommends adding simple details like brick banding, soldier course or compatible feature can be considered to add the visual interest.

Architectural language 2 - similar to the consideration above large area of brickwork for gables can benefit from added interest. In this instance CDG recommends considering deeper overhang of the roof causing shadow and interest with quality detailing of the face, soffit, apex and the valley of the roof for visual interest.

Architectural language 3 - CDG supports the approach to highlight the entrances and corner features. CDG however is unconvinced Rockpanel as an appropriately quality material holding the important elevations. Further, Bristol Council normally seeks natural materials in conservation areas. Further the composition of the gable end facing Coronation road (on page 34) appears imbalanced. And the view shows 2 windows on the façade while the plan (on page 9) shows 3 windows. It is recommended to review the composition of this key elevation.

Materials - Please note that the materials referred in the documents are considered to establish in

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principle position about the appropriateness of the material and broad colour range at this stage. The exact nature of the bricks, colour etc. is expected to be agreed through a planning condition at a later stage.

The City Council Sustainability Officer has commented (12.12.20) as follows:

I am writing with comments on the addendum to the Energy Strategy (02-11-2020) for the new development proposed at Paynes Shipyard and Vauxhall House, on Coronation Road (19/06107/F). Heat network: Bristol City Council Energy Services team have undertaken a further feasibility study on development of the heat network since submission of the first energy strategy. I have asked them to confirm whether there have been changes to the timetable for the expansion of the heat network to this area of the city which may be relevant to this scheme.

Heating strategy: The proposal to use ducted air source heat pumps for the domestic hot water would comply with BCS14, however, the use of electric resistive heating (panel heaters) for space heating, which I understand is still proposed, does not comply with BCS14 and is not supported for the reasons set out previously.

The use of ducted air source heat pumps for domestic hot water and space heating would comply with BCS14 and has been accepted in other applications. Communal heating systems including communal air and ground source heat pumps, and hybrid systems (e.g. communal air source and individual water to water source heat pumps) would also comply with BCS14.

Overheating assessment: The summary of the overheating is noted and welcome. There is a reference in the summary to the full overheating assessment, however I am unable to find this on Uniform. If this is available I will provide further comments on this.

The City Council Sustainability Officer has commented (13.01.20) as follows:

This shows an overheating risk ('fail') in certain rooms when assessed against a 2080 weather file, but also suggests two mitigation strategies to address this.

Given this we need to know which of the mitigation measures will be incorporated into the design. This could be provided either as an amendment or addendum to the energy strategy. On the heating strategy it is disappointing that they are still proposing electric resistive heating as we have made it clear from the outset that this does not meet BCS14 and would not be acceptable. My recommendation would be for refusal if this remains within the energy strategy. The decarbonisation of grid electricity is an argument regularly put forward by developers wanting to use electric resistive heating. Having considered this in detail, and in line with government thinking and independent advice on the decarbonisation of heat in Bristol, we don't accept the reduction in the carbon intensity of grid electricity as justification for electric resistive heating. The only exception to this (as explained in the latest Practice Note) is in certified Passivhaus schemes. There are a number of other schemes where we have either recommended refusal on this basis (e.g. Glencoyne Square) or are recommending refusal (e.g. the Sovereign Housing scheme on Bath Road).

The City Council Sustainability Officer has commented (31.08.21) as follows:

I am writing with further comments on the Energy and Sustainability - second addendum provided by AES Sustainability Consultants Ltd - June 2021 for the proposed application at Paynes Shipyard (19/06107/F).

Comments

As per the previous addendum, the energy strategy proposes to provide domestic hot water using air source heat pumps (which is policy compliant) and space heating using resistive electric heating

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(which is not policy compliant). Though this most recent addendum makes provision for future connection to the heat network my recommendation is that this application should be refused. As stated from the outset, and made clear in our first set of pre-application comments (5th December 2017), major schemes are required to provide heating and hot water systems that comply with the heat hierarchy in BCS14. This excludes the specification of individual gas boilers and electric resistive heating meaning this scheme is not policy compliant.

The addendum suggests that the scheme could be connected to the heat network in the future for the provision of space heating and hot water. Whilst the heat pumps providing hot water could be replaced with a connection to the heat network, I do not regard the replacement of electric resistive heating in each dwelling as realistic until such time that the scheme requires major refurbishment works. This is because of the work, disruption and cost of retrofitting a wet heating system in a building with electric resistive heating.

Further, there are policy compliant alternatives to electric resistive heating such as (but not limited to) hybrid heat pump systems which use air source heat pumps to produce ambient temperature water (20-25 deg C) which is circulated to each dwelling where a water to water source heat pump raises the temperature of this heat for space heating and hot water. Recent examples where this approach is being proposed in Bristol include Gainborough Square (21/01549/P) and Lombard Service Station (21/00241/F). (I also note that this approach is being used in major developments in other LPAs with similar planning policies including London (e.g. https://www.gdhv.co.uk/sites/default/files/gdhv_-_zeroth_case_study_-_church_road.pdf).

Since providing our first comments on this scheme BCC has declared a climate emergency and committed to make the city carbon neutral by 2030, and we have also been in receipt of two major studies on how to decarbonise heat and overall emissions in the city: An evidence based strategy for delivering zero carbon heat in Bristol (Element Energy Ltd, Oct 2018) and Bristol net zero by 2030: The evidence base (Centre for Sustainable Energy, 2019). Both reports support the continued exclusion of electric resistive heating from the heat hierarchy under current and emerging policy. '...if resistive electric heating (direct electric like panel radiators or storage heaters) were installed instead of heat pumps, the demand increase will be at least double this and heating bills would similarly be very significantly higher.' (Bristol net zero by 2030).

'...for every direct (resistive) electric heater that is installed in place of a heat pump, the carbon emissions are expected to be 2 to 5 times greater'. (An evidence based strategy for delivering zero carbon heat).

The exclusion of electric resistive heating also aligns with the government's position as set out in the Future Homes Consultation which states that '...direct electric heaters can be very expensive to run, and if deployed at scale may have a significant effect on the national grid'.

In summary the energy strategy for this scheme does not meet BCC's current or emerging policy on heating. In terms of the cost per kWh of delivered heat electric resistive heating is the most expensive increasing energy running costs for residents. It is not compatible with the council's strategy for decarbonising heat in Bristol. Given this my recommendation is that this scheme should be refused.

The City Council Flood Risk Officer has commented (14.12.20) as follows:

Having looked at the drainage strategy, my comments are as follows:

- o My previous comments regarding the WRAP classification and SOIL classes have not been amended/clarified.
- o The applicant states that "the surface water drainage system will be designed for the 1:100 event with a 40% allowance for climate change. In addition, the system will be checked for surcharge situations when tidal water levels in the River Avon are high." The details of the drainage design and tide locking should be provided at this stage in the process.
- o Not enough details have been provided to assess this application

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The City Council Flood Risk Officer has commented (16.08.21) as follows:

The applicant has now provided all of the information required and therefore we (the LLFA) remove our objections to this application.

The Environment Agency has commented (16.01.20) as follows:

Environment Agency position

We object to the proposed development, as submitted, as it fails to demonstrate that the development will be safe in respect of flood risk for its lifetime taking into account the predicted impacts of climate change, without increasing flood risk elsewhere.

We have reviewed the Flood Risk Assessment (FRA) 12 December 2019 Revision B Phoenix Design Partnership Ltd. Our latest climate change allowances have not been applied to the proposals.

We are concerned that the proposed decked areas overhanging the River Avon, a designated Main River have not been discussed in the FRA in terms of potential impacts on conveyance. In our earlier, pre-application preliminary response we stated our concerns with this element of the proposal.

The FRA has not considered how a range of flood events up to and including the extreme event would impact the proposed development, as well as access/egress routes from the site. These should be discussed and feed into a Flood Warning and Evacuation Plan (in consultation with the local authority emergency planner and emergency services). The site borders an Environment Agency Flood Warning area. Is dry access/egress possible during a design flood including allowance for the predicted impacts climate change for the lifetime of the development?

Please confirm the finished floor level in metres Above Ordnance Datum of the proposed lower ground floors. These should have ramped access set above the 1 in 200 year climate change level in 2120 plus 300mm freeboard allowance if floor levels are lower than this level.

We require a setback distance of 8 metres from the brink of the bank of the River Avon, a designated Main River to facilitate, safe operational access to the river 24/7 365 days a year in an emergency, in the interests of flood risk management. The appointed management company for the development would also need to utilise this access. It is not clear that this has been provided from the submitted plans and sections. The Landscape Masterplan 2606-5-2 DR-5000 S4-P1 shows a number of restrictions to access including outdoor gym, public art locations and picnic benches. These also need to be revisited. Please provide a plan showing that the 8 metre set back distance has been provided and the route to access this 8 metre strip alongside the river using landrover/trailer or small machinery.

The FRA does not discuss the riverside wall type and its condition as well as what impact construction of buildings in close proximity may have. Please note Bristol City Council have undertaken investigations into the condition of the walls in the new cut and Floating Harbour.

The Environment Agency has commented (31.07.20) as follows:

We maintain our flood risk objection to the proposal. We have reviewed the flood constraints plan and can provide the following comments.

The top of bank should be defined from the brink of the bank, where the bank levels out to provide an 8 metre level access strip. This is required for maintenance and/or emergency operational access to Main River and space for future flood risk management works should this be needed. The proposed

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definition of the top of bank put forward by the applicant needs to be revisited.

The Environment Agency has commented (25.02.21) as follows:

Environment Agency position

We withdraw our objection, subject to the comments outlined in this letter and the inclusion of the conditions and informative below in any grant of planning consent:

Condition The development hereby approved shall be carried out in accordance with the submitted flood risk assessment (Paynes Shipyard Flood Risk Assessment & Drainage Strategy, version C dated 15 October 2020, Phoenix Design Partnership Limited) and the following mitigation measures it details:

o Finished floor levels shall be set no lower than 10.78 metres above Ordnance

Datum (AOD)

o Riverside access will be maintained as set out on the supplementary plan ('Riverbank Cross Section Locations' dwg no '456-109' rev. B) and cross section drawing ('Riverbank Cross Sections' dwg no '456-110' rev. C)

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. They shall be retained and maintained thereafter throughout the lifetime of the development.

Groundwater and Contaminated Land

The application demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. We believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority. In light of the above, the proposed development will be acceptable if a planning condition is included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework.

Without these conditions we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

The City Council Pollution Control Officer has commented (21.09.20) as follows:

Neighbouring Thomas Ware & Sons Tannery

I had a considerable amount of pre application involvement regarding this application mainly regarding the potential for odour from the adjacent Thomas Ware & Sons Tannery from affecting the occupants of the proposed development. This involvement included a number of meetings and a site visit to Thomas Ware with the applicant and their consultant. Whilst it is acknowledged that some of the processes carried out at the tannery have the potential to be generate odours I do feel that the following points are very relevant and should be noted:

1. The potentially more odour producing processes are carried out at the south tannery site furthest away from the proposed development.
2. Existing residential properties on Coronation Road to the south and east of the tannery are closer to the potentially more odour generating processes than the proposed development.
3. In the last 10 years only one person, in 2014, has made a complaint about odour from the

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tannery and that complaint was unsubstantiated.

4. The processes carried are permitted under the Environmental Permitting Regulations enforced by Bristol City Council. This permit has requirements regarding the control of odour from the site.

In accordance with the agent of change principles this application has been assessed in order to ensure that future residents should not be caused harm by the operation of the tannery and as importantly that the viability of the tannery will not be at risk from complaints from any future residents.

An odour assessment has been submitted with this application. Whilst this assessment has not carried out extensive odour monitoring, due to the points raised above, and my own observations, I would agree with the conclusions of the assessment that faint odours can be detected in the area but these would not be considered to be offensive. Further the assessment has also looked at wind direction. As would be expected the prevailing wind is from the west and south west. Modelling of the site with these wind conditions shows that maximum concentrations of any odour would be found to the existing residential properties to the east of the site whereas the proposed development is to the north and north east.

Noise

The acoustic report details that with regards to noise the main noise sources affecting the site are traffic, noise from City Tyre Auto Centre and the Tannery. Insulation and glazing specifications have been provided accordingly that will ensure that recommended internal noise levels will be maintained in all rooms with a higher level of sound insulation required for those facades facing/most affected by the above noise sources. As the report states it has to be noted that windows will have to remain closed and the recommended secondary ventilation provided in order for these recommended internal noise levels to be achieved.

Traffic noise is more likely to be generally accepted by residents living next to a road and it has to be noted that there are existing residential properties both opposite and along Coronation Road. These properties would be subject to similar traffic noise levels but likely to have much lower levels of sound insulation. I am therefore happy with the proposal for future residents will be suitably protected against traffic noise with secondary ventilation but still having the ability to open windows should they want.

I am less convinced however, with the suitability of noise from the two commercial sources. Even with provision of 3 m high close boarded fences at the boundaries with the two commercial uses residents will still have to keep windows closed in order to provide suitable internal noise levels. The problem noise from both these neighbouring businesses appears to be relatively specific; fixed air handling plant in the case of the tannery and the ratchet gun in the case if the Tyre Centre. It would appear possible that these noise sources could be reduced at source so that lower external noise levels could be achieved and possibly preventing or reducing the need for windows to be kept closed to achieve recommended internal noise levels. Whilst it is beyond the scope of this planning application to require works to be carried out at source I do not feel that this is beyond the scope for the developer to have at least investigated this and it being reported in the acoustic report.

'Planning Practice Guidance - Noise' states in paragraph 8 that 'For noise sensitive developments mitigation measures can include avoiding noisy locations; designing the development to reduce the impact of noise from the local environment; including noise barriers; and, optimising the sound insulation provided by the building envelope. Care should be taken when considering mitigation to ensure the envisaged measures do not make for an unsatisfactory development'. I do have some concerns that an unsatisfactory development would be provided here with residents having to keep windows closed for large parts of the day in order to mitigate against noise from the tannery and tyre centre especially when dealing with the noise at source has not been fully investigated.

Paragraph 2 of the same guidance states that noise should not be considered in isolation, separately

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from the economic, social and other environmental dimensions of proposed development. In the circumstances I feel that if there are economic or social reasons for this development to be approved then residential use of this type could be deemed acceptable. Even if this is the case I do still strongly feel that dealing with the noise at source should be fully investigated.

I would be happy to discuss any of the above if needed, including with the applicant or their consultants. If you are minded to grant the application I would ask that the following conditions be applied to any approval:

1. Construction Management Plan
2. Sound insulation
3. Noise from plant & equipment affecting residential - 5dB below background

Advice

1. Noise complaints- balconies and open windows

The City Council Air Quality Officer has commented (28.01.20) as follows:

The air quality assessment has considered emissions of dust from demolition and construction activities and pollution from additional vehicle movements during the operational phase. Construction dust mitigation measures are provided in section 8.1.1 of the air quality assessment and should be conditioned in a CEMP/Dust Management Plan.

Impacts of the additional development traffic are described as negligible and therefore considered acceptable. Air quality and the proposed new residential location has also been assessed and has been demonstrated to be below EU limit values and as a result is acceptable for residential use without mitigation.

Avon Fire and Rescue has commented as follows (22.01.20):

The development will require two additional hydrants to be installed and appropriately-sized water mains to be provided for fire-fighting purposes. This additional infrastructure is required as a direct result of the developments and so the costs will need to be borne by developer.

Avon Fire & Rescue Service has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat per hydrant.

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

Avon Fire and Rescue has commented as follows (29.06.20):

Fire service access has been an issue at this location however we have discussed this with the developers and have reached an agreement that an acceptable solution will be to provide an automatic sprinkler system in the blocks that are difficult to reach. The construction project itself will be subject to the Building Control process and we will be contacted for our comments over this.

The City Council Archaeological Officer has commented (29.01.20) as follows:

As the site of a historic shipyard first depicted on maps of mid-19th century date, this site has some archaeological interest and a level of archaeological recording will be required should this proposal receive consent. This recording should particularly focus on a general record of the existing structures before their demolition and also any below ground remains such as the likely footings of the unusual polygonal structure that stood on the site as recently as the 1960s.

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This recording can be secured through attaching the standard conditions B28 (programme of works), B30 (fabric recording) and C18 (completion of watching brief) to any consent.

The City Council Nature Conservation Officer has commented (21.01.20) as follows:

Conditions are to require an ecological mitigation and enhancement strategy, to incorporate the recommendations in the Ecological Appraisal survey report. This shall include:

- o a Precautionary Method of Working method statement with respect to the potential presence of legally protected nesting birds, bats, badgers and hedgehogs;
- o a method statement for the control and removal of the invasive species Japanese knotweed and Montbretia which were recorded on site during the Ecological Appraisal dated December 2019;
- o a lux contour plan to minimise post-construction light spill onto the adjacent River Avon (part of) Site of Nature Conservation Interest (SNCI);
- o measures to prevent pollution and construction impacts during construction onto the adjacent River Avon (part of) Site of Nature Conservation Interest (SNCI) to the north including details of robust protective acoustic fencing incorporating warning signs; built-in bird, bat and insect boxes, and;
- o an interpretation board explaining the ecological value of the SNCI and site.

The Biodiversity Net Gain features as shown in Figure 7 in the Ecological Appraisal survey report dated December 2019 are also to be provided, along with the provision of living roofs.

The Biodiversity Net Gain calculation and delivery of associated features is welcomed. The provision of these features as shown in Figure 7 in the Ecological Appraisal survey report dated December 2019 should be secured by a planning condition.

The submitted shadow HRA report dated December 2019 is considered acceptable and it is recommended that this is adopted by the Local Planning Authority as the Competent Authority under the Conservation of Habitats and Species Regulations 2017.

SSSI Impact Risk Zone

This site lies within the SSSI Impact Risk Zone and so Natural England should be consulted about the ecological implications of this proposal because this application proposes more than 100 dwellings.

In accordance with Policy DM29 in the Local Plan, the provision of living (green/brown) roofs which do not include Sedum is recommended to provide habitat for wildlife. Living roofs can be integrated with photovoltaic panels and also contribute towards Sustainable Urban Drainage Systems (SuDS), air pollution mitigation and reducing the urban heat island effect. Living roofs can be provided on buildings, as well as on bin stores and cycle shelters.

Natural England has commented as follows (17.02.2020):

Natural England concurs with the HRA/AA conclusion of no adverse effect on integrity (AEOI) on European sites. In reaching our view we have taken account of the following:

- o The development is estimated to increase the population of Bristol by 0.04% - the development site is considerably closer to Avon Gorge Woodlands SAC (and Leigh Woods NNR/Ashton Court SSSI) than the majority of the city population; however Natural England accepts the development, on its own, is unlikely to result in a significant increase in recreational pressure on the SAC.
- o There is potential for significant recreational effects on the SAC to occur in-combination with other relevant plans and projects - mitigation in the form of on-site green/open space is proposed. We also note new riverside access will be provided and the close proximity of existing green spaces, which will provide alternative, if different, recreational opportunities for new residents. These

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mitigation measures would be further supported by a financial contribution to off-site parks/green space via CIL.

In our view these measures appear reasonable and proportionate with respect to this development - we understand a contribution to CIL relates to a range of requirements and is not explicitly intended to mitigate recreational impacts on designated sites; however we also recognise adequate investment in Bristol's urban parks and green spaces is essential for achieving sustainable development and plays an important role in reducing recreational pressure on Avon Gorge and other sensitive habitats, albeit coincidentally.

The City Council Arboricultural Officer has commented (17.12.20) as follows:

I've been working on this site for quite a while with the project arboriculturist & BCC officers due to the loss of a significant number of closely spaced, self-seeded sycamore on the north eastern corner of the site to find a reasonable application of the Planning obligations SPD regarding tree replacement. The density of the trees in Group 1 has created a high mitigation figure considering the size of the developable area.

Further consideration has been given to the Mudflats SNCI that are formed by the tidal mudflats on either side of the River Avon. The current dense woodland heavily shades the mudflats adjacent to the site which does not allow ideal conditions for this environment.

Following the proposed tree removals, replacement of standard trees on a steep river bank is not a viable option and therefore differing solutions have been considered to provide reduced shading to the SNCI and provide a low woodland structure and ecotone between the adjacent habitats to enable greater diversity of species than currently exists into the future.

The proposed seeks to plant 79 replacement standards across the site to provide an amenity landscape and an additional 700m² of understorey and woodland establishment species where more formal standard tree planting is not feasible or preferable. The 700m² of whip planting has been agreed to improve the ecological tone between the mudflats and existing wooded river bank to the east of the site and the proposed landscape planting.

Although this style of planting does not adhere to some stakeholder perceptions of the Planning Obligations SPD - Tree Replacement Standard this is the right approach for this site and a reasonable application of planning policy to provide a high quality landscape and ecologically diverse environment into the future. It is considered that the Planning Obligation requirement has been fully mitigated and no further financial mitigation is required.

Please apply the following conditions:

Protection of Retained Trees during the Construction Period
Arboricultural method statement - adherence

Landscaping (Tree Planting) works- adherence

RELEVANT POLICIES

SPD5 Sustainable Design and Construction (February 2006)

SPD7 Archaeology and Development (March 2006)

Planning Obligations - Supplementary Planning Document - Adopted 27 Sept 2012

Urban Living SPD - November 2018

City Docks Character Appraisal

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – July 2021

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Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

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

KEY ISSUES**(A) PRINCIPLE OF CHANGE OF USE**

Core Strategy policy BCS8 expresses that Principal Industrial and Warehousing Areas will be identified and retained for industrial and warehousing uses. Policy DM12 relates to retaining valuable employment sites and expresses that employment sites should be retained for employment use unless it can be demonstrated that (i) there is no demand for employment uses. Policy DM13 expresses that development involving the loss of industrial and warehousing floorspace within PIWAs will not be permitted unless (i) it is demonstrated that there is no demand for (a) use of the existing premises for industry or warehousing; or (b) the development of the site for new industrial or warehousing purposes; and (ii) the proposal will not prejudice the function or viability of the rest of the Principle Industrial and Warehousing Area.

Core Strategy policy BCS5 aims to deliver new homes within the built up area to contribute towards accommodating a growing number of people and households in the city. The policy states that the development of new homes will primarily be on previously developed sites across the city. Policy BCS20 encourages the efficient use of land, but in doing so acknowledges the need to achieve high quality well designed environments, and the need for development to be informed by local context, accessibility and the characteristics of the site.

Future aspirations for the area should also be acknowledged, with the site falling within the Western Harbour area, as set out within emerging local planning policy. Western Harbour policy DS4 (Bristol Local Plan Review: Draft Policies and Development Allocations - Consultation (March 2019), expresses that Western Harbour will be developed as a new city quarter. Development will create a mixed and inclusive community with a diversity of land uses providing opportunities for new homes, workspace, leisure and services. It should be noted that the Local Plan Review policies are not currently adopted and will be subject to consultation, amendment and review, prior to being submitted for adoption. The fledgling stage of the policies are such that any weight as a material consideration can only be very limited, however it is considered appropriate that aspirations for the nature of future development of the area are acknowledged.

Marketing

The site has been marketed as a whole for freehold employment uses. Marketing was initially by Sisman Property Consultants from October 2016 until March 2017, and then from August 2017 to date by Russell Property Consultants. Marketing has been via online advertising on a number of well-known property websites; mailshots to commercial property agents, local occupiers and, companies held on the RPC database seeking premises, and; via a signboard erected on site.

Seven responses were received to marketing, with five interested parties seeking small units (not the entire site as marketed); one party interested in re-development, and; one party interested in splitting units and letting out as smaller parcels. None of the enquiries lead to an offer, with the poor state of repair of the buildings and access/servicing constraints cited for reasons for not taking enquiries further.

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Whilst there has been no interest in taking the site on as a whole for employment purposes during the marketing period, and that the marketing has been based on the site as a whole, it is noted that there has been interest shown from businesses seeking small units to operate from, indicating that there is some demand for small business units in this location.

Overall however, it is considered that the marketing undertaken has been adequate, and demonstrates that there is no demand to occupy the site in its current state.

Viability

A viability assessment has been submitted as part of the application package, which considered eight alternative development scenarios for the site. This was submitted in two parts, with scenarios 1-5 being set out as part of the economic statement originally submitted, which considers various employment uses for the site but concludes that there would not be demand for such uses in this location. The assessment is not particularly detailed, and during the course of the application more information was sought from the developer in regard to viability for different site development scenarios.

An addendum to the employment statement was subsequently submitted, setting out scenarios 6-8 along with the costs involved. These scenarios comprise (i) refurbishment of the existing buildings on site for industrial purposes; (ii) clearance of the site and re-development as new purpose-built industrial units; and (iii) a mixed use development of ground floor industrial units with residential development on the upper floors (based on a similar scale of development to the application proposal). In each case it is concluded that development is not viable, with two of these scenarios resulting in a net loss when comparing development costs against returns, and the third providing a 0.9% profit margin such that no developer would take the site on. On the basis of the viability information submitted it is considered that policy DM13 (i) (b) has been satisfied.

As noted above, it is considered that the outcome of the marketing exercise has demonstrated that there is demand for small business units in this location, and indeed a mixed-use development of sites such as this is specifically sought within current national and local planning policy. Despite this, and despite specific requests to the developer during the course of the application to incorporate some business units into the development, such an amendment has not been forthcoming, and as such this is not an option that the developer seems prepared to offer. Whilst it is acknowledged that the developer's profit margin may be reduced through the provision of some employment floorspace as part of the proposal, it is considered that something could be provided and the development remain viable.

It is considered that if the development is permitted, a condition should be attached requiring the developer to produce and implement a strategy that aims to maximise the opportunities for local residents to access employment offered by the development.

Compatibility of Uses

In terms of the residential use proposed, compatibility with existing surrounding uses must be considered. Existing neighbouring occupiers and their operations include tyre fitting/vehicle repair and a tannery, which have potential for conflict with residential use. There is also the potential for existing premises nearby within the PIWA to be occupied by other uses that could cause conflict with residential development. It should however be noted that adjacent development to the south on the opposite side of Coronation Road is residential and as such there is an established relationship between commercial uses within the existing PIWA and nearby residential uses.

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Implications of residential amenity impact upon future occupiers will be discussed further within key issue C below, however the BCC Pollution Control Officer has recommended that any noise impacts can be mitigated through the use of planning conditions and that existing odour controls on the adjacent tannery are such that this would not be problematic to future residential occupiers of the application site. On this basis, it is considered that the residential development of the application site would not prejudice the function or viability of neighbouring commercial uses within the PIWA.

Proposed Residential Use

As previously mentioned, the proposal seeks a residential development with no other uses integrated into the scheme design. This lack of a mix of uses on site goes against policy aspirations for mixed use development, however, despite requests for a diversification of uses on site, no such amendment was made to the scheme and as such must be assessed on a 100% residential basis. There is good provision of shops and services locally, with North Street being a short walk away, as well as sporadic provision of shops and services nearby. It is considered that the scheme would be better for future residents if there were some on-site provision, however it is considered that there is adequate provision locally to support residential development in this location.

In addition to local and national aspirations for housing development on brownfield sites, as previously mentioned, there are future aspirations for the Western Harbour area to be developed as a mixed use area, including residential uses. The understanding of this, combined with the existing established close relationship between the PIWA and adjacent residential uses; the marketing and viability assessments undertaken, and; the advice received from the BCC Pollution Control officer, it is considered that the residential redevelopment of the site can be supported in principle.

(B) HOUSING MIX

Policy BCS20 encourages the efficient use of land, but in doing so acknowledges the need to achieve high quality well designed environments, and the need for development to be informed by local context, accessibility and the characteristics of the site. This includes consideration of an appropriate mix of housing types for the local context. Policy DM4 expresses that two percent of new housing within developments of 50 dwellings or more should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.

The proposed development would provide a total of 154 flats, 62 of which would be one-bedroom units (equating to 40.3%), and 92 of which would be two-bedroom units (equating to 59.7%). No larger family sized units are proposed, and whilst the incorporation of three-bedroom family-sized units was requested during the course of the application, the developer has declined to amend the scheme to incorporate larger units into the proposal.

At the time of writing the 2021 census data has not yet been published, and as such the following statistics are taken from the 2011 census. The residential accommodation type on a Bristol-wide average comprises 16.5% 1 bed; 27.9% 2 bed; 40.9% 3 bed; 9.9% 4 bed 4.7% 5 or more bed. This accommodation is split between 65.5% Houses, and 34.4% flats. The application site is set within the Bower Ashton LSOA (E01014695), with residential accommodating comprising 22.8% 1 bed; 40.1% 2 bed; 23.8% 3 bed; 8.9% 4 bed 4.2% 5 or more bed. This accommodation is split between 44.5% Houses, and 55.5% flats. The adjoining LSOA includes dwellings opposite the site on the other side of Coronation Road, with residential accommodation within the Coronation Rd West LSOA (E01014699) comprising 33% 1 bed; 31 % 2 bed; 26.8% 3 bed; 7.9% 4 bed 1.3% 5 or more bed. This accommodation is split between 47.5% Houses, and 52.5% flats.

As can be seen from the local area statistics, there is a relatively even split of one, two and three-bedroom dwellings. Whilst it would be preferable that a greater variety in accommodation type is provided within the development, the proposed one and two bedroom units would not exacerbate any

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existing housing imbalance locally, and as such the proposed housing mix can be supported on balance.

The application includes the provision of 31 affordable housing units (representing 20.1% provision), all set within block D, comprising 16x 1Bed 2 Person flats, and; 15x 2Bed 4 Person flats. In terms of the requirements of affordable housing providers/operators, it is preferable for affordable units to be clustered for operational and management purposes, and as such the affordable units being concentrated within one block is supported. In addition to the affordable units, block D would also contain 11 open market units. The application site falls within the Inner West part of the city, as set out within the Affordable Housing Practice Note, and on this basis is eligible for the 'fast track' route for affordable housing, with a 20% provision acceptable on the basis that the development (if approved) commences within 18 months of approval. If commencement does not occur within 18 months of permission being granted, then the scheme will be subject to viability testing. Subject therefore to the inclusion within an associated section 106 legal agreement, the proposed affordable housing provision is acceptable.

In accordance with policy DM4, 3 wheelchair accessible units are incorporated into the scheme (meeting the 2% requirement), and an additional 6 units are identified as being easily adaptable in the future to also accord with Building regulations part M4(3) accessibility.

(C) ACCESS, HIGHWAYS AND SERVICING

Core Strategy policy BCS10 sets out a transport hierarchy for the design of developments, with pedestrians first, followed by cyclists then public transport. The private car is lowest on the hierarchy. The policy also expresses that development should be located where sustainable travel patterns can be achieved; should minimise the need to travel; and maximise opportunities for the use of walking, cycling and public transport. It is also expressed that developments should be designed and located to ensure the provision of safe streets.

Policy DM23 expresses that development should not give rise to unacceptable traffic conditions and will be expected to provide: safe and adequate access onto the highway network; adequate access to public transport; transport improvements where necessary; adequate provision for pedestrians and cyclists. The policy also requires the provision of adequate servicing facilities, and safe accessible and usable parking in accordance with the parking standards schedule. Policy DM32 requires adequate refuse and recycling provision in new development.

Trip Generation

The application submission was supported by the provision of a transport statement, which included assessment of vehicle movements associated with the existing development on the site and comparison with vehicle movements associated with the development proposed. This was assessed using the TRICS database (industry standard database for trip rates) and TEMPro (Trip End Model Presentation Program). Perhaps unsurprisingly vehicle movements throughout the day, including during morning and evening peaks, would increase when compared with the existing situation, however even when taking account of traffic growth as predicted by TEMPro, it is considered that there is adequate capacity on the existing highway network, such that BCC Highways Officers are comfortable with the proposal in terms of trip generation.

Travel Planning

A travel plan has been submitted and is supported by Highways Officers. A monitoring fee will be required in relation to the Travel Plan if permission is granted.

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The scheme as originally submitted proposed servicing to be undertaken from a new lay-by to be created on Coronation Road. This gave rise to a number of concerns, including in relation to pedestrian and cyclist safety during collections and deliveries, and; improper use of the layby resulting in dangerous parking and manoeuvres. Throughout the application process City Council Highway Officers have objected to this element of the proposal, but also raised concern that the internal site layout was not to an adoptable standard, such that Bristol Waste would not be able to service the site.

Amendments to the proposal have included the removal of the lay-by, with servicing instead to be undertaken from within the site. The internal circulation areas are such that Bristol Waste would not be able to service the site, however the developers team has reached agreement with a private contractor who would be prepared to service the site in terms of refuse and recycling collections. On the basis that the previously proposed lay-by is omitted from the scheme and that refuse and recycling collections would be undertaken within the site by a private contractor, BCC Highways Officers have confirmed that they are able to accept the revised servicing arrangements.

Deliveries and collections would therefore take place from a designated area within the site, adjacent to the main entrance, with space for vehicles to stop without hindering access and egress to other vehicles using the site.

Site Access

The existing vehicular access point into the site is to be retained and widened as part of the development proposals. This was originally proposed as an all movements junction, with the possibility of right and left turns into and out of the site. This arrangement was however found to be unacceptable by Highways Officers within the Transport Development Management (TDM) team, with the junction considered unsafe for the anticipated number of vehicular movements. This is due to high traffic flows along Coronation Road and therefore potentially long delays to wait to undertake a right turn into or out of the site, and as a result a high probability of motorists pulling out into inappropriately spaced gaps in traffic flow, resulting in an increased risk of collisions at the junction.

At the request of TDM officers, the proposed site access was amended to incorporate a splitter island within the highway to prevent right turns into and out of the site. It is acknowledged that some motorists would be tempted to turn around in nearby locations, such as the junction serving the nearby garden centre, and the neighbouring petrol filling station, however TDM Officers have assessed this and are supportive of the access based on the provision of a splitter island.

The site access would cross the adjacent footway rather than break through it, and as such priority would be retained by pedestrians and cyclists, which is preferable in highway safety terms. The widening of the access and removal of a section of the existing boundary wall is such that adequate visibility splays would be achieved around the access, with visibility splays exceeding 2.4m by 64m and as such considered suitable for a strategic route carrying HGV's, as defined by the Department for Transport's Design Manual for Roads and Bridges.

Earlier in the evolution of the scheme there was an objection from Avon Fire and Rescue due to access constraints in relation to block A. This has now been resolved, with a fire strategy provided, and Avon Fire and Rescue Supportive of the approach to be adopted.

A riverside walkway would be incorporated into the proposal, providing pedestrian connections along the waterfront and enables lengthening of route in the future as other sites come forward

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Parking

Cycle storage totalling 180 spaces would be provided on site, which accords with local plan standards and is acceptable in encouraging sustainable travel alternatives to the private car. The cycle racks would comprise 77 Sheffield stands (providing 154 cycle parking spaces) and a two-tier system providing a further 26 spaces. This level of cycle parking is lower than was previously proposed, but Sheffield stands have been provided at the request of BCC TDM officers due to their ease of use compared with the two-tier system. Visitor cycle parking would take the form of 12 Sheffield stands externally located.

Residents car parking on site would comprise a total of 56 spaces, including 9 accessible parking bays, which would be set internally at lower ground floor level at blocks B and C, and within an open air parking area adjacent to block B. 20% of the spaces would be fitted with Electric Vehicle Charging Points (EVCP's), and the BCC Highways Officer has expressed that suitable earthing and ducting must be provided to enable additional EVCP provision in the future. The amount of car parking represents a 36% provision, and is 10 spaces fewer than the previous iteration of the proposal. Whilst the amount of parking provision has given rise to concern from nearby occupiers, the amount of car parking proposed accords with current local plan standards and is considered acceptable given the sustainable location of the development site. It should also be noted that highways officers have expressed that if planning permission is granted, future occupiers would not be eligible for parking permits for the residents' parking zone, which would prevent additional pressure for on-street parking on local streets.

Some existing on-street parking would be lost due to necessary infrastructure works to improve highway safety, namely the provision of a pelican crossing and a splitter island to prevent right turns. On-street parking is only available on one side of Coronation Road, which at present is possible eastwards from outside number 248 Coronation Road, however the new highway safety features would result in parking being possible eastwards from outside 238 Coronation Road, which represents a reduction in on-street parking by approximately 53 metres, equivalent to approximately 9 spaces (assuming 6 metres per space to account for a vehicle plus manoeuvring space).

The loss of some existing on-street parking has given rise to objections from some nearby residents, however Highways Officers have expressed that both the pedestrian crossing and the splitter island are essential infrastructure that must be provided if the development is approved, without which there would be unacceptable highway safety implications and the scheme could not be supported in highway safety terms. Whilst it cannot be assumed that existing residents will park outside their own homes, it is noted that of the properties on Coronation Road that would no longer have on-street available to the front, all but one have either a garage or open air off-street parking space to the rear accessed from Back Road/Lower Sidney Street, such that for the majority of these properties there is an available alternative to on-street parking.

Infrastructure improvements

As previously mentioned, the provision of a pedestrian crossing (which would be located approximately 30 metres to the east of the site entrance) and a splitter island to prevent right turns are required. These elements would be provided by the developer and would be secured as part of a section 278 Highways agreement.

Improvements to the footway, local cycle infrastructure, local bus stops, and street lighting are also considered necessary, and the provision of Traffic Regulation Orders. All of these elements are necessary as part of a package of measures to ensure highway safety and enhance local travel options, the monies for which would need to be secured via section 106 legal agreement.

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Policy BCS21 expects development to safeguard the amenity of existing development and create a high quality environment for future occupiers. Policy BCS18 requires residential development to provide sufficient space for everyday activities and enable flexibility and adaptability by meeting appropriate space standards. Policy DM2 requires development to provide a good standard of accommodation by meeting relevant requirements and standards. Policy DM29 expects new buildings to safeguard the amenity of the host premises and neighbouring occupiers. Policy BCS23 expresses that in locating and designing new development, account should be taken of the impact of existing sources of noise or other pollution on the new development. Policy DM35 expects noise sensitive development in locations likely to be affected by existing sources of noise to provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers.

Neighbouring Occupiers

The nearest neighbouring residential properties are set to the south-east on the opposite side of Coronation Road. Block D would be set adjacent to the aforementioned properties, with separation distances between block D windows and those within the existing terrace of houses opposite ranging between approximately 19.5 metres and 21.5 metres. It is acknowledged that the presence of the proposed four-storey block and the windows within it is likely to result in a perception of overlooking when considering neighbouring residents, however the separation distances as presented are such that the relationship between buildings is considered acceptable in this regard.

The application submission includes the provision of a daylight/sunlight assessment, which includes consideration of impact upon adjacent existing residential properties. The assessment considers Building Research Establishment (BRE) criteria including Vertical Sky Component (VSC) and No Sky Line (NSL).

At 236 to 243 Coronation Road there would be reductions in VSC to some windows of between 23 and 29 percent, which exceeds the 20 percent criteria for change. The retained VSC at the affected windows would be between 24 and 27 percent, so marginally below the 27 percent target set out by the BRE. At four adjacent properties (237, 238, 239 and 241 Coronation Road) the NSL criteria of 20 percent loss would be marginally exceeded when considering ground floor living room windows, with losses of between 20.8 and 26.6 percent.

The findings of the report are such that there would be some impact upon levels of natural light to some existing properties opposite the application site, however overall the impacts are generally considered represent marginal exceedance of BRE guidelines rather than severe deviations, and that the levels of daylight are not out of the ordinary for what may be considered reasonable within an urban context.

It is considered that the provision of four-storey development on the site would result in some overbearing impact upon neighbouring properties on the opposite side of Coronation Road, however the distance of separation between buildings, combined with the urban context of the site, are considered that any such impact would not be to a degree that would warrant refusal of the scheme on this basis.

Concern has been raised by nearby occupiers of increased noise and disturbance as a result of the pedestrian crossing proposed. It is possible to have a crossing installed that does not include the provision of an audible beeper, which would alleviate this element as an issue. It remains however that concern is raised by neighbours of increased noise associated with vehicles accelerating and decelerating as a result of the pedestrian crossing. Whilst there would be some additional noise associated with this, it must be noted that Coronation Road is already a heavily trafficked and noisy

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highway environment, and that the safety benefits associated with a new pedestrian crossing (which is considered essential in highway safety terms) outweighs any additional noise associated with vehicles coming to a stop and pulling away again.

Future Occupiers

The application is supported by the provision of an acoustic report, considering impact from surrounding commercial uses. As can be seen within the consultations comments above, the City Council Pollution Control Officer has raised concerns of the potential for noise nuisance from the neighbouring tyre fitters and tannery, with the result that future residents may feel the need to keep windows closed to mitigate this. Conditions have however been recommended, which include the provision of sound insulation measures, along with the provision of mechanical ventilation in addition openable windows. This would provide residents the choice of opening windows if desired, or having ventilation and sound proofing together when desired. Subject to the provision of relevant planning conditions therefore, it is considered that the residential amenity of future occupiers would be adequately safeguarded in relation to noise.

Impacts of odour have also been considered, with the pollution Control Officer expressing that the neighbouring Tannery has not previously proved problematic in relation to odour nuisance complaints, with the necessary information provided to demonstrate that odour would not be problematic to residents of the development proposed, and indeed that the provision of residential use on the site would not prejudice the ability of the established neighbouring commercial uses to operate on the adjacent site.

All flats meet current space standards requirements in terms of floor area, and of the 154 flats proposed 86 would have a private external balcony, which equates to 56%. The remainder of flats would have a Juliette balcony rather than private outdoor amenity space. Whilst many of the flats would not benefit from private outside space, the development would be set within landscaped grounds that includes areas of grass and trees as well as areas of hardstanding. The landscaping scheme includes informal seating areas, and there is childrens' play equipment integrated into the scheme. Outdoor gym equipment would also be provided on site.

The majority of the units (90) would be dual aspect. Whilst dual aspect units are preferable in terms of daylighting and natural ventilation, of the 154 flats proposed, 64 (41.6%) would be single aspect. The majority of the single aspect units would be orientated towards approximately east, south or west, and as such would receive direct sunlight for at least part of the day. 26 single aspect units would however face north and as such would receive very little in terms of direct sunlight. On the basis of the submitted daylighting and sunlighting report, 92% of the rooms within the development meet recommended daylighting criteria, however 8% of rooms fall short of this, with this generally relating to the north-facing single aspect units. 9 of the north-facing single aspect units would have external balconies to provide private outdoor amenity space, however 17 of the north-facing single aspect units would have only Juliette balconies and as such would not benefit from private outdoor amenity space. The north-facing units (within blocks A, B and C) would however have the benefit of fronting the adjacent river and as such would at least benefit from a good quality outlook.

There are points within the development where separation distances between blocks are limited. The closest pinch point occurs between blocks C and D, with the south-eastern corner of block C being positioned just 7 metres away from the adjacent block D. The resultant relationships at this corner are private balconies within block C being positioned 8 metres from adjacent windows within block D, albeit at an angle, and window-to-window distances between units in these adjacent blocks of 8.9 metres. There is also a pinch point between blocks A and B with window-to-window distances of approximately 8 metres and 10 metres. The separation between blocks B and C would provide window-to window distances of 11 metres at that point. In many cases, the affected windows that are in close proximity to adjacent units are secondary windows to dual aspect units, but this is not always

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the case, notably when considering north-facing single aspect units within block D.

Whilst some of the proposed flats are compromised in terms of occupier amenity, in most instances a good standard of accommodation is achieved, with inter-relationships, orientation and daylighting considered reasonable on balance within the urban context.

(E) DESIGN AND CONSERVATION

Core Strategy policy BCS21 relates to overarching urban design principles to ensure high quality development acceptable within its context. Policy DM26 requires development to contribute towards local character and distinctiveness, in relation to various factors including pattern and grain of development, scale, character, function and architectural styles. The policy also states that proposals should not prejudice the opportunity to develop adjoining land of similar potential. In forms of existing development that relate poorly to the surrounding development or lack a coherent and integrated built form, development will be expected to take reasonable opportunities to improve the area's character, enclosure, permeability, public realm and appearance and better integrate the area with its surroundings. Policy DM27 is concerned with layout and form, including principles in relation to blocks and plots. Within this is consideration of a variety of factors including street layout and linkages, fronts and backs, defensible space, quality of public realm, amenity space and servicing. This policy also requires a co-ordinated approach to wider development such that development potential of adjoining sites is not prejudiced by a proposal. Policy DM29 relates to the design of new buildings, covering a wide range of factors including access, layout, solar orientation, energy efficiency, quality, proportion and visual interest. The NPPF (2021) requires new development to provide high quality and beautiful buildings and places.

Policies BCS22 and DM31 relate to heritage assets (including Listed Buildings and Conservation Areas) and seek to preserve or enhance heritage assets. The NPPF defines 'conservation' as 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

The application relates to a site set to the North of Coronation Road and bound by the New Cut to its North, located within the City Docks Conservation Area. The site has an area of 0.97 hectares and comprises vacant industrial buildings and associated yard areas, set within a designated Principal Industrial and Warehousing Area (PIWA). The buildings on site are in a dilapidated state, generally comprising simple gable-ended buildings of an industrial character and varying footprints, set behind a high stone wall along the Coronation Road frontage. This is with the exception of Vauxhall house, which is more recent than the other buildings on site; of a flat roofed form; and fronting Coronation Road. The red stone wall along the Coronation Road frontage that bounds part of the site is a feature that makes a characterful contribution to this part of the City Docks Conservation Area and is of visual importance locally.

Neighbouring buildings within the PIWA include sprawling red brick buildings topped with gable-ended roofs to the south-west on the Thomas Ware and Sons tannery site, and include the Grade II listed Office building and attached walls abutting the Coronation Road frontage, as well as locally listed industrial buildings. To the east is a vehicle repair garage and a petrol filling station. Adjacent development to the South of Coronation Road is residential in nature, comprising two-storey terraced housing finished in natural stone. Other nearby buildings that provide notable contribution to the character of the locality include the bonded tobacco warehouses (Grade II listed) to the west, and the Grade II and II* listed buildings of the Underfall Yard to the north.

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As can be seen within the consultations section of this report, BCC City Design Group have had input throughout the application process, with detailed comments from urban design officer set out earlier in this report. Amendments have been made to the scheme throughout the process in response to feedback from Urban Design Officers, as part of the evolution of the scheme throughout the application process.

In terms of heritage, the application site sits within the City Docks Conservation area and can be considered a transitional site between residential development to the south and the maritime industrial character of the site itself, the neighbouring tannery, and the Underfall Yard to the north. The current proposal has resulted from a design process that has sought to respond to these challenges. The scheme is considered by BCC Design and Conservation Officers to be of a scale that sits comfortably within this landscape whilst also not harming the setting the significant heritage of the scheduled Underfall Yard or listed bonded warehouses or character and appearance of the City Docks Conservation Area in views across the Floating Harbour or along the New Cut. Consequently any harm to the heritage significance of the heritage assets posed by this development will be less than substantial and can be weighed against the benefits of the scheme.

City Design Group officers are supportive of the proposed layout, which considers relationships internally within the site, as well as relationships with existing surrounding development; the New Cut river frontage and the Coronation Road frontage. The boundary wall to Coronation Road is an important feature of the site, street scene and the wider Conservation Area. It is proposed to reduce the height of this wall, as well as removing sections of the wall to provide a better relationship between the development and wider surrounding public realm, as well as providing safe access to /egress from the site. During the course of the application negotiation has resulted in a greater degree of the red stone boundary wall to be retained (in terms of both height and length) than was originally proposed, to strike a balance between retention of this characterful historic feature and functionality and liveability considerations for the development. This includes the retention of height up to 2.8 metres, as opposed to the 2.2 metres height originally proposed.

As expressed within comments from CDG, the scale and massing are considered acceptable, taking account of the characteristics of existing surrounding development along with a requirement to make efficient use of land. Views analysis was provided as part of the application package, with the Townscape Visual Impact Assessment (TVIA) setting out the visual impact of the scheme from verified views agreed with Urban Design Officers. Whilst the development would be visible from a number of vantage points, it is considered that the development would not dominate key views and would not unacceptably visually compete with important historic buildings around the historic harbour or the nearby bonded warehouses.

The architectural approach for the redevelopment of the site is supported, with the scheme design drawing on architectural themes, features and materiality of surrounding development within the Conservation Area, including industrial aesthetics and a predominance of robust finishing materials. Concern was raised during the course of the application in relation to the lack of robustness to certain features including brickwork detailing, window reveals, roof overhangs and entrance surrounds. Amendments were made during the course of the application to enhance these features and provide a more visually robust development that is more akin to the industrial aesthetics of surrounding character buildings.

The proposed finishing materials include facing brickwork, cladding panels and aluminium window surrounds. Final materials details would need to be agreed through the provision of sample panels, to be secured by condition if planning permission is granted. It should be noted that high quality finishing materials will be expected given the sensitive location of the site within a Conservation Area.

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A landscaping scheme has been provided, with a combination of hard and soft landscaped areas to provide functional and amenity spaces throughout the development. Integrated play equipment and areas for socialising are incorporated, along with a publicly accessible riverside walkway. The landscaping scheme is supported and can be secured via condition if planning permission is granted.

Overall therefore, subject to the imposition of relevant planning conditions, the proposed design is considered acceptable.

(F) SUSTAINABILITY

Current planning policy (BCS13-16) within the adopted Bristol Development Framework, Core Strategy (2011) requires new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings and extensions to existing buildings, and for new development to mitigate against the risk of flooding, including rainwater soak-away drainage. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

Policy BCS14 states that within Heat Priority Areas, major development will be expected to incorporate, where feasible, infrastructure for district heating, and will be expected to connect to existing systems where available. The policy also sets out that new developments are expected to demonstrate that the heating and cooling systems have been selected in accordance with the hierarchy set out within the policy, with the first being connection to existing Combined Heat and Power/ Combined Cooling, heat and Power networks.

An energy statement has been submitted in support of the proposal, which proposes the use of Air Source Heat Pumps and Solar PV arrays, adequate to reduce CO2 emissions by 20% when considering residual energy demand, in accordance with current policy requirements in this regard. It is also proposed to provide the potential for future connection to a District Heating (DH) network when it becomes available, with adequate plant room space provided to facilitate this.

Objection has however been raised by the BCC Sustainability Officer due to the electric panel heating proposed throughout the development, which fails to accord with the heat hierarchy and as a result is contrary to the requirements of policy BCS14, and is likely to result in higher heating costs for future residents when compared with other heating options. The electric heating proposed would also mean that future connection to a DH network would not be able to provide heat to the development without significant and disruptive retrofit works throughout the whole development, such that future DH connection is likely to only provide hot water to serve the development. If a wet heating system were to be incorporated into the development, then future DH connection could provide for both heating and hot water requirements of the development. Despite requests to the developer's team for the scheme to be amended to provide a wet heating system, such an alteration has not been forthcoming, which appears to be down to initial additional costs associated with installing a wet heating system when compared with the cheaper installation option of electric panel heating. The BCC Sustainability Officer has therefore recommended that the application should be refused due to the failure to accord with the heat hierarchy and the requirements of policy BCS14.

An overheating assessment has been submitted in support of the proposal, with data presented for 2020, 2050 and 2080 weather files. The development passes the overheating assessment against 2020 and 2050 weather files, but fails against the 2080 weather file. Mitigation measures would therefore be necessary in relation to the 2080 weather file, which could either be active measures of use of internal blinds/curtains and Mechanical Ventilation and Heat Recovery (MVHR), or passive measures of external shades which could be retrofitted to the building when they become required to provide a comfortable internal living environment.

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Whilst on-site renewables would be provided to adequately reduce CO2 emissions in line with policy, the shortfalls of the proposal against policy BCS14 and failure to adhere to the heat hierarchy must therefore be weighed against the benefits of the proposal, and will be considered later in this report.

(G) FLOOD RISK

Policy BCS13 requires development to minimise the risk and impact of flooding. Policy BCS15 requires development to minimise vulnerability to flooding. Policy BCS16 states that Development in Bristol will follow a sequential approach to flood risk management, giving priority to the development of sites with the lowest risk of flooding. The development of sites with a sequentially greater risk of flooding will be considered where essential for regeneration or where necessary to meet the development requirements of the city. Development in areas at risk of flooding will be expected to: (i) be resilient to flooding through design and layout, and/or (ii) incorporate sensitively designed mitigation measures, which may take the form of on-site flood defence works and/or a contribution towards or a commitment to undertake such off-site measures as may be necessary, in order to ensure that the development remains safe from flooding over its lifetime. All development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

No sequential test has been provided in support of the application. There is a very small part of the site set outside flood zone 1 (the area with the lowest risk of flooding from tidal and fluvial sources), however the layout of the proposal and the floor levels proposed are such that no residential accommodation would be affected by flooding (based on current data), with only part of the parking area to block B and part of the vehicular access to it potentially affected. It should also be noted that there is no objection from the Environment Agency on the basis of floor levels or potential flooding of properties proposed, such that on balance it is considered that there is not a need for a sequential test in this instance.

There has however been significant objection from the Environment Agency during the course of the application in relation to the lack of an acceptable maintenance access strip adjacent to the River Avon New Cut, with maintenance access from the river bank essential in minimising potential future flood risks and also providing the opportunity for future essential flood mitigation measures to safeguard not only the application site and wider area. After significant ongoing negotiation the developer's team eventually amended the scheme to provide an adequate river maintenance access strip to the satisfaction of the Environment Agency, which involved amendments to blocks B and C to move them back from the top of the river bank and has resulted in a slight reduction of the overall extent of accommodation on site, with four fewer residential units as a result. In its revised form, the proposal has overcome the previous Environment Agency objection, and can be supported on flood risk grounds subject to the imposition of relevant conditions.

When considering surface water, a scheme of Sustainable Drainage is proposed. Further information was sought during the course of the application in relation to SuDS specification, and following several requests to the developer's team for the provision of further information the requisite information was eventually provided, and on the basis of the information provided the BCC Flood Risk Officer is supportive of the SuDS scheme put forward, subject to the imposition of relevant planning conditions. The SuDS scheme incorporates permeable paving; tanked storage with attenuated flow; the provision of a rain garden within the landscaping scheme, and; outlet into the adjacent River Avon with tide locking incorporated to prevent system back up.

On the basis of the above therefore, and given the imposition of relevant planning conditions, the proposal is considered acceptable in relation to flood risk considerations.

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DM34(i) expresses that new development should demonstrate that any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area.

A ground investigation report has been submitted in support of the proposal, although it is expressed by both the BCC Land Contamination Officer and the Environment Agency that further ground investigation is necessary, along with details and subsequent verification of remediation works to ensure that the development and future occupiers are safe from contamination encountered on site. Conditions to this effect have been recommended by the Environment Agency and are endorsed by the BCC Land Contamination Officer and as such would be attached to any planning permission granted.

(I) LAND STABILITY

Policy DM37 states that on sites where there is reason to suspect unstable land and the risk of instability has the potential to materially affect either the proposed development or neighbouring uses/occupiers, development will only be permitted where: i. A desk-based study of available records has been carried out to assess the previous uses of the site and their potential for instability in relation to the proposed development; and ii. Where the study establishes that instability is likely but does not provide sufficient information to establish its precise extent or nature, site investigation and risk assessment are carried out to determine the standard of remediation required to make the site suitable for its intended use.

Due to the potential for unstable land on the application site an investigation and associated report was requested during the course of the application. The report was compiled by Hydrock who concluded that the development of the site is acceptable in land stability terms subject to further site investigations and remediation works to ensure the riverbank and retaining wall remain stable, with the submitted report making the following recommendations:

- o Additional ground investigations focussing on the stone and mortar retaining wall to confirm the ground conditions below the wall, and the presence of any obstructions to any piling of the proposed buildings;
- o Depending on the results of the additional ground investigations, additional works to further stabilise the riverbank;
- o The quantitative analysis of stability of any temporary works within 15m of the river, and the development of Method Statements to ensure stability during these temporary conditions;
- o Providing no increase in dead load for the permanent works at the top of the riverbank (noting this will necessitate changes to the design of the currently-proposed earthworks for the walkway by the riverbank);
- o Remediation or replacement of the existing stone and mortar retaining wall by the riverbank;
- o Minimal removal of vegetation at the top of the existing stone and mortar retaining wall;
- o Regular inspection by an arboriculture specialist of the vegetation at the top of the existing stone and mortar retaining wall.

Due to the specialist nature of assessing land stability, a consultant was employed by Bristol City Council to review the submitted report and recommendations and to provide advice on the acceptability of the report, its findings and recommendations.

The advice given expresses that there are current land stability issues on site, and it is likely that there will remain land stability issues on site. These issues will therefore need to be properly remediated, with conditions advised to ensure this.

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The Hydrock proposed recommendations for the site are generally found to be reasonable, and as would be expected for the sensitive riverbank. This has however identified a significant amount of work yet to be completed prior to construction of the works. In the context of land stability, it is therefore recommended that this application is accepted subject to the following planning conditions:

- o The applicant shall complete the additional ground investigation as recommended by Hydrock, focussing on confirming the ground conditions beneath the existing retaining wall.
- o Following the ground investigation, the applicant shall complete additional interpretation of the ground parameters, ground water and ground model using all the data available (for example also including the results of the CPTU tests from previous ground investigations). Additional analysis, including quantitative analysis, should be performed to confirm stability. This and any additional works required to ensure stability of the site and remediate or replace the wall should be developed into a formal report for additional review by a suitably qualified geotechnical engineer.
- o A temporary works assessment, ensuring the integrity of the slope or existing structures are not compromised during construction activities; for example, from the applied load of a piling rig, or from vibration induced damage.
- o The applicant shall ensure they have adequate insurance to cover damage of nearby assets as a result of ground movement, and also ensure that the Applicant has sufficient monies available to undertake any necessary remedial works to safeguard the long-term integrity of the slope.
- o A condition survey of existing ground conditions and structures within say 25m of the proposed development. It is envisaged that this would form the basis for a decision as to whether any adverse effects have occurred. This could include a visual assessment, photographic record, and surveyed targets attached to the walls. More recently photogrammetry has been used for this purpose.

The Applicant shall submit all reports developed to complete the requirements stated above to Bristol City Council, with further review required to confirm acceptance.

On the basis of the above therefore the policy requirements in relation to land stability have been met to enable the grant of planning permission, however a number of pre-commencement conditions will be required to ensure relevant further site investigations and remediation works are undertaken to ensure that adequate safeguards are in place to protect against land instability.

(J) AIR QUALITY

Policy BCS23 requires development to avoid adversely impacting environmental amenity in terms of various forms of pollution, including air pollution, and to take account of the impact of existing sources of pollution on new development. Policy DM33 requires development within designated Air Quality Management Areas to take account of existing air pollution and include measures to mitigate its impact upon future occupiers.

The application site is located within an Air Quality Management Area. The City Council Air Quality Officer was consulted in relation to the proposal and has not raised objection to the proposal on the basis of the information submitted, with existing surrounding uses not resulting in unacceptable impact upon future occupiers, and additional traffic generation not resulting in exceedance of relevant air quality standards. Dust management during demolition/construction will be necessary to safeguard surrounding occupiers, and will need to be incorporated into a Construction Management Plan to be secured by condition if planning permission is granted.

It should be noted that if subsequently on-site CHP is required to serve the development then air quality modelling will need to be re-run and it be demonstrated as acceptable. At present however, on-site CHP is not proposed, with the development to be served by electric panel heating (which is resulting in objection from BCC Sustainability Officers as a result).

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Overall therefore, on the basis of the above the proposal is considered acceptable in relation to air quality.

(K) ARCHAEOLOGY

Policies BCS22 and DM31 relate to heritage assets and include archaeological considerations. The City Council Archaeology Officer has expressed that some archaeological mitigation work will be required on this site if these proposals receive consent. This mitigation should comprise archaeological recording, particularly focusing on a general record of the existing structures before their demolition and also any below ground remains such as the likely footings of the unusual polygonal structure that previously stood on the site. This recording can be secured through the use of planning conditions.

(L) TREES

Policies BCS9 and DM17 seek to retain existing trees wherever possible as part of new development. Policy BCS9 expresses that development should incorporate new and/or enhanced green infrastructure appropriate for the site. Policy BCS21 requires development to provide a high quality environment for future occupiers and DM27 expects a high quality landscape design including consideration of functionality of external spaces as well as the use of trees and other plants appropriate to the character of the site and its context.

Since the original application submission in 2019 the BCC Arboricultural Officer has been working directly with the developers' team in relation to formulation of an acceptable strategy for tree removals/replacement to facilitate the development whilst also safeguarding existing trees on the site as far as practicable, and also recognising the value and requirements of the adjacent SNCI on the river bank tidal mudflats.

The arboricultural assessment originally submitted has been supplemented during the course of the application by the submission of the New Cut Riparian Management Plan, which sets out individual trees and groups of trees to be removed, along with replacement planting provision to mitigate for any tree loss. As part of this is ongoing management of trees within Group 1 identified within the documents, which is to the eastern portion of the site, with works comprising gradual thinning of sycamore trees and incremental infilling with native standard trees, which would replace existing canopy with native species and would remove sycamore that can pose a nuisance in terms of occupier amenity through excessive shading.

Wider replacement tree planting would comprise 79 trees across the site, along with 700 square metres of understorey whip planting where standard tree planting is not feasible or preferable from a nature conservation perspective. The 700m² of whip planting has been agreed to improve the ecological tone between the mudflats and existing wooded river bank. Whilst this particular approach is not in strict accordance with the BTRS, it is considered the correct approach for this particular site, and is supported by the BCC Arboricultural and Nature Conservation Officers. Conditions are to be attached as recommended by Arboricultural and Nature Conservation Officers in the event that planning permission is granted.

The latest revisions to the proposal to overcome Environment Agency Objections in relation to flood risk/river bank access has resulted in a requirement to remove two additional trees from the site, as set out within the submitted Arboricultural Assessment Addendum (June 2021). Within this document it is proposed that compensation for this additional loss beyond the scope of the tree works/replacements previously agreed should be via financial contribution secured as part of a section 106 legal agreement. This is considered a reasonable approach, and as such, if permission is granted, the sum of £4,591.26 to cover the cost of 6 trees to be planted in open ground, can be

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incorporated into the associated S106 legal agreement.

On the basis of the above, the proposal is considered acceptable in relation to trees.

(M) NATURE CONSERVATION

Policy BCS9 expresses that where development would have an impact on the Bristol Wildlife Network it should ensure that the integrity of the network is maintained or strengthened. Policy DM19 expresses that development which would be likely to have any impact upon habitat, species or features, which contribute to nature conservation in Bristol will be expected to: i. Be informed by an appropriate survey and assessment of impacts; and ii. Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance; and iii. Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network. Where loss of nature conservation value would arise development will be expected to provide mitigation on-site and where this is not possible provide mitigation off-site.

The application site abuts part of the River Avon SNCI, and is also within the SSSI risk zone, where increased population has the potential to impact the nearby SSSI at Leigh Woods/Ashton Court. The application is supported by the provision of an Ecological Appraisal and a Shadow Habitats Regulations Assessment/ Appropriate Assessment. On the basis of the information provided, as can be seen within the consultations section above, the proposal is supported by Natural England and the City Council Nature Conservation Officer, subject to the imposition of relevant planning conditions.

Conditions are to require an ecological mitigation and enhancement strategy, to incorporate the recommendations in the Ecological Appraisal survey report. This shall include: a Precautionary Method of Working method statement with respect to the potential presence of legally protected nesting birds, bats, badgers and hedgehogs; a method statement for the control and removal of the invasive species Japanese knotweed and Montbretia which were recorded on site during the Ecological Appraisal dated December 2019; a lux contour plan to minimise post-construction light spill onto the adjacent River Avon (part of) Site of Nature Conservation Interest (SNCI); measures to prevent pollution and construction impacts during construction onto the adjacent River Avon (part of) Site of Nature Conservation Interest (SNCI) to the north including details of robust protective acoustic fencing incorporating warning signs; built-in bird, bat and insect boxes, and; an interpretation board explaining the ecological value of the SNCI and site. The Biodiversity Net Gain features as shown in Figure 7 in the Ecological Appraisal survey report dated December 2019 are also to be provided, along with the provision of living roofs.

Subject to the provision of relevant planning conditions the proposal is considered acceptable in relation to nature conservation.

(N) PLANNING OBLIGATIONS

New development often creates a need for additional or improved community services and facilities, without which there could be a detrimental effect on local amenity and the quality of the environment. Planning obligations are the mechanism by which measures are secured to enhance the quality of both the development and the wider environment, to help ensure that the development makes a positive contribution to sustainable development providing social, economic and environmental benefits to the community as a whole.

The legislative framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 as amended by Section 12 of the 1991 Planning and Compensation Act. Further legislation is set out in the Community Infrastructure Levy CIL Regulations (2010) (as amended).

The NPPF (2021) expresses that development plans should set out the contributions expected from

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development, including affordable housing and scheme related infrastructure. The NPPF re-iterates the tests that are required to be met when planning obligations are sought, namely that they should be necessary to make the development acceptable in planning terms; directly related to the development and, fairly and reasonably related in scale and kind to the development.

In addition to the required CIL payment of £759,179.02 necessary planning obligations relate to the provision of affordable housing; highway infrastructure works; District Heating connection; Fire Hydrants, and; a contribution for off-site replacement tree planting. Necessary obligations are as follows:

Affordable housing

31 affordable housing units (social rent tenure), comprising 16x 1Bed 2 Person flats, and; 15x 2Bed 4 Person flats.

Highways

Signal heads controller maintenance: £50,000

Traffic Regulation Orders: £18,971

Works to local bus stops: £10,000

Footway/cycle path works: £77,000

Street Lighting: £33,000

Travel Plan monitoring: £22,176 (£144 per unit x 154 dwellings)

Trees

Off-site replacement tree planting: £4591.26

Fire safety

2 no. fire hydrants: £3,600 (£1,500 plus VAT per hydrant)

Sustainability

District heating connection for hot water when the Air Source Heat Pumps reach the end of their useful life

Legal Costs

Council's legal costs associated with formulating the s106 agreement.

CONCLUSION AND RECOMMENDATION

There are some identifiable shortfalls of the proposed development in that the development is not mixed use in nature; the housing mix would be improved through the incorporation of some family-sized units; the proposed heating system is an unsustainable option that doesn't follow the heat hierarchy, and; there are a high proportion of single-aspect units (41.6%) including 26 North-facing single aspect units. All of these issues have been raised with the developer's team throughout the application process but ultimately the developer has not been prepared to amend these elements. As such, these shortfalls must be weighed against the benefits of the proposal.

Significant negotiation has taken place in relation to highways and flood risk matters, with amendments made during the course of the application to result in a scheme that is now supported by BCC Highways and Flood Risk Officers, as well as the Environment Agency.

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The proposal would provide much-needed housing (154 dwellings), including policy compliant affordable housing and accessible housing provision. The proposal would make efficient use of a sustainably located site and would be of a design that provides a modern development that respects the heritage and architectural qualities of the conservation area within which it would be located, and as a result is supported by BCC Urban Design and Conservation Officers. The proposal also represents the first residential development to come forward within the Western Harbour area, where there are aspirations for the wider redevelopment of sites for a mix of uses, including housing.

The development would incorporate a publicly accessible riverside walkway which could be extended as other sites come forward, providing improved connectivity and leisure opportunity as well as opening up previously private views of surrounding heritage assets. The scheme would also incorporate nature conservation enhancements as part of replacement tree planting and landscaping provision that incorporates a management plan for part of the bank of the New Cut adjacent to the site, which is a Site of Nature Conservation Interest (SNCI).

When balancing out the various issues identified throughout this report, whilst there are identifiable shortfalls of this development proposal, it is on balance considered that these are outweighed by the benefits of the proposal. It is therefore recommended that planning permission is granted, subject to the completion of a section 106 legal agreement, and subject to the imposition of the planning conditions set out below.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

The CIL liability for this development is £759,179.02

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

RECOMMENDED GRANT subject to Planning Agreement**Time limit for commencement of development****1. Full Planning Permission**

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

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

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2. Local employment opportunities

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

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

3. Contamination remediation strategy

No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

all previous uses;

potential contaminants associated with those uses;

a conceptual model of the site indicating sources, pathways and receptors;

potentially unacceptable risks arising from contamination at the site;

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the local planning authority.

The scheme shall be implemented as approved.

The Local Planning Authority shall be notified of the dates of any future site investigation to enable attendance on site.

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

4. Contamination - verification

Prior to each phase of development being occupied/brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

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

5. Penetrative groundworks

Piling, investigation boreholes, tunnel shafts/ground source heating and cooling systems using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

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

6. Approval of road works necessary

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

Construction of splitter island incorporating illuminated keep left bollards and kerb build out incorporating signalised puffin crossing on Coronation Road;

Installation of new vehicle crossover, reinstatement of footway to full kerb height, reconstruction and resurfacing of footway fronting the entire site including installation of bollards where appropriate;

Relocation of existing streetlighting column to back edge of footway and upgrading of streetlighting for 100m in either direction of the site.

Where applicable indicating proposals for:

Existing levels of the finished highway tying into building threshold levels;

Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works;

Signing, street furniture, street trees and pits;

Structures on or adjacent to the highway;

Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement).

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

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

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

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

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed,

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excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

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

8. Construction Management Plan

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

A construction programme including phasing of works;

24 hour emergency contact number;

Delivery hours (avoiding 7am to 9.30am and 3.30pm to 6pm Monday to Saturday);

Hours of operation;

All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays;

Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works;

Procedures for emergency deviation of the agreed working hours;

Control measures for dust and other air-borne pollutants;

Measures for controlling the use of site lighting whether required for safe working or for security purposes;

Expected number and type of vehicles accessing the site;

Deliveries, waste, cranes, equipment, plant, works, visitors;

Size of construction vehicles;

The use of a consolidation operation or scheme for the delivery of materials and goods;

Phasing of works;

Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

Programming;

Waste management;

Construction methodology;

Shared deliveries;

Sit staff travel planning;

Parking facilities for staff and visitors;

On-site facilities;

Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;

Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;

Locations for storage of plant/waste/construction materials;

Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;

Arrangements to receive abnormal loads or unusually large vehicles;

Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;

Any necessary temporary traffic management measures;

Measures to protect vulnerable road users (cyclists and pedestrians);

Arrangements for temporary facilities for any bus stops or routes;

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Method of preventing mud being carried onto the highway;
 Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses;

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

9. Highway Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

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

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

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

10. Further details before relevant element started

Large Scale detailed drawings of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The details thereby approved shall be carried out in accordance with that approval.

- a) Parapets
- b) Copings
- c) Soffits
- d) Window reveals
- e) Cills
- f) Windows
- g) Material junctions
- h) Brickwork detailing

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

11. Land Stability

Prior to the commencement of works on site, additional ground investigation as recommended within the submitted Land Stability Report by Hydrock (06366-HYD-XX-XX-RP-GE-1001 received 10.09.20) shall be undertaken, focussing on confirming the ground conditions beneath the existing retaining wall.

Following the ground investigation, the applicant shall complete additional interpretation of the ground parameters, ground water and ground model using all the data available (for example also including the results of the CPTU tests from previous ground investigations). Additional

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analysis, including quantitative analysis, shall be performed to confirm stability. This and any additional works required to ensure stability of the site and remediate or replace the wall shall be developed into a formal report for additional review by a suitably qualified geotechnical engineer.

A temporary works assessment shall also be prepared, ensuring the integrity of the slope or existing structures are not compromised during construction activities; for example, from the applied load of a piling rig, or from vibration induced damage.

The applicant shall ensure they have adequate insurance to cover damage of nearby assets as a result of ground movement, and also ensure that the Applicant has sufficient monies available to undertake any necessary remedial works to safeguard the long-term integrity of the slope.

A condition survey of existing ground conditions and structures within 25m of the proposed development shall be undertaken. This would form the basis for a decision as to whether any adverse effects have occurred. This could include a visual assessment, photographic record, surveyed targets attached to the walls, and photogrammetry.

All of the reports associated with the above shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby approved. The development shall then be undertaken in full accordance with the reports submitted.

Reason: To safeguard against unstable land.

12. Ecological Mitigation and Enhancement Strategy

Prior to the commencement of development hereby approved, including all site clearance and vegetation removal, an ecological mitigation and enhancement strategy, to incorporate the recommendations in the Ecological Appraisal survey report dated December 2019 and prepared by a suitably qualified ecological consultant, shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- o A Precautionary Method of Working method statement including the provision of an Ecological Clerk of Works and a toolbox talk given to site operatives with respect to the potential presence of legally protected nesting birds, bats, badgers and hedgehogs, a priority species. This shall include precautionary measures to protect badgers becoming trapped in open trenches or pipework. Where checks for nesting birds are required they shall be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings;
- o A method statement for the control and removal of the invasive species Japanese knotweed and Montbretia which were recorded on site during the Ecological Appraisal dated December 2019;
- o A lux contour plan to minimise post-construction light spill onto the adjacent River Avon (part of) Site of Nature Conservation Interest (SNCI) to the north. The lux contour plan shall show lux levels at frequent intervals (lux levels at 0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels shall be superimposed on a site plan which includes all land that is affected by raised light levels (including potentially land outside the red line planning application area).
- o Measures to prevent pollution and construction impacts during construction onto the adjacent River Avon (part of) Site of Nature Conservation Interest (SNCI) to the north including details of robust protective acoustic fencing incorporating warning signs e.g. 'No Access: Wildlife Protection Area' and a plan showing the location of the fencing and the boundaries of the SNCI;

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- o Details of the provision of built-in bird, bat and insect boxes or bricks integrated within new buildings to include the location, specification, height and orientation of these features as applicable shown on a site plan;
- o Details of an interpretation board explaining the ecological value of the SNCI and site. The development shall be carried out in full accordance with the approved strategy.

Reason: To conserve legally protected and priority species.

13. Protection of Retained Trees during the Construction Period

No work of any kind shall take place on the site until the protective fences have been erected around the retained trees in the position and to the specification detailed within the FPCR Arboricultural Assessment (December 2019) and the associated FPCR Arboricultural Assessment addendum (June 2021). Photos should be electronically sent to the Local Authority Case Officer, shall be submitted to and approved in writing by the LPA in order that the council may verify that the approved tree protection measures are in place when the work may commence. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are removed. Landscaping works within protected areas is to be agreed with the Local Planning Authority and carried out when all other construction and landscaping works are complete.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area in line with Policy DM17.

14. Sound insulation

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

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

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

Reason: To safeguard the amenity of nearby premises and the area generally

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15. BREEAM Communities

Prior to the commencement of development a BREEAM communities pre-assessment for the whole development shall be submitted to the local planning authority and approved in writing. The development shall be constructed in full accordance with the approved BREEAM communities assessment prior to occupation.

Reason: To ensure that the development complies with policy with BCS15 (Sustainable design and construction)

16. Guarding/fall protection within landscaping scheme

Full details of guarding/fall protection to the curved stepped area within the approved landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be completed in accordance with the approved details prior to the first occupation of the development.

Reason: In the interests of public safety.

17. To ensure implementation of a programme of archaeological works

No development shall take place until the applicant/developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

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

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

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

18. Public Art

Prior to the commencement of the relevant element, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan should be written by an external Public Art Producer and should include information on the commissioning, integration of public art within the development, and environs (where appropriate), timetable for those works and details of the future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the delivery of meaningful Public Art as part of the development.

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19. Arboricultural method statement

The applicant/developer shall ensure that all works within the root protection area of retained trees must follow the detailed methodology within the FPCR Arboricultural Assessment (December 2019) and the associated FPCR Arboricultural Assessment addendum (June 2021). In the instance that major roots are found then further consultation with an arboriculturist will be required, any changes to the specified methodology must be agreed in writing by the local planning authority.

Reason: To protect the retained tree from damage during construction and in recognition of the contribution which the retained tree gives and will continue to give to the amenity of the area.

20. Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

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

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

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans.

Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

22. Completion of Vehicular Access - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

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

23. Completion of Pedestrians/Cyclists Access - Shown on approved plans

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

Reason: In the interests of highway safety.

24. Installation of vehicle crossover - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until drop kerbs has been installed at the carriageway edge and a vehicle cross-over constructed across the footway fronting the site in accordance with the approved plans and retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety and accessibility

25. Reinstatement of Redundant Accessways - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the footway has been reinstated to full kerb height, where any vehicle crossover(s) are redundant, in accordance with the approved plans and retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety.

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

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

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

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

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

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

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

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

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

29. Management and Maintenance of Private Streets

No building or use hereby permitted shall be occupied or use commenced until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption within the site has been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users.

30. Permissive Routes

No building or use hereby permitted shall be occupied or use commenced until details of how the permissive route will be kept open, free from any obstruction, in a safe condition for use by members of the public 364 days of the year and clearly marked to indicate that there is no indication to dedicate as part of the adopted highway, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the provision of an unrestricted and safe route for the use of members of the public.

31. Provision of Vehicular Visibility Splays

No building or use hereby permitted shall be occupied or use commenced until visibility splays 2.4 metres back from the centre line of the access and extending 2.4m x 64m (based on 30mph speed limit) metres on the nearside carriageway edge shall be provided at all accesses/junctions, as shown on the approved plans. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

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

32. Electric Vehicle Charging Points

No building or use hereby permitted shall be commenced until details of Electrical Vehicle Charging infrastructure, management plan and phasing for implementation has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following:

- o Final Layout
- o Number and location of EV parking spaces

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- o Number and location of EV charging points
- o Type of EV charging points (fast, rapid)
- o Indicative locations for feeder pillars and protective infrastructure
- o Evidence of power supply from WPD (to ensure substation capacity is adequate)
- o Indicative location of substation (where required)
- o Indicative cable routing
- o Management plan outlining proposed management of spaces, charging network and infrastructure
- o Electrical Layout and Schematic Design
- o Feeder Pillar Design/Electrical Layout/Schematic Layout Designs

The Electric Vehicle Charging Points and management strategy as approved shall be implemented prior to occupation / as per the agreed phasing plan and retained in that form thereafter for the lifetime of the development.

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

33. Delivery & Servicing Plan

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

- a) The contact details of a suitably qualified co-ordinator;
- b) How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- c) Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems;

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

34. Waste Management Plan

No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been prepared, submitted to and approved in writing by the Local Planning Authority. As Bristol Waste are unable to access the site, the obligation to undertake waste collection no longer applies for the lifetime of the development. The measures shall thereafter be implemented in accordance with the approved waste management plan for the lifetime of the development.

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

35. Car Park Management Plan

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

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

36. Energy and Sustainability in accordance with statement

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the approved Energy and Sustainability Statement (by AES Sustainability Consultants dated November 2019) and the associated First and Second Addendums (by AES Sustainability Consultants dated November 2019 and June 2021 respectively) prior to occupation. A total 20% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved.

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

37. Completion and Maintenance of Sustainable Drainage System (SuDS)

No building or use hereby permitted shall be occupied or the use commenced until the SuDS scheme for this site has been completed in accordance with the approved Sustainable Drainage Strategy and associated details. The SuDS scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

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

38. Fire Strategy

The development shall be undertaken in full accordance with the approved fire strategy.

Reason: In the interests of fire safety.

39. Development in accordance with FRA

The development hereby approved shall be carried out in accordance with the submitted flood risk assessment (Paynes Shipyard Flood Risk Assessment & Drainage Strategy, version C dated 15 October 2020, Phoenix Design Partnership Limited) and the following mitigation measures it details:

Finished floor levels shall be set no lower than 10.78 metres above Ordnance Datum (AOD);

Riverside access will be maintained as set out on the supplementary plan ('Riverbank Cross Section Locations' dwg no '456-109' rev. B) and cross section drawing ('Riverbank Cross Sections' dwg no '456-110' rev. C).

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. They shall be retained and maintained thereafter throughout the lifetime of the development.

Reason

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To reduce the risk of flooding to the proposed development and future occupants and to ensure adequate access to the river edge in the interests of flood risk management.

40. Archaeological Watching Brief

The applicant/developer shall ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the council and in accordance with the Written Scheme of Investigation approved under condition 17.

Reason: To record remains of archaeological interest before destruction.

41. Travel Plan - Implemented by the Highways Authority

Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority.

The developer shall then enable the Highways Authority to implement, monitor and review the approved Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

Post occupation management

42. Landscaping works

The Planting proposals hereby approved (as detailed on the Landscape Masterplan Drawing DR-5000 P5; Landscape Proposal DR-5001 P5, and; DR-5002 P5 and the New Cut Planting plan DR-5012 P1 contained with the New Cut Riparian Management Plan) shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a program, details of which shall be submitted to and agreed in writing by the local planning authority. All planted materials shall be maintained for 5 years and any trees removed, dying, being severely damaged or become seriously diseased within 5 years of planting shall be replaced with others of a similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory and in line with Bristol City Council Policy DM17

43. Implementation of the New Cut Riparian Management Plan

The development shall be implemented in full accordance with the approved New Cut Riparian Management plan (dated 9th November 2020), including with regard to the ongoing management and maintenance elements of the plan.

Reason: In order to safeguard and enhance the natural environment.

44. Drainage

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be

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carried out in accordance with the approved details.

Reason To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

45. Protection of parking and servicing provision

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

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

46. Noise from plant & equipment affecting residential - 5dB below background

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the amenity of nearby premises and the area generally

47. Vegetation Clearance

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

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

48. Demolition Linked to Redevelopment

The demolition works hereby permitted shall not be carried out otherwise than as part of the completion of development for which planning permission is hereby approved and such demolition and development shall be carried out without interruption and in complete accordance with the plans referred to in this consent and any subsequent approval of details.

Reason: To ensure the demolition is followed by immediate rebuilding and to maintain the character and appearance of the Conservation Area.

List of approved plans

49. List of approved plans and drawings

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

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Daylight and Sunlight Report, received 8 January 2020

Shadow Habitats Regulations Assessment/ Appropriate Assessment, received 17 December 2019

2606-5-2-DR-5011 S4-P2 Illustrative hardworks - gym equipment & play equipment, received 17 June 2021

17445-SCT-AA-00UG-TP-A-10001 P5 Block A ga plan layout level 00ug upper ground floor plan, received 11 June 2021

17445-SCT-AA-01-TP-A-10002 P5 Block A ga plan layout level 01 first floor plan, received 11 June 2021

17445-SCT-AA-02-TP-A-10003 P5 Block a ga plan layout level 02 second floor plan, received 11 June 2021

17445-SCT-AA-02-TP-A-10004 P4 Block A ga plan layout level RF plan, received 11 June 2021

17445-SCT-AA-XX-TP-A-13001 P4 Block A Elevations, received 11 June 2021

17445-SCT-BB-00LG-TP-A-10000 P6 Block B ga plan layout level 00lg - lower ground floor plan, received 11 June 2021

17445-SCT-BB-00UG-TP-A-10001 P6 Block B ga plan layout level 00ug- upper ground floor plan, received 11 June 2021

17445-SCT-BB-01-TP-A-10002 P4 Block B ga plan layout level 01 first floor plan, received 11 June 2021

17445-SCT-BB-02-TP-A-10003 P4 Block B ga plan layout level 02 - second floor plan, received 11 June 2021

17445-SCT-BB-03-TP-A-10004 P4 Block B ga plan layout level 3 - third floor plan, received 11 June 2021

17445-SCT-BB-RF-TP-A-10005 P4 Block B ga plan layout level - roof plan, received 11 June 2021

17445-SCT-BB-XX-TP-A-13001 P8 Block B elevations, received 11 June 2021

17445-SCT-BB-XX-TP-A-13002 P5 Block B elevations, received 11 June 2021

17445-SCT-CC-01-TP-A-10002 P3 Block C ga plan layout level 01 - first floor plan, received 11 June 2021

17445-SCT-CC-02-TP-A-10003 P3 Block C ga plan layout level 02 second floor plan, received 11 June 2021

17445-SCT-CC-RF-TP-A-10005 P3 Block C ga plan layout level roof plan, received 11 June 2021

17445-SCT-CC-XX-TP-A-13001 P6 Block C elevations, received 11 June 2021

17445-SCT-CC03-TP-A-10004 P3 Block c ga plan layout level 03 third floor plan, received 11 June 2021

17445-SCT-DD-RF-TP-A-10005 P3 Block d ga plan layout level - roof plan, received 11 June 2021

17445-SCT-DD-XX-TP-A-13001 P5 Block D Elevations, received 11 June 2021

17445-SCT-DD-XX-TP-A-13002 P6 Block d elevations, received 11 June 2021

17445-SCT-SW-XX-TP-A 80001 P5 Site movement refuse strategy, received 11 June 2021

17445-SCT-SW-XX-TP-A-13000 P5 Site elevations, received 11 June 2021

17445-SCT-SW-XX-TP-A-13001 P6 Site elevations, received 11 June 2021

17445-SCT-SW-XX-TP-A-13500 P4 Site sections, received 11 June 2021

17445-SCT-SW-XX-TP-A-13501 P5 Site sections, received 11 June 2021

17445-SCT-SW-XX-TP-A-50000 P1 Location plan, received 17 December 2019

17445-SCT-SW-XX-TP-A-50001 P5 Proposed site plan, received 11 June 2021

17445-SCT-SW-XX-TP-A-60000 P1 Existing block plan, received 17 December 2019

17445-SCT-SW-XX-TP-A-60001 P3 Proposed block plan, received 11 June 2021

2606-5-2-DR-5007-S4-P2 Eastern pos section, received 11 June 2021

2606-5-2-DR-5008-S4-P2 Illustrative planting palette - specimen trees, received 11 June 2021

2606-5-2-DR-5010 S4 P2 Illustrative hard works - street furniture, received 11 June 2021

2606-5-2-DR-5500 P1 Typical tree planting details, received 17 December 2019

Development Control Committee A – 22 September 2021**Application No. 19/06107/F : Paynes Shipyard And Vauxhall House Coronation Road Bristol BS3 1RP**

Affordable housing statement, received 17 December 2019
 Air quality assessment, received 17 December 2019
 Arboriculture assessment, received 17 December 2019
 Environmental noise survey, received 17 December 2019
 17445-SCT-SW-XX-TP-A-60500_P4 Site Wide Fire Strategy, received 11 June 2021
 17445-SCT-SW-XX-TP-A-60501_P4 Site Wide Fire Strategy, received 11 June 2021
 Employment Statement Addendum, received 13 October 2020
 New Cut Riparian Management Plan, received 9 November 2020
 Domestic Overheating Assessment, received 10 November 2020
 17445-SCT-SW-XX-RT-A-0005 Design Review Report, received 5 October 2020
 456-SK-003 SuDS details, received 9 August 2021
 17445-SCT-AA-00LG-TP-A-10000_P6 Block A GA Plan Layout Level 00LG (Lower Ground Floor Plan), received 25 August 2021
 17445-SCT-CC-00LG-TP-A-10000_P5 Block C GA Plan Layout Level 00LG (Lower Ground Floor Plan), received 25 August 2021
 17445-SCT-CC-00UG-TP-A-10001_P4 Block C GA Plan Layout Level 00UG (Upper Ground Floor Plan), received 25 August 2021
 17445-SCT-DD-00UG-TP-A-10001_P8 Block D GA Plan Layout Level 00UG (Upper Ground Floor Plan), received 25 August 2021
 17445-SCT-DD-01-TP-A-10002_P7 Block D GA Plan Layout Level 01 (First Floor Plan), received 25 August 2021
 17445-SCT-DD-02-TP-A-10003_P6 Block D GA Plan Layout Level 02 (Second Floor Plan), received 25 August 2021
 17445-SCT-DD-03-TP-A-10004_P6 Block D GA Plan Layout Level 03 Third Floor Plan), received 25 August 2021
 17445-SCT-SW-XX-TP-A-80002_P7 Site Movement Vehicular & Cycle Access Strategy, received 25 August 2021
 2606-5-2-5002-P5 Landscape Proposals, received 25 August 2021
 2606-5-2-5102-P5 Hard Works Strategy, received 20 August 2021
 2606-5-2-5000-P5 Landscape Masterplan, received 20 August 2021
 17045_C05_002_06366-HYD-XX-XX-RP-GE-1000-S2-P2 Ground Investigation rev P2, received 7 June 2021
 456-109-B Riverbank Cross Section Locations, received 15 February 2021
 456-110-C Riverbank Cross Sections, received 15 February 2021
 001 Highways Technical Note, received 23 October 2020
 17445-SCT-SW-XX-RT-A-0005 Design Review Report, received 5 October 2020
 17745-SK001-21-610 District Heat Network Adaptability Proposals, received 17 June 2021
 06366-HYD-XX-XX-RP-GE-1001 Land Stability Report, received 10 September 2020
 0872-B-016 Proposed Highway Works Plan, received 23 October 2020
 0872-020 On-site service arrangements, received 23 October 2020
 Flood Risk Assessment, received 17 June 2021
 Energy and Sustainability Statement Addendum, received 17 June 2021
 Internal Daylight Addendum Report, received 17 June 2021
 Arboricultural Assessment Addendum, received 17 June 2021
 2606-5-4-4-LV1-P5 TVIA Townscape and Visual Impact Assessment (revision 5), received 17 June 2021
 Ecology Briefing Note, received 17 June 2021
 Travel Plan, received

Reason: For the avoidance of doubt.

Development Control Committee A – 22 September 2021**Application No. 19/06107/F : Paynes Shipyard And Vauxhall House Coronation Road Bristol BS3 1RP****Advices****1 Works on the Public Highway**

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:

- I. Drafting the Agreement
- II. A Monitoring Fee equivalent to 15% of the planning application fee
- III. Approving the highway details
- IV. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

2 Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections.

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team at transportdm@bristol.gov.uk

N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

3 Public Right of Way

The property boundary of the development hereby approved abuts a Public Right of Way PROW (No.) (SPECIFY). You are advised that before undertaking any work you must contact the Highway Authority's Public Rights Of Way Team at rightsofway@bristol.gov.uk Whilst it may be unlikely that the Public Right Of Way will be affected by the proposed development (PROW) (No.) (SPECIFY):

Development Control Committee A – 22 September 2021**Application No. 19/06107/F : Paynes Shipyard And Vauxhall House Coronation Road Bristol BS3 1RP**

- o Should remain open, unobstructed and safe for public use at all times;
- o No materials are to be stored or spilled on the surface of the PROW;
- o There must be no encroachment onto the width of the PROW;
- o No vehicles are to use the PROW without lawful authority of the landowner(s), unless a private right of way is shown on property deeds. It is the applicant's responsibility to ensure that the appropriate private right exists or has been acquired from the landowner.
- o Any scaffolding and/or skips placed over or adjacent to the PROW must not obstruct public access or inconvenience the public in their use of the way and must be properly licensed. Licences are available at www.bristol.gov.uk/highwaylicences
- o Any interference of the PROW either whilst demolition/construction is in progress or on completion, may well constitute a criminal offence.

If construction works are likely to temporarily affect the right of way, a Temporary Traffic Regulation Order (TTRO) may be required to close or divert the PROW for the duration of the works on the grounds of safety of the public. To discuss and/or apply for a TTRO contact the Highway Authority's Network Management Team at traffic@bristol.gov.uk

N.B. Any damage caused to the surface of the PROW during development works must be made good to the satisfaction of the Local Highway Authority.

4 Impact on the highway network during construction

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

5 Restriction of Parking Permits - Existing Controlled Parking Zone/Residents Parking Scheme

You are advised that the Local Planning Authority has recommended to the Highways Authority which administers the existing Controlled Parking Zone/Residents Parking Scheme of which the development forms part 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.

6 Highway Condition Survey

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

7 Excavation Works on the Adopted Highway

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

Development Control Committee A – 22 September 2021**Application No. 19/06107/F : Paynes Shipyard And Vauxhall House Coronation Road Bristol BS3 1RP**

8 Private Road

You are advised that as a result of the proposed layout and construction of the internal access road, the internal access road will not be accepted for adoption by the Highway Authority under Section 38 of the Highways Act 1980.

The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980, unless and until you agree to exempt the access road.

The exemption from adoption will be held as a Land Charge against all properties within the application boundary. Contact the Highway Authorities Transport Development Management Team at DMEngineering@bristol.gov.uk

9 Street Name and Numbering

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

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

10 Structure Adjacent To/Within 6m of the Highway

The development hereby approved includes the construction of structures adjacent to or within six metres of the adopted highway. You are advised that before undertaking any work on the adopted highway you must prepare and submit an AiP Structural Report.

You will be required to pay technical approval fees (as determined by the proposed category of structure to be assessed) before the report will be considered and approved. Contact the Highway Authority's Bridges and Highway Structures Team at bridges.highways@bristol.gov.uk

11 Sound Insulation

The recommended design criteria for dwellings are as follows:

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

12 Noise complaints- balconies and open windows

The application has been assessed taking into account the noise from the Thomas Ware & Sons Tannery & City Tyre Auto Centre, as well as road traffic noise.

Conditions are attached to this consent requiring a scheme of noise mitigation to ensure an acceptable living environment for future residents. However, it is not possible to mitigate the

Development Control Committee A – 22 September 2021**Application No. 19/06107/F : Paynes Shipyard And Vauxhall House Coronation Road Bristol BS3 1RP**

noise experienced from use of the proposed balconies (without them being enclosed spaces). The Local Planning Authority considers however that it is preferable that residents have the option of balconies for use in quieter periods provided that an acceptable living environment is achieved internally within the residential units through satisfactory noise insulation (building fabric and glazing) and mechanical ventilation.

Future owners/occupants of the site are advised that given the matters above and that the neighbouring commercial uses have been in operation for some time prior to the development the subject of this application; that it may not be possible to uphold any noise complaints received from future residents of the site regarding noise impacts from the Thomas Ware & Sons Tannery & City Tyre Auto Centre on the use of the balconies or terraces.

13 Environmental Permit

This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2016 from the Environment Agency for any proposed works or structures, in, under, over or within sixteen metres of the top of the bank of the River Avon, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>. 2)

14 Asbestos

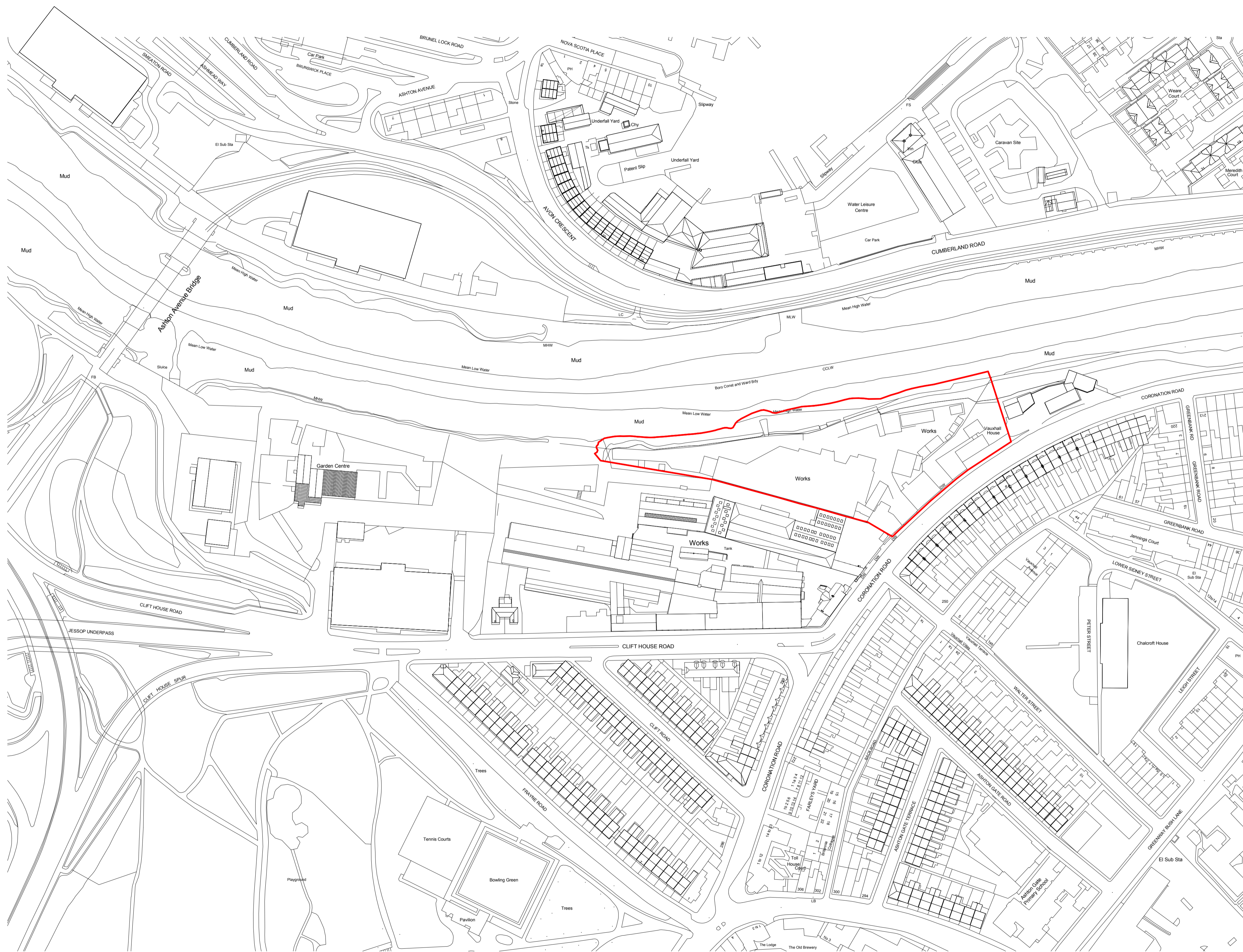
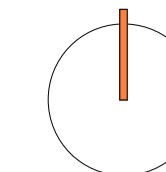
The applicant is advised to undertake an asbestos survey prior to works commencing. Any asbestos containing materials present on site must be removed in accordance with the Control of Asbestos Regulations 2012.

Supporting Documents

2. Paynes Shipyard And Vauxhall House, Coronation Road, BS3 1RP

1. Site location plan
2. Proposed site plan
3. Site elevations 1
4. Site elevations 2
5. Proposed site sections 1
6. Proposed site sections 2
7. Landscape masterplan
8. Design and access statement Rev 6 dated 17.06.2021 – Document too large to attach. D & A part 1, 2 & 3 available is available to view on Planning Online. Please follow below link:

<https://pa.bristol.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q2P6MCDN0DG00>



Revision	Description	Date	Drawn	Checked
P1	First Issue	11.12.19	JS	CG



St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T +44 (0)1483 568686
W scottbrownrigg.com

Clients Name
Crest Nicholson



Job Title
Paynes Shipyard

Drawing Title
Location Plan

Scale
1 : 1250 @A1

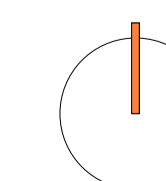
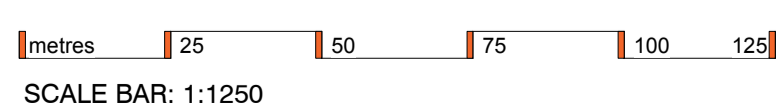
SBR Project No.
17445

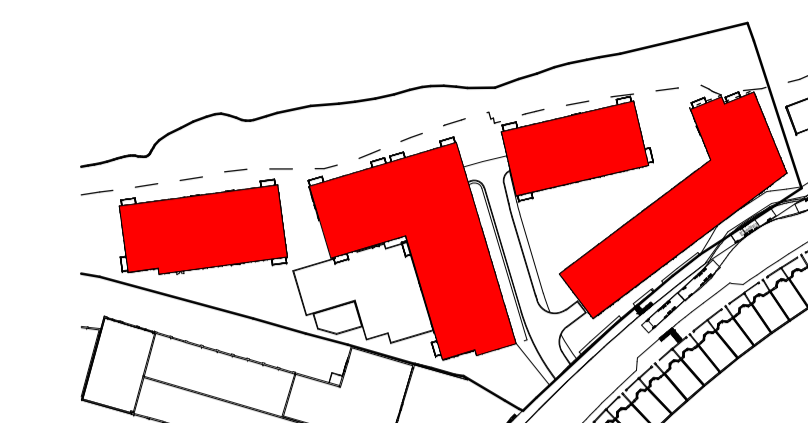
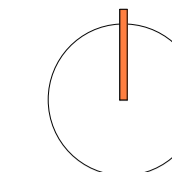
SBR Project No. Originator Volume Level Type Role Number
17445-SCT-SW-XX- TP-A-50000

Suitability Code Status
Planning

Rev
P1

1 Location Plan
1 : 1250





Revision	Description	Date	Drawn	Checked
P5	Boundary wall updated	10/06/21	SJ	CG
P4	Updated in line with EA access requirements for resubmission of planning application	21/05/21	SJ	CG
P3	Planning submission	19/10/20	SJ	CG
P2	Issued for planning coordination	09.10.20	SJ	CG
P1	First Issue	11.12.19	JS	CG

SCOTT BROWNRIGG

St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T +44 (0)1483 568686
W scottbrownrigg.com

Clients Name
Crest Nicholson



Job Title
Paynes Shipyard

Drawing Title
Proposed Site Plan

Scale
1 : 500 @A1

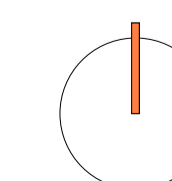
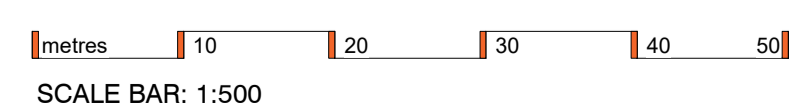
SBR Project No.
17445

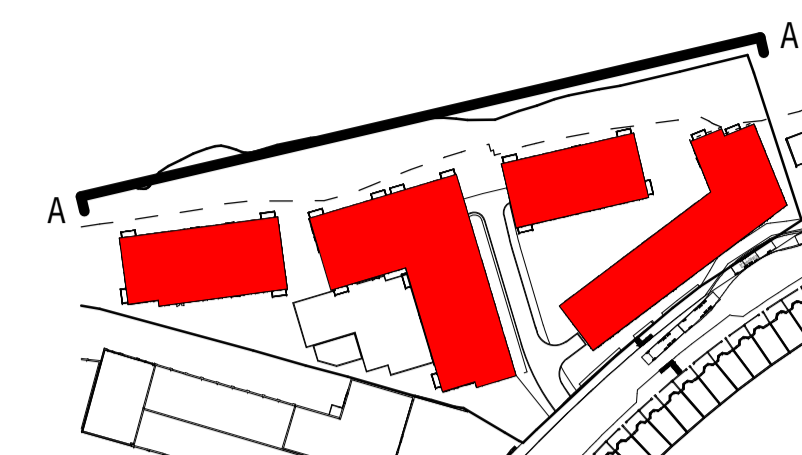
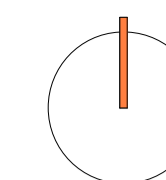
SBR Project No. Originator Volume Level Type Role Number
17445-SCT-SW-XX- TP-A-50001

Subsidiary Code Status
Planning

Rev
P5

1 Proposed Site Plan
1 : 500





1 Existing Riverscene

1 : 250



2 Proposed Riverscene

1 : 250

Revision	Description	Date	Drawn	Checked
P5	Updated in line with EA access requirements for resubmission of planning application	21/05/21	SJ	CG
P4	Planning submission	19/10/20	SJ	CG
P3	Updated to planners comments	17.01.20	JS	CG
P2	Client comments added for planning	13.12.19	JS	CG
P1	First Issue	11.12.19	JS	CG

SCOTT BROWNRIGG

St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T +44 (0)1483 568686
W scottbrownrigg.com

Client's Name
Crest Nicholson



Job Title
Paynes Shipyard

Drawing Title
Site Elevations

Scale
1 : 250 @A1

SBR Project No.
17445

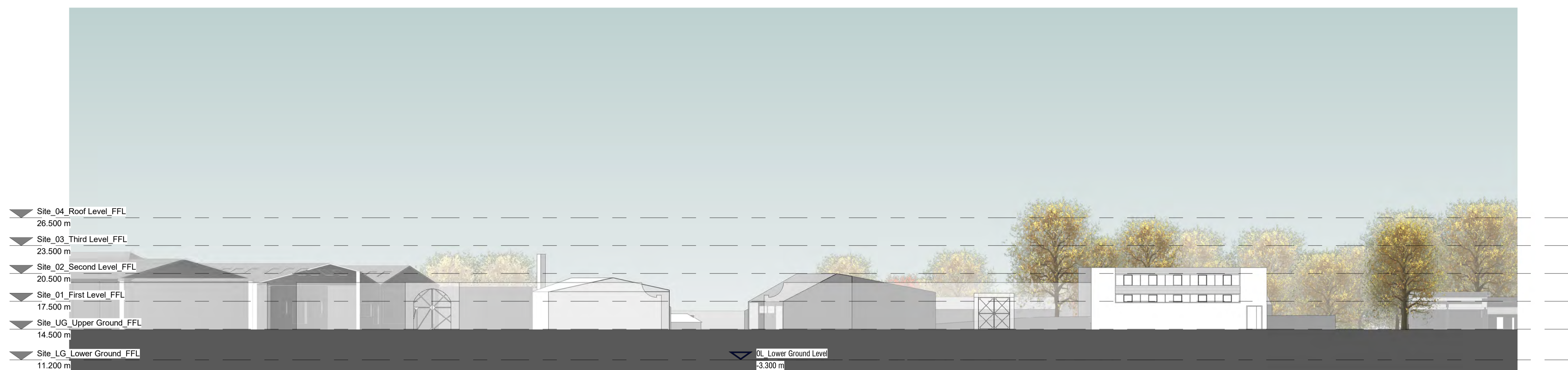
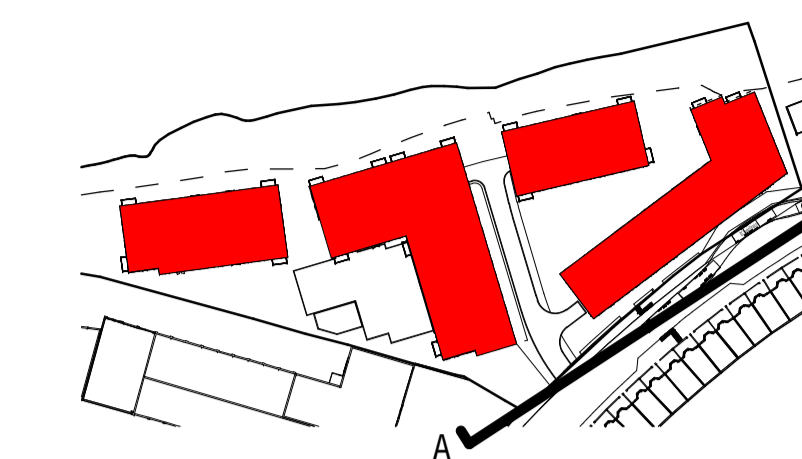
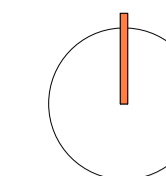
SBR Project No. Originator Volume Level Type Role Number
17445-SCT-SW-XX- TP-A-13000

Subsidiary Code Status
Planning

Rev
P5



SCALE BAR: 1:250



1 Existing Street Scene
1 : 250



2 Proposed Street Scene
1 : 250

Revision	Description	Date	Drawn	Checked
P6	Boundary wall updated	10/06/21	SJ	CG
P5	Updated in line with EA access requirements for resubmission of planning application	21/05/21	SJ	CG
P4	Planning submission	19/10/20	SJ	CG
P3	Updated to planners comments	17.01.20	JS	CG
P2	Client comments added for planning	13.12.19	JS	CG
P1	First Issue	11.12.19	JS	CG

SCOTT BROWNRIGG

St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T +44 (0)1483 568686
W scottbrownrigg.com

Client's Name
Crest Nicholson



Job Title
Paynes Shipyard

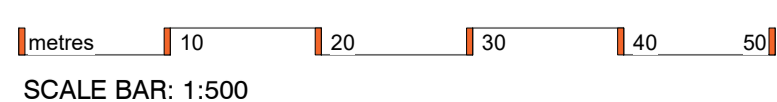
Drawing Title
Site Elevations

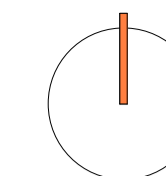
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SBR Project No. **17445**

SBR Project No. **17445-SCT-SW-XX- TP-A-13001**

Suitability Code **Planning** Status **P6**





1 Proposed Section A-A
1 : 250



2 Proposed Section B-B
1 : 250

Revision	Description	Date	Drawn	Checked
P4	Updated in line with EA access requirements for resubmission of planning application	21/05/21	SJ	CG
P3	Planning submission	19/10/20	SJ	CG
P2	Client comments added for planning	13.12.19	JS	CG
P1	First Issue	11.12.19	JS	CG

SCOTT BROWNRIGG

St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T +44 (0)1483 568686
W scottbrownrigg.com

Crest Nicholson



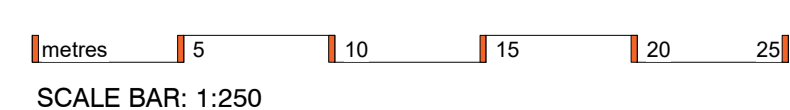
Paynes Shipyard

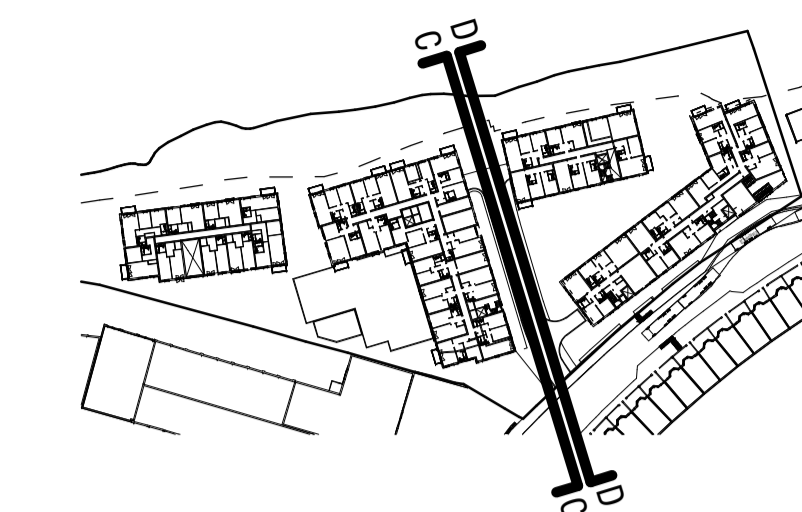
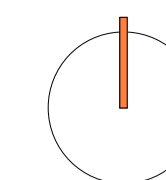
Site Sections

Scale: 1 : 250 @A1 SBR Project No. 17445

SBR Project No. 17445-SCT-SW-XX- TP-A-13500

Subsidiary Code Status Planning Rev P4





- ▼ Site_04_Roof Level_FFL 26.500 m
- ▼ Site_03_Third Level_FFL 23.500 m
- ▼ Site_02_Second Level_FFL 20.500 m
- ▼ Site_01_First Level_FFL 17.500 m
- ▼ Site_UG_Upper Ground_FFL 14.500 m
- ▼ Site_LG_Lower Ground_FFL 11.200 m



1 Section C-C
1 : 250

- ▼ Site_04_Roof Level_FFL 26.500 m
- ▼ Site_03_Third Level_FFL 23.500 m
- ▼ Site_02_Second Level_FFL 20.500 m
- ▼ Site_01_First Level_FFL 17.500 m
- ▼ Site_UG_Upper Ground_FFL 14.500 m
- ▼ Site_LG_Lower Ground_FFL 11.200 m



2 Section D-D
1 : 250

metres 5 10 15 20 25
SCALE BAR: 1:250

Revision	Description	Date	Drawn	Checked
P5	Updated in line with EA access requirements for resubmission of planning application	21/05/21	SJ	CG
P4	Planning submission	19/10/20	SJ	CG
P3	Car park openings widened	20/07/20	SJ	JS
P2	Client comments added for planning	13.12.19	JS	CG
P1	First Issue	11.12.19	JS	CG

SCOTT BROWNRIGG

St Catherine's Court
46-48 Portsmouth Road
Guildford GU2 4DU
T +44 (0)1483 568686
W scottbrownrigg.com

Client's Name
Crest Nicholson



Job Title
Paynes Shipyard

Drawing Title
Site Sections

Scale 1 : 250 @A1 SBR Project No. 17445

SBR Project No. 17445-**SCT-SW-XX-TP-A-13501**

Subsidiary Code Status Planning Rev P5



PLANTING SCHEDULE

Species	Height	Girth	Specification	No.
Acer campestre 'William Caldwell'	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	11 No.
Acer davidii 'George Forrest'	450-500cm	20-25cm	SM; CSH; 200cm min.; RB;	3 No.
Acer glabrum	450-500cm	20-25cm	SM; CSH; 200cm min.; RB;	1 No.
Acer griseum	450-500cm	20-25cm	SM; CSH; 200cm min.; RB;	1 No.
Acer platanoides 'Columnare'	550-600cm	30-35cm	SM; CSH; 200cm min.; RB;	3 No.
Aureo-oleum 'Golden Wonder'	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	2 No.
Aureo-oleum 'Golden Wonder'	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	6 No.
Betula 'Moonbeam'	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	4 No.
Betula albosinensis 'China Ruby'	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	7 No.
Betula albosinensis (multi-stem)	400-500cm	20-25cm	SM; RB;	2 No.
Crataegus monogyna	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	2 No.
Fragaria robusta	175-200cm	Full Pot; C;		29 No.
Prunus padus 'Alberti'	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	2 No.
Tilia platyphyllos	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	3 No.
Ulmus 'New Horizon'	500-550cm	20-25cm	SM; CSH; 200cm min.; RB;	3 No.

HEDGING

Species	Height	Pot Size	Specification	Density	No.
Carpinus betulus	125-150cm	2L	2x; feathered; 2 brks; RB;	0.45ctr Dbl. Stag. @ 0.3m off.	28 No.
Cornus sanguinea 'Midwinter Fruit'	60-80cm	SL	branched; 5 brks; C;	0.3ctr	82 No.
Taxus baccata	125-150cm	76L	Instant hedging; 1m long; dense, straight-sided, furnished to base, neatly clipped; C;	1ctr	14 No.
Taxus baccata	125-150cm	2x;	feathered; 2 brks; RB;	0.45ctr Dbl. Stag. @ 0.3m off.	178 No.

GENERAL PLANTING

Species	Height	Pot Size	Specification	Density	No.
Achillea 'Terracotta'	2L	Full Pot; C;		0.3ctr	512 No.
Alga reptans 'Catin's Giant'	2L	Full Pot; C;		0.3ctr	168 No.
Asplenium	2L	Full Pot; C;		0.3ctr	282 No.
Anemone pulsatilla	2L	Full Pot; C;		0.3ctr	387 No.
Anemone pulsatilla	2L	Full Pot; C;		0.45ctr	355 No.
Anemone 'Honorine Jobert'	2L	Full Pot; C;		0.3ctr	272 No.
Asplenium scolopendrium	2L	Full Pot; C;		0.3ctr	183 No.
Briza media	2L	Full Pot; C;		0.3ctr	178 No.
Rapistrum fruticosum	60-80cm	SL	branched; 5 brks; C;	0.3ctr	45 No.
Camassia leichlinii	Grade 12/14;			0.3ctr	113 No.
Camassia leichlinii 'Alba'	Grade 12/14;			0.3ctr	52 No.
Camparum persicifolia	2L	Full Pot; C;		0.3ctr	77 No.
Carex obovata 'Everline'	2L	Full Pot; C;		0.3ctr	155 No.
Carex pendula	2L	Full Pot; C;		0.45ctr	173 No.
Cornus alba 'Aurea'	60-80cm	SL	branched; 5 brks; C;	0.45ctr	36 No.
Cornus alba 'Kesselring'	60-80cm	SL	branched; 5 brks; C;	0.45ctr	136 No.
Diervilla lonicera 'Goldstray'	2L	Full Pot; C;		0.45ctr	63 No.
Echinacea 'Sunset'	2L	Full Pot; C;		0.3ctr	51 No.
Flaegium submacrophylla	60-80cm	SL	Bushy; 5 brks; C;	0.45ctr	56 No.
Gimnema x walpurgense	2L	Full Pot; C;		0.3ctr	282 No.
Euphorbia amygdaloides 'Purpurea'	2L	Full Pot; C;		0.3ctr	47 No.
Hypericum 'Purpureum'	2L	Full Pot; C;		0.3ctr	278 No.
Hypericum 'Purpureum'	2L	Full Pot; C;		0.3ctr	555 No.
Hypericum 'Purpureum'	2L	Full Pot; C;		0.3ctr	65 No.
Geranium macrorrhizum 'White-Ness'	2L	Full Pot; C;		0.3ctr	58 No.
Geranium pratense	2L	Full Pot; C;		0.3ctr	388 No.
Geum 'Maiden'	2L	Full Pot; C;		0.3ctr	173 No.
Hedera helix	40-60cm	2L	Several shoots; 3 brks; C;	0.45ctr	256 No.
Hedera helix	2L	Full Pot; C;		0.45ctr	42 No.
Helioscopia foetidus	2L	Full Pot; C;		0.3ctr	482 No.
Hebe 'Marmalade'	2L	Full Pot; C;		0.3ctr	55 No.
Hypericum 'Hidcote'	30-40cm	SL	Bushy; 5 brks; C;	0.3ctr	549 No.
Ilex aquifolium	60-80cm	SL	Leader with laterals; C;	0.6ctr	72 No.
Iris sibirica	2L	Full Pot; C;		0.3ctr	65 No.
Lonicera periclymenum	40-60cm	2L	Several shoots; 3 brks; C;	0.45ctr	128 No.
Lythrum salicaria 'Firecandle'	2L	Full Pot; C;		0.3ctr	13 No.
Mahonia 'Soft Carpet'	30-40cm	SL	branched; 5 brks; C;	0.45ctr	136 No.
Molonia caerulea 'Transparent'	2L	Full Pot; C;		0.45ctr	69 No.
Parthenocissus henryana	40-60cm	2L	Several shoots; 3 brks; C;	0.45ctr	122 No.
Pentaglottis sempervirens	2L	Full Pot; C;		0.3ctr	7 No.
Persicaria amplexicaulis 'Fat Domino'	2L	Full Pot; C;		0.3ctr	39 No.
Persicaria bistorta 'Superba'	2L	Full Pot; C;		0.3ctr	13 No.
Phytolacca x rector 'Moonraker'	30-40cm	SL	branched; 5 brks; C;	0.3ctr	384 No.
Pithecolobium tenuifolium 'Abbotsbury Gold'	30-40cm	SL	Bushy; 5 brks; C;	0.45ctr	48 No.
Polypodium seiferthii	2L	Full Pot; C;		0.45ctr	311 No.
Rubus 'Betty Abburne'	2L	Full Pot; C;		0.45ctr	51 No.
Rubus pentalobus	2L	Full Pot; C;		0.3ctr	199 No.
Rubus pentalobus	2L	Full Pot; C;		0.45ctr	12 No.
Rubus tricolor	2L	Full Pot; C;		0.45ctr	23 No.
Sambucus nigra	60-80cm	SL	1+2; transplant; branched; 3 brks; BR;	0.45ctr	72 No.
Salix caprea 'New Green'	30-40cm	SL	Bushy; 5 brks; C;	0.45ctr	11 No.
Shipa gigantea	2L	Full Pot; C;		0.45ctr	28 No.
Tiarella cordifolia	2L	Full Pot; C;		0.3ctr	13 No.
Triplolium glaberrimum	2L	Full Pot; C;		0.3ctr	236 No.
Viburnum lentiana	60-80cm	SL	1+2; transplant; branched; 3 brks; BR;	0.45ctr	12 No.
Viburnum opulus	60-80cm	SL	1+2; transplant; branched; 3 brks; BR;	0.45ctr	53 No.

GABION PLANTING

Species	Height	Pot Size	Specification	No.
Achillea x lewisii 'King Edward'	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	52 No.
Asplenium trichomanes	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	29 No.
Aurinia saxatilis	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	35 No.
Camparula poscharskyana	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	35 No.
Corydalis lutea	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	35 No.
Polypodium vulgare	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	35 No.
Sedum spathulifolium 'Cape Blanco'	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	35 No.
Umbilicus rupestris	50cm min.	50cm min.	Well-Rooted; Min. 2-3 Months; C;	35 No.

PLANTING NOTES:

- General:** All plant materials to be planted at the spacings, densities and quantities shown.
- Mixed Planting Beds:**
 - Plants to be arranged in ascending order of ultimate heights from front to back within planting beds.
 - Plants to be evenly distributed throughout beds with species intermixed.
 - Grid and block planting not permitted.
 - No variation in species or specification without the prior approval of the Landscape Architect.
 - Where no cultivar is given, the straight species must be used.
- Shrubs:**
 - General: Do not allow encroachment onto paths.
 - Reason: To maintain sightlines & path / vehicular widths.
 - Clipped shrubs: maintain to form a clipped box shape at no more than 0.8m - 1m height.
- Hedge Planting:**
 - General: Do not allow encroachment onto pedestrian / vehicular paths.
 - Reason: To maintain sightlines & path / vehicular widths.
 - Transplant Hedging: head back by 50% on planting to ensure bushy growth and improve establishment.
 - Formal hedgerow to front gardens: Maintain at 1.2m height & 0.6m width with trimmed edges and top.
 - Weed suppression: to meet mulch specification listed below.
- Gabion Planting:**
 - To be planted in a random arrangement at approximately 6 plants per linear meter.
 - Plants to be placed in to cracks and crevices between stones. Planting area to be packed with loamy topsoil prior to planting.
- Rain Garden Planting:**
 - To be planted in naturalistic swathes of 5-9 plants of the same species.
 - Plants resilient to water submergence to be positioned by infalls and outfalls.
- Trees:**
 - Plant trees in accordance w/ tree pit details.
- Climbers used as groundcover:**
 - General: to be uncared on planting for use as groundcover.
- Mulch:**
 - General: specified mulch depths are post settlement: some topping up may therefore be required under the terms of the contract.
 - Tree / shrub / formal hedge / planting beds: min. 75mm depth well composted amenity bark mulch. Particle size: 8-40mm. Manufacturer: Rolawn Landscaping Bark or equal & approved. Coverage: 1m² @ around trees and all shrub / herbaceous planted beds (excluding bulbs sown under grass).

KEY

- APPLICATION SITE BOUNDARY
- SNCI BOUNDARY
- RETAINED TREE AND RPA
- TREE TO BE REMOVED
- GREENSPACE: SPECIES RICH LAWN
- GREENSPACE: SPECIES RICH GRASS
- OPEN GRASSLAND - Encouraged EM10 Turfless Mixture @ 4g/m²
- SHADE - Encourage EVM Woodland Mixture @ 4g/m²
- GREENSPACE: PLANTED BEDS
- TREES: PROPOSED
- HEDGE: PROPOSED
- GABION PLANTING: PROPOSED

BITMAC: VEHICULAR

BITMAC: PEDESTRIAN

COLOURED TARMAC
BURF COLOUR

BLOCK PAVING
BEST PAVED: MIXED COLOUR RANGE OF RED GRANITE, DARK GRANITE, DARK BASALT AND SILVER GRANITE. USE WOODWORTH WIDE BLOCKS OF VARIOUS LENGTHS

BLOCK PAVING
BEST BETE BAYE HAZ

BLOCK PAVING
BEST BETE BAYE TO DELINEATE HISTORIC WALL SETTINGS

PLAY BARK SAFETY SURFACING
AS SPECIFIED BY THE EQUIPMENT SUPPLIER

DECKING
HARDWOOD TREES DECOR

GRAVEL
S475 SDR100

RAIN GARDEN
TO BE PLANTED IN A RANDOM ARRANGEMENT AT APPROXIMATELY 6 PLANTS PER LINEAR METER. FURTHER DETAILS TO BE PROVIDED WITHIN THE DRAINAGE STRATEGY

TO BE READ IN CONJUNCTION WITH DRAWING AND PLANTING NOTES ON DWG. 5000

ALL SURFACES ARE INDICATIVE AND MAY BE SUBJECT TO CHANGE FOLLOWING REVIEW BY ENGINEER (IN CONJUNCTION WITH DRAINAGE STRATEGY. SURFACE TREATMENTS MAY THEREFORE RATIONALISED TO A PERMEABLE EQUIVALENT OF THE SPECIFIED COLOUR CHOICE).

SPOT HEIGHTS ARE INDICATIVE AND WILL BE REVIEWED AT DETAIL DESIGN

TO BE READ IN CONJUNCTION WITH DRAWING NOTES ON DWG. 5000

TIMBER STEPPED SEATING/RETAINING SYSTEM
Hardwood timber slat surface

TIMBER STRAIGHT/CURVED/CUBE SEATING
Straight and curved - Woodstock Westlink Seat
Cube - Woodstock Cube Seat 500 x 500 x 500mm

TIMBER PICNIC BENCH
Woodstock Standard Picnic Set

TIMBER RAISED BED
Woodstock 6.0m high bed

LITTER BIN/BOLLARD
Litter Bin - Green Heritage
Bollard - Woodstock H1050mm x 500mm x 1000mm

STAINLESS STEEL CYCLE STAND

PLAY BOULDER
Rock play boulder

INDICATIVE PUBLIC ART LOCATION
See fig 5008 & 5010 for further info.

TREE GRILL
Rovine Square Hole Tree Grille 1200 x 1200mm
See fig 5001 for further info.

GYM HAND BIKE
TG0087 Hand Bike - The Great Outdoor Gym Company

GYM CROSS TRAINER
TG0081 Cross Trainer - The Great Outdoor Gym Company

GYM SPINNING BIKE
TG0070 Spinning Bike - The Great Outdoor Gym Company

BALANCE NET
NRC001 - Koman

BALANCE PLUS
NRC071 - Koman

1. ECOLOGICAL MITIGATION AREA.
2. OUTDOOR GYM
3. VIEWING DECK
4. VIEWING DECK WITH PICKNIC AREA
5. SHARED SURFACE ENTRANCE SPACE
6. CORONATION ROAD WALL AND METAL SCREENS
7. STEPPED TIMBER SEATING
8. MEANDERING WHEELCHAIR ACCESSIBLE ACCESS RAMP

Notes

Related Drawings: DIA Drawing based on:
 - Scott Brownrigg '17445-SCT-SW-XX-TP-A-50001_P4 Proposed Site Plan.dwg' rec'd 2021-05-21 @ 12:02hrs
 - Dando Surveying '17045_C23_001_CNpaysTOPO.dwg' rec'd 2017-08-23
 - Key Transport '0872-B-0168.dwg'
 - FPCR 'Tree Survey Plan.dwg' rec'd 2017-08-23

Issue: Drawn by David Jarvis Associates Limited (CROWN COPYRIGHT). ALL RIGHTS RESERVED. 2018 LICENCE NUMBER 01000311. This drawing is for Planning purposes only - Do not use this drawing for Construction. The information contained in the drawing should be used as a guide to the final forms and finishes of the landscape scheme. Any revisions to be approved by the Client and Local Authority

Scaling: Do not scale this drawing. Use given dimensions only.

Setting out: refer to Engineers for information regarding setting out. In the event of discrepancy refer to Engineers in the first instance.

Survey: Original survey provided by the Client.

Services: Where possible these are identified on the drawings but, for the avoidance of doubt all service/utility locations should be considered indicative until identified on site. To ensure those services / utilities shown are current refer to the original survey provider or utilities designer or Client for confirmation and further information regarding easements. In the event of new services being installed refer to the appointed Engineer. It is recommended that hazard warning tape 'danger electric cable/danger services' to be installed over all service routes (to remain on site) to current BS guidelines (BS7671).

Lighting: Refer to lighting engineers drawings.

Planting: Plant species are selected and located in line with consideration of the site conditions, NHHG guidelines and discussions with the Local Authority and design team. All plants and planting procedure to conform to the David Jarvis Associates Limited Landscape Specification that will accompany the Construction issue drawings. No species or plant location is to be varied without prior consent of the Landscape Architect.

Biosecurity: All plant stock to be sourced from a supplier certified to be pest and disease free and in accordance with Plant Passport / Animal and Plant Health Agency (APHA) and current DEFRA requirements. Supplier information / certification to be retained for a period of not less than 12 years and must be made available upon request.

Foundations: Developers / Contractors to ensure that all foundations (buildings and external walling) are designed and constructed so as to take into account, at the time of maturity, any existing or proposed trees, hedgerows or other vegetation on the application site or existing vegetation on land adjoining the site at the time of construction and any trees felled or hedgerows removed on or adjacent to the site during the previous 15 years. For this purpose the developer / contractors will submit all relevant details to the authority dealing with the Building Regulations Certificate.

Design Levels: Levels shown are indicative and to be reviewed by an engineer at detailed design.

CDM: Drawings to be read in conjunction with Designers risk assessment. Potential risks above that of those associated with the general construction typical to the drawing are identified below;

Drawing Revision

Rev.	Date	Description	Drawn	Checked
P4	27/05/2021	Updated to latest SBR layout.	BS	PG
P3	05/03/2021	Updated to latest SBR layout and EA access requirements	GR	BS
P2	19/10/2020	Updated to latest SBR layout.	GR	BS
P1	11/12/2019	First issue.	GR	BS

Status

PLANNING

DAVID JARVIS ASSOCIATES

DAVID JARVIS ASSOCIATES LIMITED
 1 Tempon Street Swindon Wiltshire SN1 5DT
 t: 01753 512173
 e: mail@davidjarvis.biz
 w: www.davidjarvis.biz

Client
CRÉST NICHOLSON OPERATIONS LIMITED AND BRISTOL METAL SPRAYING AND PROTECTIVE COATINGS LIMITED

PAYNE'S SHIPYARD

Drawing Title
LANDSCAPE MASTERPLAN

Scale	Sheet Size	Date
1:500	A1	DEC 2019

Client Ref.	Drawing Ref.	Drawing No.	Status
2606-5-2	DR-5000	S4-P4	