

**List of People Requesting to Speak – Public Participation – DC B Committee –
6pm on Wednesday 13th October 2021**

**DEADLINES: 5pm on Thursday 7th September 2021 (Questions) and 12pm on
Tuesday 12th September 2021 (Statements)**

A – Home Gardens

A1 – Peter Back

A2 – Paul Madine

A5 – Audrey Remmert

A6 – Andrew Sutton

A7 – Bejal Solanki

A8 – Councillor Tom Hathway

A9 – Vinay Solanki

A10 – Julian Bolitho

A11 – Kian Toussimanesh

B – Broad Plain House

B1 – Katharine Hegarty

B4 – Mick Fleming

C – Ridingleaze

C1 – Roger Sabido

C2 – Tom Farr

C3 – Sue Farr

C5 – Mark Pepper

Public Forum

D C Committee B

6pm on 13 October



1. Members of the Development Control Committee B

Councillors: Ani Stafford-Townsend (Chair), Richard Eddy (substitute for Chris Windows), Fabian Breckels (Labour Group Spokesperson), Andrew Brown (Liberal Democrat Group Spokesperson), Lesley Alexander, Amirah Cole, Tony Dyer, Guy Poultney, Zoe Goodman

2. Officers:

Gary Collins - Development Management, Peter Westbury, Zoe Willcox, Matthew Cockburn, Luke Phillips, Stephen Rockey, Laurence Fallon, Jeremy Livitt



		Statements/Petitions	
Statement Or Petition	Request To Speak Made Where Indicated S = Speaker	Name	Application
A1	S	Peter Back	20/00542/P – Land At Home Gardens
A2	S	Paul Madine	“
A3		Emma Webster, Head of Corporate Affairs and Political Engagement, Life Story Group	“
A4		Maureen Norman	“
A5	S	Audrey Remmert	“
A6	S	Andrew Sutton	“
A7	S	Bejal Solanki	“
A8	S	Councillor Tom Hathway	“
A9	S	Vinay Solanki	“
A10	S	Julian Bolitho	“
A11	S	Kian Toussimanesh, Elizabeth Blackwell Properties Limited	“
A12		Julia Young	“
A13		Susan Smyth	“
A14		Diane Furgeson	“
B1	S	Katharine Hegarty	21/00816/F – Land At Broad Plain House Lads Club, Broadbury Road
B2		Serafina Collier, Development Project Manager, Curo Group	“
B3		Michelle Tilley	“
B4	S	Mick Fleming	“



C1	S	Roger Sabido, Lawrence Weston Planning Forum	21/0337/F - Ridingleaze
C2	S	Tom Farr	“
C3	S	Sue Farr	“
C4		Councillor Don Alexander	“
C5	S	Mark Pepper	“

STATEMENT NUMBER A1

Land at Home Gardens, Redland Hill, BS6 6UR.

Planning Application 20/00542/P

Written Statement.

* As resident of The Vincent (TV) I have great concern about the risk/danger from construction traffic passing through TV car park to construction site. Safety issues were recognised at previous Committee Meeting and by unanimous vote it was stated that Committee was minded to refuse application with proposed access and applicant asked to provide alternative site access options. This request has been entirely ignored and I ask Committee to give weight to this in their decision.

* Residents greatest concern is that construction traffic will have to enter/leave car park at its narrowest point (5.7M) and directly in front of entrance to building. Residents/visitors can only leave or enter the building by crossing the car park thereby stepping directly in front of or into the path of heavy construction vehicles. At this crossing point there is a small standing area used by residents before crossing and also for pick up/ set down of those with mobility problems needing walking aides, walking frames, trolleys, wheelchairs, and also by those who are visually impaired.

*This standing area will be 1.25M from the sides/wheels of heavy construction vehicles including concrete lorries/tipper trucks and delivery vehicles (wheel base/width of typical heavy lorry is 3.5M)

* The construction period will require tens of thousands of heavy construction vehicle movements to/from site all of which will have to pass within 1.25M of the standing area.

* This combination of high construction traffic movements and highly vulnerable elderly/infirm residents can only be a disaster waiting to happen. It is no exaggeration to say that if application is approved some residents will be in fear of their lives and feel unable to leave the building.

This development would result in unacceptable harm to the residential amenity of neighbouring occupiers/residents by virtue of the high risk to residents associated with proposed access through TV car park. This is contrary to Council's own policy - Policy BCS21.

Please refuse application.

I request to speak at the Meeting.

Peter Back

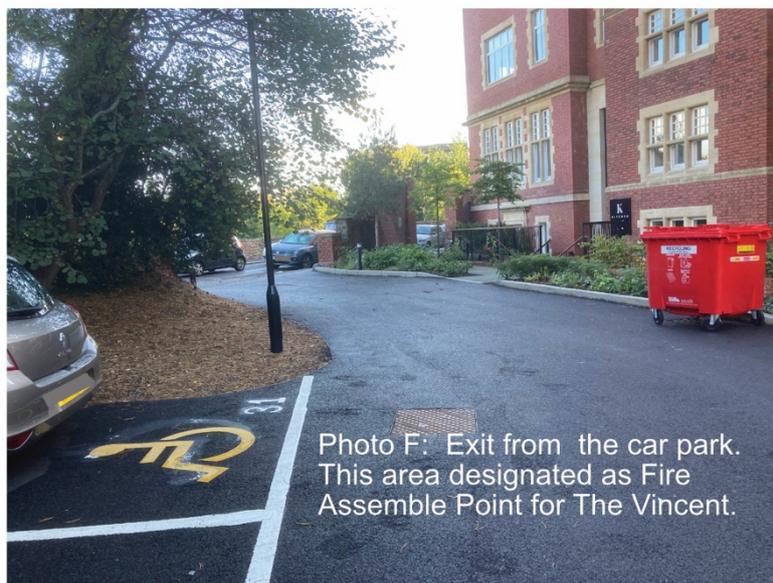
Re: Planning Application 20/00542/P - STATEMENT NUMBER A2

Objection. Submitted by P Madine, 10 The Vincent, Redland Hill

I have the following comments about the developer's Access Statement:

Referring to sections 3.1. & 3.2 The baseline is that current access is for vehicles accessing the 30 car parking spaces on a weekday rental basis, so the number of traffic movements is restricted to that usage. Deliveries and service vehicles are ad hoc and minimal to the existing small buildings (about 5 dwellings) that this proposed development intends to replace. Access to Harper House by deliveries is outside this proposed development so its current usage is irrelevant to the developer's claim and should be discounted from their assertion that their development would add an insignificant additional traffic flow. The eventual daily access by vehicles will be significantly increased as the parking spaces (34 spaces, up from the current 30) will be for the use of the residents of the proposed block of flats who will use their spaces seven days a week, and a total of more than 60 new residents will generate additional delivery and service vehicle traffic.

In 3.10 the developer states that the existing access does not require any alterations to serve the proposed development. It is evident that the developer is ignoring the restricted entrance onto the St Vincent's site off Redland Hill which is a 5.4m wide opening with on street Pay & Display parking right up to the drop pavement access, and then through an operational carpark, including past Blue Badge bays owned by the elderly people living in The Vincent. The statements, diagrams and photographs do not show room for pedestrian access either to the main building, Queen Victoria House, nor to the flats in Harper House. Doorways and fire escape routes open directly onto the area marked green on the illustration (3.8 Plan3) The photograph here show how narrow the entry/exit for the carpark is onto Redland Hill is.



This next picture contrasts with the representation in Photo 3 of the developer's Access Statement.

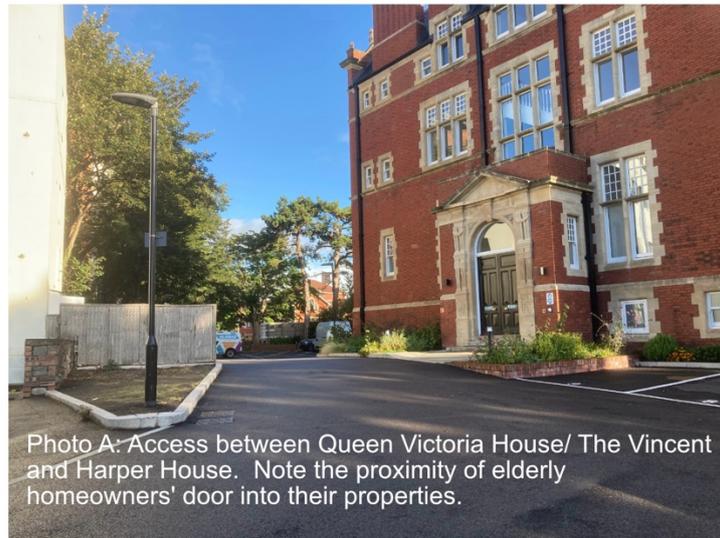


Photo A: Access between Queen Victoria House/ The Vincent and Harper House. Note the proximity of elderly homeowners' door into their properties.



Photo B: Closer view of access between Queen Victoria House/ and Harper House. Note the sharp corner

My Photo C shows the actual access into the developer's site, rather than the picture (Photo 1 in their Access Statement) they claim is the access point.

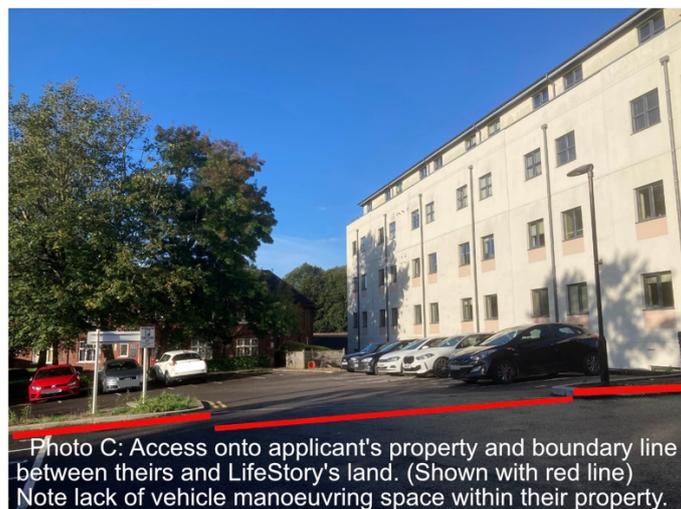


Photo C: Access onto applicant's property and boundary line between theirs and LifeStory's land. (Shown with red line) Note lack of vehicle manoeuvring space within their property.

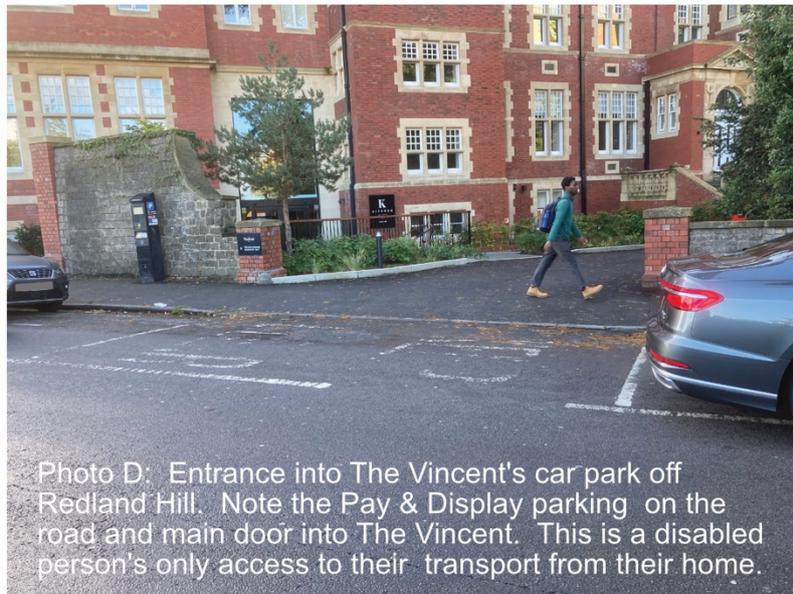
The developer states in 3.11. that any reasonable assessment can only conclude that any additional vehicle trips generated... would not be material. Any reasonable assessment when taking into account my comments above, will conclude that there will be significant additional traffic and consequently significant extra risk to the safety of existing users of the adjacent buildings. The developer also states that their view is supported by the Council's Transport Development Management Team. As already pointed out in an earlier objection to this planning proposal, that

Traffic Report is flawed and out of date as it was undertaken before The Vincent was completed and occupied, before The Vincent's car park was operational and before kerb-side car parking was established on Redland Hill. The report erroneously claims that the road has double yellow lines.

Notwithstanding the Planning Officers' continued support for this developer's plans and claim that the impacts of granting planning permission "would not significantly and demonstrably outweigh the benefits", the Committee has responsibility to consider amongst other effects the safety of the owners and users of the neighbouring properties, particularly as it affects the owners living in The Vincent, a development specifically for older people, many of whom have mobility and other sensory problems that would make additional traffic in their access and car parking area a real danger. The developer claims that a traffic management plan would be implemented. Can the developer and the planning authority produce such a plan that will guarantee the safety of the adjacent homeowners as several hundred heavy-lorries manoeuvre in and through their car park?

The following photographs clearly show to any reasonable person that access onto and through the carpark is not a safe environment for heavy construction traffic to pass in such proximity to elderly, vulnerable people.

The Application must be refused as the proposed access route through this third party's property is totally unsafe.



STATEMENT NUMBER A3

Lifestory Group Submission regarding 20/00542/P Land At Home Gardens Redland Hill Bristol BS6 6UR

Thank you for the opportunity to be able to submit further comments relating to the additional documentation provided by the applicant.

We remain disappointed that at no point since the application was submitted (indeed for some time prior to this) has the applicant or their agents sought to engage with us, even after the request was made at the last planning committee. Neither have we been properly served with the documents as suggested in the formal planning application form in February 2020, nor has any proof been given to demonstrate it has been. This causes a great deal of concern for us as a company and also for our homeowners, both in terms of the application itself and also about what this would mean in terms of operational behaviours during construction and beyond, were planning permission to be granted.

For your records, we would ask that any correspondence from the Council relating to this application is marked for the attention of: Contact details shared with the Development Management Team.

As has already been highlighted by our homeowners, one particular concern relates to their ability to enter and leave their home and ability to be able to park particularly during the construction phase. Construction activity should not impede their ability to go about their daily activities. Nor should it hinder their medical and care needs being met, in particular if emergency services are required. They and we will need that comfort, were planning permission to be granted.

Turning specifically to matters that can be considered in planning terms:

Access

The access is all situated within the redline planning boundary. To the extent that there are works required over the land shown in green in Appendix A to the Supplementary Statement on Access Issues (the Supplementary Statement), the Supplementary Statement makes it clear that the Applicant has no rights or ability to deliver such works. We understand that the Applicant does not intend to undertake any such works, but we have not reviewed all of the supporting materials. This is relevant in relation to upgrades that may be required to accesses.

Transport information and access onto and off of the public highway

The Supplementary Statement ignores the submitted transport information (notably the Transport Assessment dated December 2019) and seeks to downplay (in the face of the Applicant's own evidence) the operational impacts of the development by stating that the only change to the access is that there will be 34 (as opposed to the current 30) car parking spaces and that additional vehicle trips generated by these additional car parking spaces would not be material.

For the current use of the property, the Applicant's Transport Assessment adopts a worst case assessment of one two-way trip per space in the AM and PM (e.g. 30 in the AM and 30 in the PM). For the proposed development, the Applicant's Transport Assessment forecasts that there would be 53 two-way trips in the AM and 49 in the PM. This equates to a 76% increase in traffic in the AM and a 63% increase in the PM. This is clearly a material increase that is caused by the development. The Applicant's statement at section 3.11 of the Supplementary Statement (which suggests that there

would be only a net change of 4 additional movements) downplays the materiality of this impact. This is a material consideration arising out of the operation of the proposed development.

For these reasons we continue to object to this application.

If permission is to be granted on this application we would ask for the following to be either conditioned on made part of a Section 106 agreement:

Before development is granted, or at the very least as a Grampian condition before development can commence, we would recommend that there is a condition or planning obligation requiring that there is a condition survey of the access to ensure that the access is appropriate.

In addition, based on the close proximity of construction vehicles to the front of Queen Victoria House, we would also ask that there is a condition or planning obligation requiring that there is a condition survey of the front of the building and the apartments contained within takes place.

The committee report for 1 September 2021 notes that there is a requirement for a construction management plan. We agree with this, and would recommend that this regulates hours of construction, timing of deliveries, timing of construction traffic, routing of construction traffic, how and where materials would be stored (to ensure that the access is not blocked) and a pre-development and post-development survey of the accesses and footpaths with an obligation on the Applicant to address any adverse impacts, with a Bond provided by the Applicant to address any adverse impacts to the accesses and footpaths and an obligation on the Applicant to pay for any repairs required. We also recommend that there is a requirement for an operational traffic management plan to manage the ongoing impacts. The Applicant has acknowledged in the Supplementary Statement that the impacts are such that this is a case where it is reasonable and appropriate to secure a construction management plan to address issues such as these. Given the financial obligations, these would need to be included in the section 106 agreement and not secured by a planning condition.

If the Council is minded to grant planning permission, then we would recommend that the resolution is made subject to the conclusion of a section 106 agreement including a construction traffic management plan and operational traffic management plan which are to be approved by the Council but subject to consultation with the Lifestory Group. The Lifestory Group will need to be a party to this agreement in any event given that we own a large part of the site that is subject to the planning application and the obligations will relate to the footpath.

We thank you for your consideration of our comments and hope they will be taken on board in your deliberations.

Emma Webster

STATEMENT NUMBER A4

I respectfully ask to make a written statement regarding the above planning application. I would like to say that I have lived here since January 2020 and am not aware of any public consultations which the developer is supposed to have had with local residents other than one notice on a lamp post. In April 2020. I would oppose this application on the following grounds: access, scale and size.

1. The proposed buildings which are five storeys high would be replacing a small number of single and two storey dwellings. This has been reduced from the original application for seven storeys but still contains the same number of apartments i.e. 60. The building is too high and extremely intrusive and too close to the boundary with balconies overlooking the Vincent private gardens. There would appear to be no room for any screening.

2. The entrance to the new building and its lift operated under ground car park can only go through the Vincent carpark. Most of the car parking spaces on the developers land at present appear to be rented to office workers (one journey each way per week day at the beginning and end of the working day). This would be massively increased with the underground car park, visitors, deliveries etc to 60 apartments. There are a number of Vincent residents already with some physical difficulties which would put them at serious risk. And no doubt more unfortunately as we all get older. There would also be practical difficulties for people being picked up for hospital and medical appointments from the Vincent building main entrance.

3. The construction phase would be extremely dangerous and chaotic for Vincent residents. It is hard to see how this entrance through the car park could be managed satisfactorily and made safe with the large numbers of construction vehicles, cranes, trucks etc. The entrance out to Redland Hill is also very narrow and it would be extremely dangerous during busy times of day with on street parking right up to our entrance. The entrance to the Spire Hospital is also almost opposite the entrance.

I would respectfully ask that this is all taken into consideration when the committee takes its decision and is able to take a 'duty of care' to the Vincent residents.

Mrs. M. Norman, 28 The Vincent

October 12th 2021

Written Statement in Opposition of Application no 20/00542/P - STATEMENT NUMBER A5

I live at 7 Saint Vincents Hill, a home I purchased for its listed status, and it's quiet unobstructed view and surroundings. The large trees that have been planted next to my house to block out the ASDA station disruption and the traffic from Whiteladies Road were planted in good faith and respect because these grade II conservation area homes on Saint Vincents Hill deserve respect and attention - something this development has continually ignored and rejected.

My biggest points of contention against this development are the access standards it's setting out to resolve. Which it won't. The unreasonable obstruction into the homes of Saint Vincents Hill, including and most effecting my home at number 7 and my neighbors at number 9. And the increased in traffic that this building also refuses to acknowledge that it will cause to the neighborhood, especially Grove Rd and Redland Hill. 30 parking space is simply NOT enough for a building of this scale!

The proposed Block B building is the epitome of overbearing. The light levels, obstructed views, and imposing nature both vertically and horizontally of these buildings is out of scale and I IMPLORE the councilors to visit the site and meet the neighbors who will be drastically effected by this.

In Document .“ Development Control Committee B – 13 October 2021 Application No. 20/00542/P : Land At Home Gardens Redland Hill Bristol BS6 6UR”, it states that the conservation ideals are being upheld as there is a stone facade that will face Whiteladies Road, but nothing has been done to address the materials used that will be facing and directly opposing the Grade II listed cottages that are upholding the values and requirements of the conservation area.

The developer continually references Simply Health building and The Vincent for buildings of similar heights in the neighborhood but I ask the councilors reviewing this case to please consider that neither of these buildings come near the proximity to neighborhoring residential buildings as this development is proposing. My neighbors and I have measured and my cottage is a mere 2.2 meters away from the proposed development site. I have pictures and evidence to prove this. It's outrageous and deeply upsetting. As the document references the national accepted average is 21m from window to window. The building is of course not yet built so I have no way of measuring window to window, but my property to Block B of the development which is essentially on the boundary edge of the developers land, is 2.2 meters. In viewing the proposed plans, I would get at best I would get 10 meters window to window. But it's 2.2 meters between the two properties. How is this acceptable? It is overlooking and overbearing. At present I have barely room to turn around my car, I have no doubt that this development will impose on my property, in the construction phase and further, and there is no doubt that I will be seeking legal representation to fight this in the future if this passes. Can you not understand how unthinkable this is - that I am already preparing and budgeting for the disturbance and unreasonable imposition this development is going to have on my day to day life? VISIT THE SITE! I have raised this issue multiple times and it not considered. Please look at this. Please.

The comments of support of this development support the redevelopment of this area, which I in fact also support. I would welcome a conversation of a 2 story building or a group of 2 story buildings, but the scale that it is being proposed now is unreasonable, disrespectful and shows no actual interest in the surrounding community it keeps claiming to support. The RCAS objects to the application, and this report only references their comments from April 2020, and not their further February 2021 comments which rejects to the over-development. This is an unfair representation of what is actual being addressed by the public. It's manipulative. The Conservation Advisory Panel in May 2021 has asked that a revisit of the smaller scale buildings be considered, and says that loss of breathing space in the surrounding buildings will have an adverse impact not the character of the conservation area. How many more times do we need to have evidence and

proof that this is important. This development HURTS this conservation area. I thought I bought a home in a neighborhood where these values would be respected and upheld and not given over to a developer with a deep disregard for the community.

The Travel Plan section of the document seeks only to address the flow of traffic and not the access to parking that this building will cause disruption to. 30 parking spaces is simply not enough for the proposed occupants in this building. Grove Road is nearly always at max capacity at parking, Redland Hill does not serve many cars, and the development is encouraging the Saint Vincents Hill walk lane to be used, of course cars are going to park on Grove Rd to access this lane. And when they try to, they will find that there is no more on street parking to be found because it's already in it's current state maxed out. The scale of this building not only in regards to the intrusive privacy of my home, but in the much wider issue of the accessible parking is not being fairly and properly addressed. My neighbors and the residents of the new development will be constantly competing for which is not reasonable for anyone and potentially very unsafe. Access is a huge problem in this development. We understand that this is the main reason it has come back to revisions so many times. The access WILL NOT function and work as the developer hopes it will. The revisions are not enough. It is dangerous for our neighbors at The Vincent. And for Saint Vincents Hill, they claim that an electronic key pad will be put in place for visitors to access the walkway to the Saint Vincents access side the building but have absolutely no evidence as to how this will function. The lane can fit the width of one car - barely - I see no possible way an electronic key pad and security system is going to be put in place that will function and not effect the land that we rightly own adjacent to this.

This development simply should not be passed in its current iteration. THs scale MUST be reduced. We have support from Historic England, CDG and so many of the neighbors in the surrounding area. Please give us our due respect and address the scale and access of this building. Not nearly enough has been done to resolve this.

Audrey Remmert
7 Saint Vincents Hill

PUBLIC FORUM STATEMENT - **STATEMENT NUMBER A6**

I'm a resident of one of the St Vincent's Hill cottages.

These traditional cottages, mostly modest in scale and in some instances listed and dating back to the mid nineteenth century, form a small and very private enclave nestling just below the brow of St Vincents Hill and close to the Downs. They are accessed by either a steep lane or an unmade road and a notable feature of their design and configuration on their hillside location is the happy combination of absolute privacy and uninterrupted view of greenery eastwards towards the Downs, amenities that they have all long enjoyed.

The two properties most directly affected by the proposed development are Plum Cottage, number 7 St Vincent's Hill and its neighbouring property number 9 St Vincent's Hill which is named Hillside Cottage and not without reason.

The latest version of the proposed development comprises two substantial four and five storey blocks of flats and offices sited immediately next to the cottages and at an elevation on the hill brow immediately above them. The corner of Block B of the proposed development which is planned to consist (in part only) of a four storey building is planned to be sited as close as 3 metres horizontally from the land owned and occupied by Hillside Cottage.

In order to appreciate the true impact of the proposed development on the cottages, I submit that it is essential that the Planning Committee understand the topography of the site. In particular, the relative elevations of the proposed development on the brow of the hill and the cottages below, will produce the unfortunate consequence of turning what is already an overbearing 4/5 storey development into what would become in effect a 5/6 storey development. In other words, the relative elevation of the proposed development above the cottages will have the effect of increasing the vertical scale of the proposed development by another storey.

It is my contention that the construction of a development of this height will very substantially reduce the fundamental amenities of both light and privacy which the cottages have long enjoyed and which their ingenious design and hillside location has permitted.

The Core Strategy local plan policy BCS21:Quality Urban Design expects new developments to safeguard the amenity of existing development. I contend that Block B of this development does not do this. It is completely out of scale and both overbears and over shadows the properties of St Vincent Hill.

At present, the outbuildings and garages immediately adjacent to Plum Cottage and Hillside Cottage are either one or two storeys in height. In order therefore to maintain the levels of light and privacy these cottages currently enjoy and also to maintain the light and privacy enjoyed by other cottages in the enclave, I submit that the elevation of Block B of the proposed development should be reduced from four storeys to two storeys.

Without such an amendment to this plan, the light, privacy and view to greenery eastwards enjoyed by the cottages will each be very seriously diminished. The development will simply loom over them and overshadow them. Instead of facing a view eastward uphill dominated by greenery the cottages will be facing a series of windows on the side of what is a building of unimaginative design and the cottages will suffer almost a complete loss of privacy.

I have read the two Daylight / Sunlight Reports commissioned by the developer. I have not been able yet to check their calculations but intuitively both reports appear to understate the extent of the overshadowing and I would request that the Planning committee carry out their own independent checks to validate the accuracy of their findings. However, the more recent report

indicates that there are breaches of the regulations in respect of Hillside cottage but this disclosure has been ignored.

A number of aspects of the development also contravene aspirations for the Whiteladies Road Conservation Area which also appear to have been ignored.

Accordingly, I object strongly to this development in its current format and request that the committee accept an invitation from residents of the cottages to undertake a site visit to gain a first hand appreciation of its topography and see for themselves why the latest version of this planning proposal is wholly unacceptable. We believe that the proposal is in multiple breach of fundamental planning regulations and policies, in particular its overbearing character and overshadowing of some of the cottages which threaten the amenity of our long established and private community.

Application no. 20/00542/P - STATEMENT NUMBER A7

Site address: Land At Home Gardens Redland Hill Bristol BS6 6UR

Proposal: Outline planning application for the redevelopment of the site comprising demolition of existing buildings (1-4 Home Gardens, 1-2 The Bungalows and associated garages and outbuildings) and the erection of two new buildings to provide up to 60 residential units (Class C3) (including 20% affordable housing) and up to 262sqm of flexible office space (Class E) to Whiteladies Road frontage and associated works. Permission sought for Access, Scale and Layout).

My name is Bejal Solanki and I am the joint owner and occupier of Hillside Cottage 9 St Vincent's Hill. To put our position into context - we are owners of one of the two grade II listed cottages directly facing and closest to the above proposed development. Despite the proximity of development only being 225cm away from our own property (measured), we have had no meeting or contact with the case officer or applicant regarding the redevelopment of their land. We have attempted to contact the case officer and others without success and on each written objection also requested direct contact to discuss the issues.

We have grave concerns regarding the development and complete lack of communication with ourselves. There does not appear to be any appreciation of the proximity of the structures to our own home - presumably as there clearly has been no site visit undertaken by any party involved. Our five year old daughter's bedroom is at the boundary of our property and just 3 metres across from this, an existing one storey non residential structure is to be demolished and replaced with a 5 storey building with windows directly facing (head on) all of our bedrooms, with our five and three year old daughter's bedrooms being the closest. This is the biggest of the two proposed buildings/blocks, which is confusing as the one facing Whiteladies road and affecting no residential home owners is proposed to only be four storeys in height and smaller in square footage.

It should not be forgotten that not only is the proposed development overshadowing and overbearing, causing serious loss of privacy to us as a family and our neighbours, but we are a small grade II listed property on a downward sloping hill, with all living and bedroom spaces (including the windows) facing the proposed development. The height and size of the proposed building(s) will greatly impact our amenities and affect the special character of our cluster of cottages. The only outside space of our listed cottages (7 and 9 St Vincent's Hill) will directly face the proposed Block B, and no privacy at all will be afforded. We have both increased the height of our fence walls in order to gain privacy; however the proposed development will simply tower over this and will render this immaterial. Our rights to privacy will be destroyed by this development, both within our properties and in our private gardens.

The full extent and impact of the proposed development on our lives (during and after completion) as well as the impact on our amenities and properties can only be properly appreciated with a thorough site visit. There is material impact on us as neighbours and the applicants have in fact admitted this in their proposals. We therefore cannot see how the case officer has recommended that the proposal go ahead on the current basis.

We appreciate that Bristol has a housing crisis, but the proposal is totally out of character for the area, and notably the character of our listed cottages. Further it appears to go against the Supplementary Planning Document related to Managing the development of houses in multiple occupation. Indeed there are four other major developments within what I judge to be approx hundred metres of the proposed site, on Redland Hill (The Praedium) and Grove Road/Elm Lane (The Vincent and Flats/development on Bay Willow Drive) as well as the applicant's own 'Carlton House' and sub-buildings which neighbours the proposed development. Each of these are large HMOs. It is therefore unnecessary and against policy for similar HMO's in concentration within such proximity. This should be very carefully considered by the committee and the local planning department.

Further, it is noted that the other HMO developments are not towering over neighbouring properties in the way that is expected in relation to the application in discussion. The Vincent is mostly set well back from Grove Road, in an existing converted building; the Bay Willow Drive flats are of the same height as neighbouring properties and in fact reduce in height down the steep hill so do not overbear on other properties; and The Praedium is facing a busy road with the closest houses being some distance away and faces an independent school.

There are clear inaccuracies within the applicant's proposal down to the simple names, numbers and locations of our properties. No detail is provided as to how access is to be gained and achieved in developing so close to our property where our only access into and out of our home is from our entrance directly opposite the existing white garages, which are to be demolished by the applicant. There are going to be clear legal implications for all if this is not addressed at the time of making and obtaining planning permission. Not only are we worried about our children's and our own safety during the building works (as well as our visitors, neighbours and the public safety), but also we are concerned in terms of potential damage to our property. A s.106 agreement is a clear necessity and a condition survey of our entire property is required prior to any works commencing. There needs to be clear agreements as to how any such building works can take place and any affect on our amenity. There are obvious noise, dust and safety issues which need to be discussed. I permanently work from home and cannot have building work noise continuing throughout the day; my youngest child naps during the day on the four days of the week that she is at home; we of course need to be able to continue to enjoy our garden and small outdoor space; my husband and child suffer from asthma and therefore I am worried about their health. Between us we travel on foot everyday and by car, down St Vincent's Hill. Access by either method cannot be restricted in any way. Our own vehicles and service vehicles only just manage to get up the narrow hill and into our drive. This is only however possible using the space which we refer to as the 'turning circle' in front of the existing garages. The applicant appears to wish to turn this area into an amenity for Block B which is starting where the garages are currently located. This amenity we understand will be grassed and have some trees but this is not entirely clear on the site plans, particularly as their plans indicate that our driveways are set back much further than is actually the case. If this is so, we and other service vehicles would be unable to come up to our property or park any vehicles due to the existing very narrow area/limited space to turn. Photographic evidence of this is attached, though again it is difficult to really appreciate how limited this space is without visiting the site. We urge the planning committee to please visit the site on St Vincent's Hill outside both listed cottages, so that we can perhaps demonstrate how our cars travel up St Vincent's Hill and into our driveway at present.

It is noted that the applicant has not yet submitted information regarding the appearance of the structure which we are to look out at metres from our home. This is unacceptable at this late stage. The development (in whatever form) should of course remain within the character of the cottages and its immediate surrounding area should it wish to preserve the heritage status of our asset.

Paragraph 194 (Proposal affecting heritage assets) of the National Planning Policy Framework clearly states that local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by the proposal. There are minimum standards which should be met by the applicant and experts consulted where necessary. Further as a local planning authority you should require the developer to submit an appropriate desk-based assessment and where necessary conduct a filed evaluation. We don't believe that any of this has been appropriately conducted. Whilst there has been some discussion of the listed cottages, a full evaluation of impact has not been made. We feel that in the circumstances a field evaluation by both the developer and the local planning authority is required to understand the significance and impact of the proposals on our properties. Any comments that have been made regarding impact on our property have all been negative. The applicant has clearly stated within the documentation that our

property will most certainly will be overshadowed by the development and overlooked – this is without an expert survey and is admitted by the applicant. It should be noted that all of our windows to our living spaces face on to the development. Only one small window faces the rear. As all sunlight will only therefore enter by one direction, the totally overbearing development proposal will leave us with insufficient light to our residence. A four or five storey building in replacement of a one storey building cannot in any context be considered a positive impact on our historic asset. Further it is clearly noted by the applicant that their proposal is less than the optimal separation distance between properties. Approximately 20 metres has been suggested by the applicant rather than the optimal 21 metres. We do not believe that there will be a distance anywhere near as much as this between our property and the proposed development. Indeed the distance between our property and one of the outhouses the applicant proposes to demolish and replace is only three metres (the width of the public highway with no pavement either side, therefore boundary to building). This is evidenced in the attached photographs. Please note that this is also the only road which is used daily on foot and with vehicles to enter and leave our property. We have no other access to and from our property.

It is clear that any comments made about impact on our properties is all negative and against national guidance/averages even though proper assessments have not been made. In order to really appreciate the impact on light within our property, a survey would need to be conducted from within our home to calculate the correct apertures. We are very certain that the impact on our property will be far greater (negatively) than already suggested in the amended Daylight/Sunlight Assessment which appears to be notably inaccurate.

Indeed it is clear that the case officer and applicant has not made a site visit for this important proposal and for the alleged assessments on impact to our properties, given that we have been referred to as 6 and 7 St Vincent's Hill. No. 6 St Vincent's Hill does not exist. There is 9 (Hillside Cottage) and 7 (Plum Cottage) – clearly marked on our gates. Further the Daylight and Sunlight Assessment has referred to our cottages as 8 and 9 St Vincent's Hill. Again 8 St Vincent's Hill does not exist.

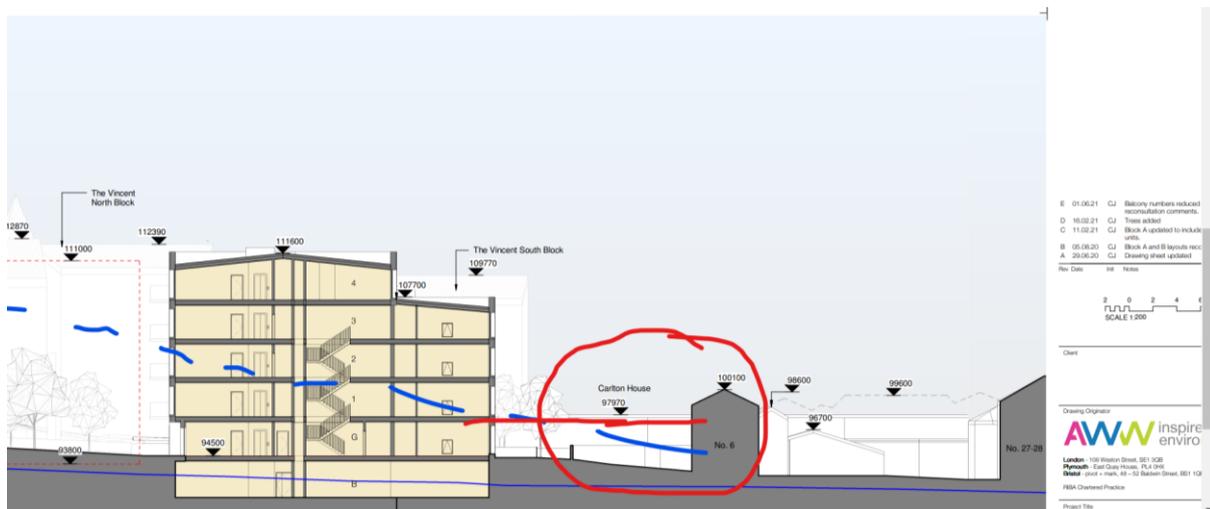
At paragraph 195 of the National Planning Policy Framework, the local planning authority should appropriately assess the significance and impact of our heritage asset affected by the proposal. A site visit is entirely necessary in order to meet this policy term. There is a clear conflict with our heritage asset's conservation, in relation to the proposal.

It will also be clear on visiting the site that the building proposal is simply unviable in terms of the build and our ability to live in our property. Even a lay person can see that the existing structures cannot be demolished, or replacement structures built without requiring us to leave our homes. Further, there are clear and significant safety issues to ourselves and others wishing to access the public highway. We have not been consulted with regarding any of the proposals made, nor has there been any suggestion of an essential s.106 agreement being made with us regarding these issues.

The applicant's plans do not correspond with features actually on the ground. They do not include the full area of our residential properties including our parking spaces and the scale of the drawings are incorrect in terms of the distance from our homes to the proposed development. Further, the applicant has suggested that they have set Block B back from our property but that simply is not the case; it has just been made longer to the side, and potentially starting even closer to our land. The proposal to plant trees and have an amenity area in front of the buildings is also totally unviable given that the area directly in front of the garages where the applicant proposes to do this is necessary to be left undeveloped in order for vehicular turning for our own cars, emergency services and our amenities. It simply is not possible to turn into and out of our driveways or come up the hill with a vehicle without the turning space being available. We have an existing easement over this area. The proposals are totally unfeasible.

At paragraph 197 of the National Planning Policy Framework, it states that the local planning authority should take account of the desirability of sustaining and enhancing the significant of heritage assets. Indeed all new visitors to our property consider our cottages to be special to the area. Key comments are regularly made that our location is quiet, green, tucked at the back out of the way in a desirable location, undiscovered and beautiful, characterful cottages which are private and not overlooked. This is all consistent with the conservation area and listed status of our properties. The new proposals however are not at all in-keeping with any of this in scale or design. Further I cannot see that paragraph 197 (c) has been met as it is not at all in character with the cottages and their distinctiveness. Instead the development would negatively impact the immediate area and make the heritage assets much less desirable.

The proposed development is not at all a sensitive design or more desirable than the Simply Health building which can barely be seen from our property and has large tree coverage. Further, the proposed buildings are not stepped down as per the suggestion in the planning documentation. It should also be appreciated that we are situated on a hill and therefore anything beyond our property would tower over us at an increased height than may at first be appreciated. Please see the below annotated diagram taken from the applicant's proposal, clearly showing how overbearing the building will be on our small listed property. No consideration of height and proximity has been made at all. There is no 'clear and convincing justification' for this as required under paragraph 200 of the National Planning Policy. It is our contention that the development would lead to substantial harm to our heritage asset and possibly even total loss of significant of the historic value of the property. For these reasons, we believe that the local planning authority should refuse consent as per paragraph 201 of the National Planning Policy.

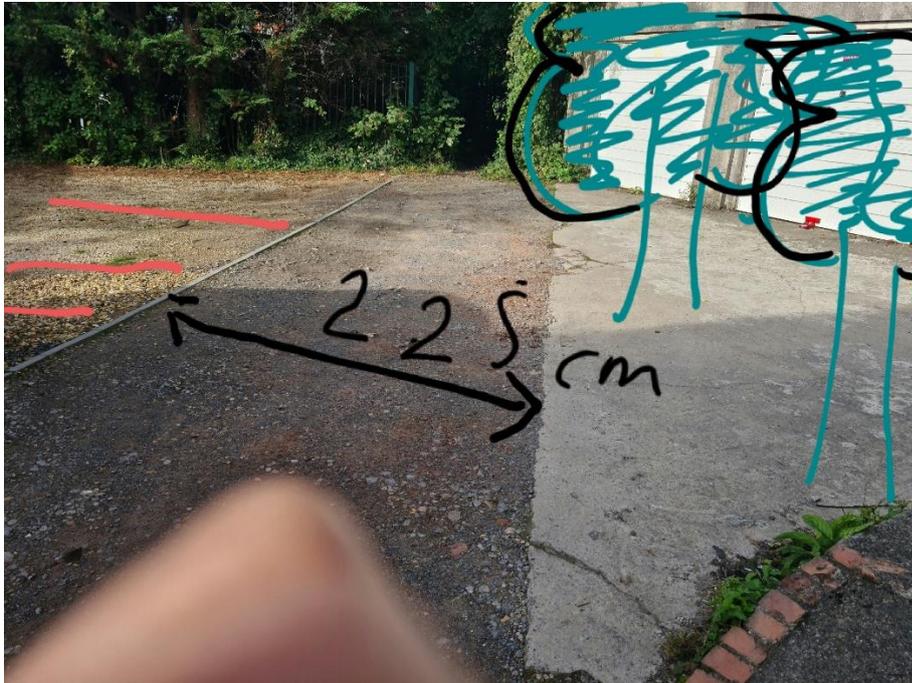


In the absence of planning refusal, we would propose that the development be reduced to a maximum height of two storeys and pushed back away from the currently proposed boundary in order to afford more privacy to our homes and to preserve our turning circle/right of way. The proposed Blocks could of course also be reconfigured and/or direction changed, mainly facing Whiteladies Road, in order to be less overbearing, over shadowing and preserve the heritage value of our cottages.

By visiting the site, it will be possible for you to see, appreciate and properly consider what we are facing.

Further diagrams:

Width of the public highway (St Vincent's Hill); the red lines indicate the car parking spaces and boundary of properties belonging to 7 and 9 St Vincent's Hill. The garages to be demolished are to the right and the area in front (our turning circle) is currently proposed to be replaced with trees and 'amenities'.



Current and future potential views from our daughter's bedroom (apologies for the crude diagram but this will plainly be her/our view losing all privacy and overshadowing our entire property, losing virtually all skyline view):



View from our bedroom window – this is how close the development proposes to be – basically just over our garden wall and starting next to the pedestrian in the photo.



Current privacy from the ground floor of our home and in our private garden. The skyline proposes to be replaced by an enormous, towering, five storey building.



STATEMENT NUMBER A8

Colleagues on the Development Committee, I am writing to ask you to refuse this application on the grounds of:

Over-densification

This development proposes 60 dwellings, up from fewer than 10. I support redevelopment of this site and densification of it, but the application in its current form results in a density of 192dph, well above the 120dph target outlined in the Urban Living SPD for this area.

Amenity space

The desire to cram as many dwellings into this site as possible leaves little amenity space for residents. Those flats where balconies have not been removed due to overlooking will have private amenity space roughly the size of half a car parking space. In addition to this many of the majority of flats are single aspect - many north facing, leaving residents with little to no direct sunlight. I refer back to the Urban Living SPD, which states ““We need to create quality buildings, which support the health and well-being of their occupants, and are responsive to the changing way we live, work and spend our leisure time.” These proposals do not meet that criteria.

Impact of additional traffic

The application blithely states that as the number of car parking spaces increases by just 4 there should be little impact on traffic in and out of this site. The current parking spaces are let to businesses, not residents. What is clearly missing is the obvious that as well as having less predictable usage, the vast increase in residents will bring additional traffic from deliveries and other services. This development should have significantly fewer parking spaces to provide additional amenity space, provide additional needed cycle storage, and reduce the amount of traffic to the site.

Access for construction traffic, as well as the additional traffic post completion if granted, will pass the entrance to The Vincent, an assisted living development for the elderly. Residents here are understandably concerned for their safety.

Sustainability

It should be noted that in terms of building sustainable homes the development is nowhere near the ambition required for us to meet our climate emergency targets. The development comes in at a tiny fraction over the 20% carbon reduction required, but the councils own Climate Change and Sustainability Practice Note for developers says clearly:

“Achieving high levels of energy performance beyond the requirements set by the Building Regulations should be viewed as a major priority in building design, particularly in light of the ‘performance gap’ between design and as-built energy performance that has been identified in recent years.”

From the sustainability statement provided, it seems that upfront cost over long-term benefit is the sole reason for this.

Finally, there is a distinct lack of family homes in our area. It's disappointing that for such an opportune site for development this is not a more mixed proposal of good, climate friendly homes that would help redress the balance in our community.

STATEMENT NUMBER A9

My name is Vinay Solanki and I am the owner and occupier of Hillside Cottage 9 St Vincent's Hill, which is one of the grade 2 listed cottages which this proposed development most dramatically affects as it is the closest to the proposed development. The report and statements below will summarise the numerous issues.

All of my objections of 24 March 2020, 24 Dec 2020, 24 March 2021 and Aug 2021 still stand; nothing has materially changed in the proposal from the application. I urge you to please read through these objections as well as the numerous objections from neighbours to this overbearing, overshadowing, out of character proposal.

City design group have clearly stated the property is overbearing and overlooks our grade 2 listed property which is closest to the development. The four/five storey development is still significantly higher than the cottages and directly overlooks our private garden, all bedrooms and private living areas, all of which face Block B. We have very young children and we are worried about their safeguarding. With the only light coming into the cottage from the windows facing the development, our shutters cannot be kept shut at all times.

The City design group conclude with: The proximity of No 9 Vincent's Hill to the nearest element of the proposed development is below the nationally accepted 21m separation distance. This four-storey element is topographically higher than this cottage and would appear overbearing and would still create some overlooking of the private garden. In summary, the removal of the balconies is an improvement, however, it does not remove the impact of being overbearing and overlooking No. 9 St Vincent's Hill and the neighbouring cottages.

Historic England has said that it has real issues regarding Block B which is clearly out of scale for the area, and the proposal itself clearly admits that there are real light and proximity issues for our cottage. The Council appear to take no notice of this despite their own local planning policies and national planning framework.

RCAS has also objected the planning application on the grounds of overdevelopment.

The applicant says that Block B has been moved further away from the cottages on St Vincent's Hill but the plans do not show this - in fact the site plans show that they want to plant trees and amenities on what would be our current turning circle for our cars on St Vincent's Hill and this has yet to be addressed by either the Council or the applicant. We have asked on numerous occasions for the Council/committee to visit the site outside our property and the top of St Vincent's Hill, to see that this is completely impractical to have this so close to our property, without any visit or comment from the Council case officials in response. At present, the whole area in front of the garage doors is used to turn in and out of our driveway and for services to reach our house. Having anything blocking this area would substantially interfere with our ability to access our driveway which houses our vehicles.

In terms of 'overlooking' the committee report clearly states that block B is less than the separation distance recommended but this is deemed acceptable in a conservation area and to a grade 2 listed building (without taking into account the fact that occupiers would be looking directly into our bedrooms including bedrooms of young children aged 3 and 5yrs old). How can this be acceptable?

I have raised the 'overbearing' issue on all of our objections and almost all of the other objections made have said the same thing, but yet the committee report fails to take any of this into consideration. How can a 5 storey building be acceptable in a residential area where every other

building is 2 storeys? They say they have reduced the size to 4 storeys but if you look at the plans it is only for a small portion, then it increases back to 5 storeys and considering it's on a hill upwards it is still going to overbear on all the properties of St Vincent's Hill and Grove Road. When facing the proposed building head on (as we will be from our cottage), we will only see five storeys, regardless of any reduction of four storeys at the front). The existing buildings on the plot are only one and two storeys in height, with the structures closest to our cottage being only a one storey non-dwelling structures, with no windows. How can it be acceptable to replace these with four and five storey structures? I have attached pictures showing how close the planned development will be from the boundary of Plum Cottage 7 St Vincents Hill to the planned start of block B, this is 2.25m which has to be too close for the development to the boundaries of listed buildings. I have also attached photos of the turning circle for both cottages' cars and the site plan for the development shows this will be used to plant trees and used for amenities for the occupiers but the site plans do not state what these amenities are?

Overshadowing has been mentioned by us previously as all the reports have stated that again our property will be most adversely effected by this development. The daylight and sunlight assessment clearly states that it will adversely affect us by more than any acceptable parameters. How can the Council grant planning of such an out of scale, overbearing development with the impact of loss of light and privacy?

The noise of the demolition work will be intense as it is so close to the front of our property as well the number of years the development will take to build. Due to COVID my wife works at home and this will impact her ability to work. Our youngest child doesn't not attend school and has day time nap so this will effect her.

We have said on numerous occasions that if block B was an acceptable size, such as the demolished buildings being replaced by similar one and two storey buildings (and set back by an acceptable distance), then we would not have a significant issue with the development (subject to various agreements); but to plan for a five storey development and take precedence from something that is at the top end of Blackboy Hill and barely visible from our home, is ridiculous.

The scale and layout of block B is far too large for the area, using the former Simple Health building should not be used as a precedent as it is at the top of end of Whiteladies/Redland Hill and the so called scaling down to the Cottages of St Vincent's Hill is not accurate at all. The Block B development massively overbears the cottages.

We appreciate councillors and the Bristol planning team need more housing in Bristol but this should not be at the loss of amenities for existing residents. The Whiteladies Conservation Area, local plan states that conversion of flats of large Villas has created pressures for car parking and the on street frontage car parking is at capacity as a result of this. The development will add further pressure to an already overdeveloped busy/high traffic area with narrow roads and lack of on street parking.

The supplementary planning document – managing the development of houses in multiple occupation adopted 3 Nov 2020 states that the council should not permit new HMOs if it creates a harmful concentration within a locality (3.1 Local Plan Policy DM2 section(ii)). The question to the committee is: Has the HMO threshold assessment been met? I can name 4 HMO developments within 100m of the proposed new development. The Praedium on Redland Hill, The Vincent, the flats/development on Bay Willow Drive, off Grove Road and Elm Lane and Carlton House. If planning is granted for Land at Home Gardens there will be 5 large HMO type developments within 100m of each other which contradicts the 3 Nov 2020 policy. Can the Councillors confirm this has been

tested and taken into consideration and should this development be granted permission on this basis?

The Core Strategy local plan policy BCS21:Quality Urban Design expects development to safeguard the amenity of existing development – I believe that Block B of this development does not do this. It is totally out of scale and overbears/over shadows the properties of St Vincent Hill. The area is already densely populated with infrastructure struggling to cope with the numerous HMOs in the area. Adding an extra 60 properties and office space will only add to this burden.

Access is a huge problem - all of the objections from The Vincent's residents state the same issues. St Vincent's hill is too small/tight to take construction vehicles and the Vincent car park is dangerous and safety is a huge for the elderly residents as well as our young children. Huge disruption will be caused to daily lives and living.

This development is totally out of scale and character of the area. It is overbearing, overshadows and overlooks our property and not enough has been done by the applicant to resolve these issues. As a result the development should not be passed - a number objections have been raised by residents, CDG and Historic England and RCAS and these have to be taken into serious consideration by the committee.

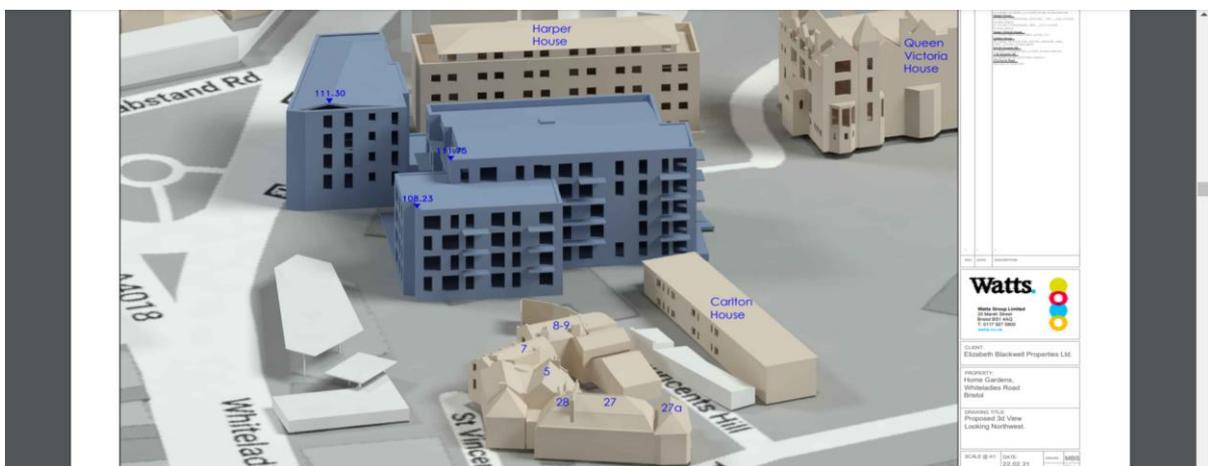
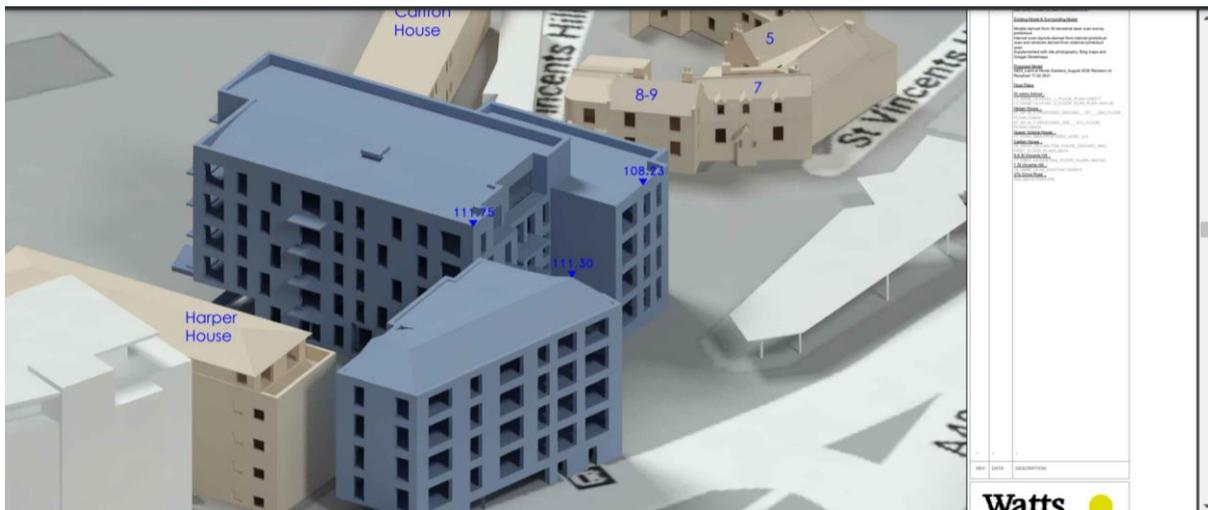
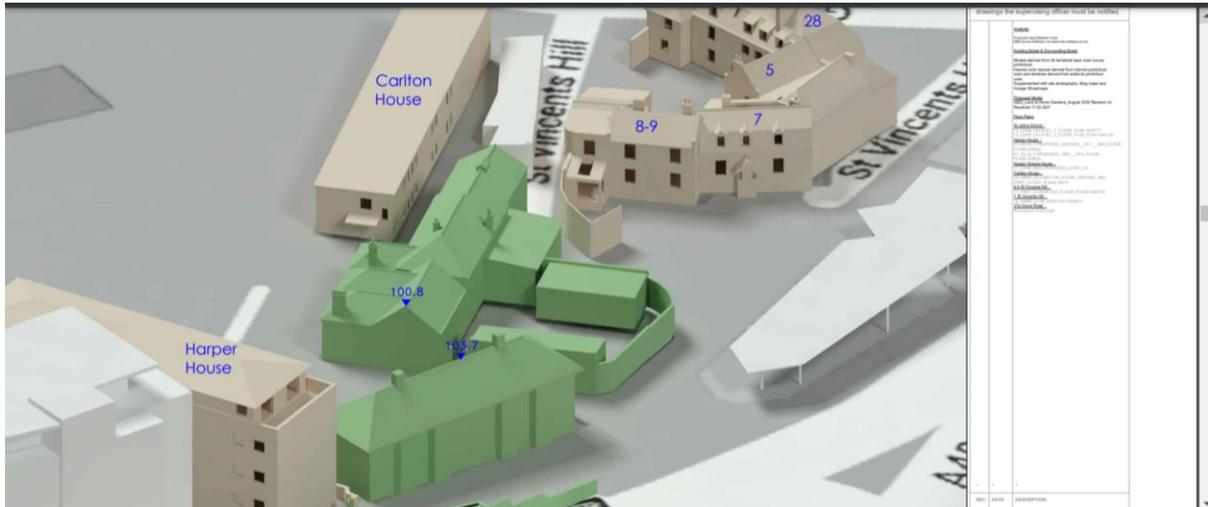
Further, the case officer's report to the committee dated 13 October is flawed and inaccurate – it states that block B is only 20m away from 6 St. Vincent's Hill? There is no 6 St Vincents Hill, it doesn't exist. It also states that the fourth round of consultation ended on 1 Oct 2021 this is again false as it ended on 8 October 2021; it also states that only 3 objections were received, again this is incorrect – 14 full objections were placed. It also states the RCAS on 28 April 2020 reported neutral which is absolutely correct but what the committee report fails once again to mention is that on 9 Feb 2021 RCAS objected in full to the planning application on the grounds of overdevelopment, and also on the impact on neighbours on St Vincents Hill and views from Whiteladies Road Conservation area.

There are additional inaccuracies contained in the applicant's daylight and sunlight amenity report dated 23 March 21 which states 'two windows within 8-9 St. Vincent's Hill achieve respectively 98% and 99% of the target value for VSC reduction. These two windows are, however, in the same room which has five windows in total and will meet the BRE target for ADF. The other three windows in the room achieve or exceed the 100% target value'. Firstly, there is no 8 St Vincent's Hill and the daylight loss and gain is totally incorrect. It does not mention that every room in house will have reduced daylight/sunlight as result of this development. It also fails to mention we will lose 12% of sunlight which we currently have (and this is likely to be very optimistic given the lack of accurate internal aperture measurements and consideration of usage of the rooms) – only a desktop assessment has been performed. The development will hugely effect the historic asset of this grade 2 listed property as well as affect our amenity; we will be overshadowed and overlooked by this out of scale development. These are a few of the inaccuracies I have found on the report to the committee made on 13 October 2021 and I am no expert. This begs the question as to how the committee can rely on this report to grant permission on the basis of such inaccurate information.

The report also states that applicant has moved Block B further back from St Vincents Hill Cottages but the site plan updated on 21 June 2021 shows no obvious adjustment of the location of Block B. In the site plan it is not clear to the committee (or anyone who does not live in the area) how close Block B actually is to the boundary of Plum Cottage and Hillside Cottage. In certain areas it is less than 3m between the boundary of Block B and the grade 2 listed cottages. Hence we respectfully ask the committee to perform a site visit of the proposed development before granting any permission

and see how damaging the new development is to the heritage asset and also to the amenity of both Hillside and Plum Cottages.

The below pictures are to scale according to daylight and sunlight amenity report and show how different the current picture is (first attached picture) to how the planned development will be for the grade 2 listed properties of St Vincent Hill (pictures 2 blue is new development). This clearly shows how damaging the development will be to the grade 2 listed assets in terms of overshadowing, overbearing and loss of amenity and sunlight to the cottages.



I respectfully request that the committee visits the site for a proper visit to see for themselves how the development is overbearing, overshadowing and will cause a loss of amenity to the local area in particular the St Vincent's cottages, Hillside Cottage 9 St Vincent's Hill and Plum Cottage 7 St Vincent Hill which are both grade 2 listed.

Ultimately we object to the proposal in its current form on the grounds of it being out of scale for the area, the St Vincent Hill Cottages will be overlooked and overshadowed by this large development. There will be serious loss of amenity for the grade 2 listed cottages. The site plans are not in keeping with the conservation area – Block B specifically is far too large in height and size for the area.

We are willing to work with the committee members and applicant/applicants' agents to seek a favourable outcome for all parties. We respectfully request a site visit to see first hand the limitations of the area and proximity to our property and the material impact the development will have on us in its current form. Two storeys has to be the height limit for block B especially as the topography of the area lends itself to become overbearing on the St Vincent's Hill Cottages as it is already on a natural hill. It needs to be set further back from the cottages to restrict the overshadowing and loss of privacy for both the development's residents as well as our own. This in turn will maintain access to our driveway and turning circle and the detrimental impact of the building works will be reduced from a safety and noise perspective.

See below (next pages) for pictures:

The exact measured distance from the boundary of the listed cottages of St Vincent's Hill to the proposed start of Block B



The exact distance shown on a close up of the measure tape as above (2.25m)



Turning circle of vehicles at the top of St Vincents Hill, the plans state that this area will developed



Existing HMOs within 100m of the proposed development:

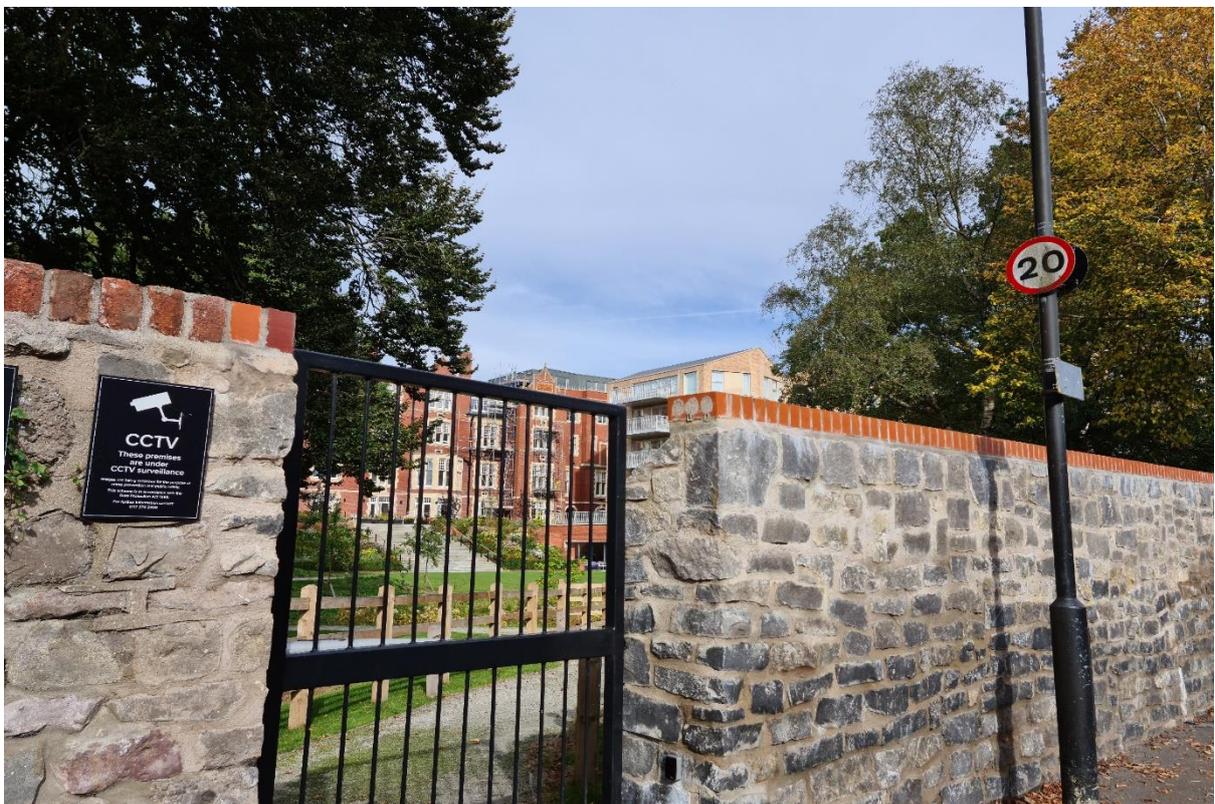
Bay Willow Drive development



The Praedium development on Redland Hill



The Vincent Development



Carlton House



Committee Statement



LAND AT HOME GARDENS, REDLAND HILL, BRISTOL - STATEMENT NUMBER A10

APPLICATION FOR MIXED USE DEVELOPMENT OF RESIDENTIAL UNITS/OFFICE SPACE

LPA REFERENCE: 20/00524/P

STATEMENT ON BEHALF OF ELIZABETH BLACKWELL PROPERTIES LTD

COMMITTEE DATE: 13 OCTOBER 2021

This application seeks outline planning permission for the redevelopment of the application site, comprising the erection of two new buildings to provide up to sixty residential units and some flexible office floorspace. Permission is sought at this stage for access, scale and layout, with just appearance and landscaping reserved for future consideration.

The application submission followed extensive pre-application dialogue with the Council, as well as substantial engagement with local residents and stakeholders, which have both taken place over a period of a number of years. The submitted proposal was directly influenced by the various discussions that took place pre-submission.

The proposal will deliver much needed housing and flexible office space suitable for a small business in a sustainable location, where people can live and work with good access to high quality walking and cycling links, public transport and open space. It is sensitively designed and sited reflecting the planning constraints and opportunities of the site.

Since submission of the application more than 18 months ago, the applicant has continued its constructive approach towards bringing forward proposals for the site and has made various amendments to the proposals as a response to comments from both officers and consultees. This resulted in the application being reported to the Development Control Committee B meeting on 1 September 2021 with a comprehensive officer recommendation for approval.

However, the Committee resolved to defer a decision on the application in order to give further consideration to access issues. As a result, a supplementary statement was submitted which responds to, and clarifies some of, the issues that were raised by Members relating to access considerations. This confirms rights of access and land ownership, and provides more detail relating to the existing access arrangements and what they serve.

It was confirmed by Council officers during the previous Committee meeting that whether an applicant owns all of an application site, and/or has all necessary rights of access, is not a material consideration in terms of the planning merits of the application. It is a separate matter to be dealt with outside of the planning process. Nevertheless, the applicant has provided evidence of its ownership and access rights, the latter having been agreed with Pegasuslife Developments.

With regard to proposed vehicular access arrangements, the starting point is that it is an existing access which serves a number of buildings (including those of the applicant) as well as 30 car parking spaces, rather than being a new access created to serve the proposed development.

Committee Statement



Under the application proposals part of the existing surface level car parking will be removed as will some existing buildings, all of which are currently served by the existing access. The existing vehicular access will be unchanged as part of the application proposals and will serve 34 car parking spaces (the majority of which will be located under the main building).

Therefore, in practical terms the only change from the existing situation is that the access would serve 34 parking spaces, instead of the current 30. The physical configuration of the existing access does not require any alteration to serve the proposed development.

By any reasonable assessment, it can only be concluded that any additional vehicle trips generated by the net change of just four additional car parking spaces would not be material and certainly could not lead one to the conclusion that such use would warrant refusal of planning permission. Such a conclusion is supported by the Council's Transport Development Management Team.

A number of third party respondents have raised concerns relating to construction traffic. Presenting officers confirmed at the last meeting that, in assessing any planning application, it is the planning merits of the proposed development once completed that is relevant rather than how the development is to be constructed.

Nevertheless, the applicant can reassure Members that, if planning permission is granted and the development is progressed, it would take its commitment to being a good neighbour seriously. It would ensure that the appointed contractor follows established good practices and it would prepare and submit a Construction Management Plan for Council approval prior to commencing any work.

Whilst the site has some physical constraints, there have been many developments successfully brought forward elsewhere in the city where sites have been far more constrained and neighbours are in closer proximity. Indeed, it is noteworthy that land adjoining the application site (both to the north and east) has been the subject of recent significant development – some of which is now occupied by objectors to the current application.

Overall, it will be clear from the officer report that the proposals will deliver much needed, high quality housing (and flexible office space suitable for a small business) on a brownfield site in a highly sustainable location, where people can live and work with good access to high quality pedestrian and cycling links, public transport facilities and open space. Furthermore, twelve units of affordable housing are proposed, as well as various financial contributions towards the likes of footpath and bus stop improvements.

The proposals in front of you are in full accordance with the development plan, as confirmed by the committee report, and are the fruition of an extended and constructive application determination process. The Council's Transport officers have confirmed that the proposed access arrangements are acceptable and meet technical requirements. The applicant has also confirmed that it has the necessary ownership and access rights.

Therefore, the applicant respectfully requests that the committee endorses the recommendation of its officers to approve the application, subject to the recommended planning agreement and planning conditions.

STATEMENT NUMBER A11

My name is Kian Toussimanesh speaking on behalf of Elizabeth Blackwell Properties Limited in support of the application and responding to some of the comments raised by third parties. Please see our below points:

1. We are a small family business, who live locally in the area and have 120 residents and our offices on or adjacent to the site. We, therefore, have substantial interest in site and the local area.
2. Over recent years, the adjoining property Harper House was extended and now houses 63 residents. This development used the existing access and construction works was managed without any significant impact to residents.
3. Pegasus Life carried out their own large development using the same access. These works were carried out in close proximity to our 120 residents on or adjacent to the site.
4. Although construction management issues should not lead to refusal of planning, we will ensure that good practice is followed as it was during the Harper House and Pegasus Life developments. We are happy to submit a Construction Management Plan to the Council for approval, which will include all adequate safeguards i.e restricting hours of construction and timing of deliveries.

We are very sympathetic to the views of the Pegasus Life residents have raised. We can ensure the residents that the access will not be changed, and all developments works will be carried out on our Land. Importantly, our residents in Harper House who are located closer than the Pegasus Development will continue to live there during construction. Therefore, it is important to us that construction is undertaken in a way that minimises impacts on all site neighbours, whether our residents or not.

Kind regards

Kian Toussimanesh
Elizabeth Blackwell Properties Limited

STATEMENT NUMBER A12

Meeting on Weds 13 2021. 6pm

Statement.

At the meeting held on 1 Sept the Committee were minded to refuse the Application, but asked that alternative access arrangements should be found. The supplementary Statement of Access submitted by the Applicant on 24 Sept seeks permission based on exactly the same access, making much of their legal rights to do so.

With respect that is not the point at issue here. The access is not via an unadapted road but rather across the car park of The Vincent, a retirement residence occupied by elderly people some of whom are physically, visually and hearing impaired.

Is it reasonable to consider it appropriate and safe for heavy construction traffic to enter and leave the site on a daily basis passing within feet of elderly and vulnerable residents attempting to reach their vehicles, bus stops etc. Would you want that for your own relatives.?

I ask that you refuse this application.

Julia Young, Apt 61, The Vincent

STATEMENT NUMBER A13

Air Pollution

Whilst the Committee may think that the construction and demolition phase of this development is only temporary and in the future there will be a Clean Air Zone and an increase in electric vehicles, sustainable transport - currently this is not the case. The volume and density of traffic on Blackboy Hill immediately below this planning application is simply overwhelming - it starts at about 5.30 am.

The thought of young children and elderly people in the immediate vicinity of this demolition and construction site, with plant vehicles 'pulling in' to the car park of St. Vincent's or young children living on St Vincent's Hill or attending a nursery on Grove Road breathing in the invisible particulates that this hugely, overbearing application/construction will yield literally frightens me. (Not- withstanding the dust that the demolition will create).

I am experiencing asthma and a degree of COPD and once 60 units and offices are built the extra traffic, for example, online delivery's, that this will generate doesn't even bear thinking about.

Please can the Committee also bear in mind that this is Whiteladies Road Conservation area with Grade II cottages in the immediate vicinity to the site.

STATEMENT NUMBER A14

Written Objection for Application No 20/00542/P : Land at Home Gardens Redland Hill Bristol bs66ur.

I entirely reject and oppose the current state of this development and proposal. I am deeply concerned at the road traffic and accessibility issues for both car and pedestrian traffic that this will cause due to it's out of proportion scale.

I live at 27A Grove Road and I'm on the edge of the Saint Vincents properties. My house sits in front of the lane that will be used for pedestrian access. In the most recent summary of the plans, the development states that an electronic key pad will be put in near the lane to allow for the residents to have access but they have not given any further information. This is very concerning to me as the congestion of this lane is already unbearable. I am also elderly and I can't bear to think of the dangers this access is going to impose on my neighbors at The Vincent. It is incredible concerning and from the sounds of it, this development keeps getting revised because the accessibility surrounding the Vincent isn't acceptable for this development to take place.

I own my home because it is in a conservation area. It is peaceful, there is respect and there is standards that should be upheld. The size and appearance of this building is not in line with this. Historic England and the conservation report information in the Development Control Committee notes for October 13, state that Block B which is nearest to my home and my neighbors is not a reasonable scale and it will effect these homes.

We are not asking that a development not take place. We are asking that it be deeply reconsidered. We ask that the scale of Block B be reduced 2 stories. This will help in not only addressing the imposing nature of the building on our homes, but in the increase in population. In its current proposal, there will simply not be enough parking spaces and I'm worried for the traffic jams it will cause in front of my home, and chaos that will ensue with parking spaces.

Please reconsider and please visit the site. We as neighbors are all willing to make time to meet with councilors so they can see how much this needs to be addressed .

Diana Furgeson
27 A Grove Road

STATEMENT NUMBER B1

21/00816/F | Partial demolition of existing building (Broad Plain House) and erection of Broadbury Road Bristol BS4 1JTs and 25 houses) including associated public open space, parking, infrastructure and access onto Broadbury Road. | Land At Broad Plain House Lads Club

I would like to speak in objection on the following points at the committee meeting on Weds 12th Oct.

FRAMEWORK

The overwhelming response by our community that this application has generated is proof of two things: 1) We care about where we live and we are prepared to take action to defend what we have, and 2) Bristol City Council obviously supports this type of strength within the community, but this is dependent on good information, which has been sorely lacking in this application.

The Knowle West Regeneration Framework is a 20 year plan for the area. The applicant provides no assessment or relevant material to support that this framework has been considered. The proposal does not respond to the 'Community Vision for Knowle West'. Nor does it respond to the 'Spatial Plan'. The 'Investment Principles' have also been overlooked. Community engagement was non-existent and there was one community consultation almost two years ago, to which many locals did not receive an invitation. Furthermore many of the points raised from the consultation have not been integrated into the proposal nor have they been supported by documentation. There is a Developer Protocol for this area that was signed off by BCC which has not been followed. The planning department therefore should not be allowing registration of applications without evidence within the statement of community involvement that the protocol has been followed. Furthermore the housing tenure does not respond to the framework. There are no assurances that the proposed 'affordable housing' would provide housing for local people, of which they could afford. There is also no housing needs assessment of the area provided with the application, in order to determine the mix is appropriate. 100% affordable schemes provide £0 per m² CIL. This means that not only would there be a loss of play provision and habitat with this application, but the developers would be giving nothing back to the community. The overwhelming response by our community that this application has generated is proof of two things 1) we care about where we live and we are prepared to take action to defend what we have, and 2) Bristol City Council obviously supports this type of strength within the community, but this is dependent on good information, which has been sorely lacking in this application.

ECOLOGY

The ecology report is a requirement of the site allocation. Ecology The planning statement refers to an ecological survey being submitted as part of this application. However there does not seem to be one uploaded online. Neither is there a Wildlife Mitigation and Enhancement Strategy uploaded. Due to the proposed loss of the open green space and loss of valuable habitat for slow worms, hedgehogs, foxes (including their dens) and birds on the site, these documents are incredibly important and it's a failure to even register the application without them. Knotweed The Knotweed Management Plan includes herbicide treatment over a period

of 2-3 years (3.2.1 p.17). As the inspection was carried out over a year and a half ago, a further updated report would provide the current situation relating to the rhizomes which spread rapidly underground (A.1.4 Spread). Also what assurances are there that the knotweed herbicides proposing to be used would not be harmful to the slow worms and other wildlife on the site during the mitigation period.

TRANSPORT

In line with the Planning Practice Guidance, 'no additional information has been submitted relating to the cumulative impacts arising from other committed developments (ie development that is consented or allocated where there is a reasonable degree of certainty will proceed in the next 3 years).' Furthermore, developments should be prevented or refused on highways grounds if it would lead to unacceptable highway safety conditions or the development would lead to severe residual cumulative traffic impacts, as set out in the National Planning Policy Framework para 111. Without the cumulative transport info on future developments, the highway safety cannot be determined and therefore may fail on these grounds. This is particularly important given that there will be a new junction onto Broadbury Rd which is next to an existing junction and busy police station.

The Avon and Somerset traffic management unit have made the following comments with regards to this during the pre-app (p. 9) which do not seem to have been sufficiently addressed within the supporting documents of the application: - In both short and long term, there are concerns regarding the potential conflict between traffic to the proposed development, residential access to existing homes and businesses/places of work and also the operational need to respond to both emergencies and routinely from Broadbury, in terms of the potential conflict in road use to the detriment of road safety. - In that location would necessitate some kind of waiting restrictions on adjacent roads.... The onstreet parking and the narrow nature of the roads would create a situation where waiting restrictions would be required for road safety reasons and to ensure smooth passage of traffic. There is also a lack of evidence within both the transport statement and travel plan to substantiate the aims of the documents which are to: - Minimise single occupancy car travel to and from the development - Identify which measures are needed to maximise the use of non-car travel - Lead to a change in the travel behaviour of individuals to a sustainable mode of travel and then maintain that change

DESIGN

Whilst site sections have now been uploaded, they have been 'assumed' ground lines which is insufficient to determine the 'real' ground lines. The existing topographical survey is required to substantiate the levels, and levels would need to be added to the proposed sections and elevations. I otherwise remain in objection based on insufficient information to determine overlooking and overbearing impact of the development on neighbouring properties. Whilst a street elevation drawing has now been produced, there is still a lack of information to illustrate the impact of the three storey apartment blocks. The block looks very large in comparison to the social club. The single storey church building is not shown on the drawing. Furthermore, how would the proposed apartment blocks affect the private dwelling next to the social club. Also, what are the ridge levels of the proposed buildings and the levels of the existing buildings. This information is necessary to accurately determine the proposal's impact on neighbouring properties which surround the entire site.

PROCESS

1. The information supplied by the applicant has been back dated when uploaded online 2. Neighbour notifications were received 6 days after the date of the letter, with no extension given to neighbours to comment 3. In house consultee responses have not been uploaded, despite being referenced in the information submitted by the agent 4. Questions posed to the case officer and chased by the local councillor were not responded to

FACILITIES

The playing fields were being used by local people less than 5 years ago. Has the BCC social value calculator been used for this project? What are the findings? In the July 2019 consultation, a number of people raised a desire for this development to be available for local residents. What, if any, proposals are there for this to be achieved? Based on the house types, the proposed housing would yield an additional 178 people. What consultation with the local doctors' surgeries has been undertaken to quantify there are sufficient spaces in the surgeries to accommodate new residents?

This 100% affordable scheme would not raise any CIL moneys for the area. Therefore, there are community facilities being lost, and currently, with no contribution to new facilities being proposed. The proposed play area on the plans is not inviting for local residents to use, so would not contribute to the community living outside of the proposed boundary.

hello

Development Control Committee B

Cllr Stafford Townsend
Cllr Windows
Cllr Alexander
Cllr Breckels
Cllr Brown
Cllr Cole
Cllr Dyer
Cllr Goodman
Cllr Poultney

8 October 2021

21/00816/F: Land at Broad Plain House Lads Club, Broadbury Road, Bristol BS4 1JT - STATEMENT NUMBER B2

Curo welcomes the recommendation to approve the application for 47 affordable dwellings on the allocated residential site at Broad Plain House and is pleased to have worked collaboratively with the Council's officers to produce a 100% affordable housing scheme, which is eligible for Homes England grant funding. The committee report addresses all the material planning issues, which have been subject to negotiation and agreement. Curo wishes to take the opportunity ahead of the meeting to offer several points of clarification relating to matters raised within the report to assist Members in their consideration of the scheme.

Community Engagement

The report refers to concerns regarding the level of pre-application engagement with the community, which were highlighted in public comments on the application. The report notes that the engagement undertaken was in accordance with local and national guidance and provided sufficient opportunity for the public to engage with the process and to influence the proposals that have been submitted.

Pre-application discussions were held with Council officers and public consultation was undertaken in July 2019 as the scheme was being developed. This was promoted through social media; local and regional publications and 500 invitations were hand delivered by Curo colleagues to residents in the vicinity of the site. The SCI forming part of the application describes this round of public consultation.

Subsequent engagement included a virtual meeting with the Knowle West Alliance on Monday 12 October 2020, and a Community Update Newsletter

Curo The Maltings, River Place,
Lower Bristol Road, Bath BA2 1EP

T 01225 366000 E hello@curo-group.co.uk
www.curo-group.co.uk

The Curo Group incorporates:

Two companies registered in England and Wales:

Curo Enterprise Limited (Co. No. 08103621)

and Curo Market Rented Services Limited (Co. No. 4705482)

Four charitable registered societies:

Curo Group (Albion) Limited (FCA No. 7945, HCA No. LH4336)

Curo Places Limited (FCA No. 7091, HCA No. LH4209)

Curo Choice Limited (FCA No. 24208R)

and Mulberry Park Community Benefit Society (FCA No. 7696)

The registered office for all organisations in the Group is:

The Maltings, River Place, Lower Bristol Road, Bath BA2 1EP.

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July 2020



issued to 162 addresses in the vicinity of the site during the week commencing 16 November 2020 informing of changes to the scheme resulting from the feedback received from the community and the City Council. This was also posted on the Knowle West Media Centre website.

While there have been subsequent letters of objection to the application, this serves as testament to the significant efforts made by Curo to reach out to the community during the pre-application process, much of which coincided with periods of lockdown arising from the Covid-19 pandemic. It is also notable that many of the objections raised relate to the principle of developing the site, which is a matter that was settled by the City Council when the site was allocated for residential use through the Local Plan process.

Principle of Development

As the report highlights, the site is allocated for residential development within the adopted Development Plan for approximately 50 dwellings under site reference BSA118. There is no policy requirement for the former facilities and uses that were active on the site until around 2013 to be retained or replaced as part of the redevelopment, and it is noted that the allocation forms part of the development strategy for South Bristol set out in the Local Plan under Policy BCS5. The site is identified within the Knowle West Regeneration Framework, which also allocates the land for housing development.

The site is in a sustainable location and has been judged appropriate for residential use through the statutory plan-making process. The proposed development meets all of the Council's policy provisions within the adopted Local Plan and exceeds requirements by proposing a 100% affordable housing scheme, comprising an appropriate mix by type and tenure, which, in the terms of the report, is *"to be welcomed in this location"*.

Design

The report notes that the proposed buildings are well-articulated, are suitably designed, and are of an appropriate scale; the public open space provides a focal point within the centre of the development that significantly enhances the character of the scheme; and the proposals are in keeping with the character and appearance of the wider area.

The report notes some concern regarding the extent of hardstanding within the layout and a perception of 'car-dominance'; it is also alleged that suggested changes to the scheme were rejected without justification; this comment is disputed:

The configuration of the site, the single available point of access, and the policy requirement to deliver around 50 dwellings dictate that there will inevitably be a continuous length of hard-surfacing to facilitate access from the entrance down to the furthest part of the developed area; this is unavoidable and is a product of the site itself rather than a design-influenced

decision. The extent of the area needs to be sufficient to provide safe manoeuvring space for all vehicle types, including refuse trucks, which the report confirms can access the site without impediment.

While the report asserts that the layout is car dominated the level of parking provision is supported by the Council's Transport Development Management Team, who commented on 19 May 2021:

The 61 proposed car parking spaces are marginally above the Local Plan standard of 59 spaces. For a suburban location such as this this level of car parking is considered appropriate.

Eleven additional unallocated parking spaces are proposed to meet the requirements for Electric Vehicles and Disabled parking. A further four Electric Vehicle charge points are proposed to be on plot.

Members should also note that the car parking strategy initially included 80-spaces on site in direct response to comments made by the public regarding problems they regularly experienced when trying to park in the locality. Concerns regarding the potential for overspill parking on surrounding streets were noted and the scheme sought to address these comments at pre-application stage.

Officers advised subsequently within their pre-application advice that the proposed level of parking was too high; nineteen spaces were therefore deleted from the pre-application scheme.

The proposals that are before the Committee seek to respond positively to the concerns of residents, while remaining in general accordance with the Council's policy, striking what we believe to be a suitable balance in what is acknowledged to be a suburban location where car ownership is likely to be higher than in the city centre. It should also be noted that of the 97 letters received from members of the public concerning the application, 42 raise parking in the vicinity of the site as an issue. Any further reduction in the number of spaces would, we believe, set aside the concerns of residents conveyed directly to Curo during the pre-application engagement process. All the above factors have determined the parking strategy for which approval is now sought, and which in our view justify the approach taken.

Planning Obligations

Curo has agreed to fund the S106 obligations outlined in the report and the drafting of the legal agreement is underway. Two Traffic Regulation Orders controlling parking and vehicle speeds will be funded at a cost of £12,134.

Curo has also agreed to meet the cost of the requested upgrading of the existing bus stop on Leinster Avenue, providing new shelters, raised kerbs and real-time information displays at a cost of £39,402. This will be a benefit to both existing and new residents using public transport.

The report states that the scheme is liable for CIL payments of £318,133.18 due to the creation of new dwellings on the site. However, Members should be advised that 100% affordable housing schemes are exempt from CIL.

Summary

Curo is committed to delivering a high-quality affordable housing scheme on this allocated site and will commence development immediately once permission is granted and the pre-application conditions are discharged. We hope Members can support your officer's recommendation and we look forward to working with the City Council to deliver affordable new homes on this site.

Sincerely

A handwritten signature in black ink, appearing to read 'Serafina Collier'.

Serafina Collier
Development Project Manager

STATEMENT NUMBER B3

Dear Sirs,

I wish provided comments in respect to planning application 21/00816/F.

1) the entrance to this planned development is opposite Broadbury rd Police station. The police who work there park along that road, where are they expected to park now? Further down this road or along Leinster ave. Will this not cause more issues with parking within this area

2) in respect to parking and traffic. Will this not make more traffic on Leinster ave & Broadbury rd. Parking on Leinster ave is difficult by the media centre for the the residents, specially due to the amount of traffic & speed of the traffic that use Leinster ave. The air pollution can not be good for the residents or the children that walk up and down that road to the schools & nurseries in the area

3) there is a great deal of wild life on the planned site. Slow worms, mice, foxes, an assortment of birds. Isn't this part of keeping Bristol green or does this only apply to the more affluent areas?

4) there will be noise pollution from this development that will affect the residents of Leinster ave & st Whyte's rd. not only from the building work but if (when) the development goes ahead for the people living there. along with loss of natural light from the buildings that will be erected.

5) further air pollution from vehicles within this development, the residents of Leinster Ave will have this behind them and all of the traffic pollution at the front of their property

6) will the residents of Leinster ave have access to the rear of their property if they require it.

7) on the 09/09/21 there have been people working in the planned development site cutting down the grass and foliage, in the 8 yrs I lived on Leinster ave I cannot recall this being done before. Is this work being done to make way for the development to start before people's comments have been received?

8) there have also been workmen with a digger since the beginning of October fights trench to erect wooden poles and attaching a black material fencing! Why is this if permission has not been granted. Looks a bit like buying a wedding dress before you have received a proposal

9) how will the local schools, doctors, refuse collections etc cope with a further influx of 47 new properties? The building of the new secondary school has been pushed back for a year.

Regards

M A Tilley

STATEMENT NUMBER B4

To: The Planning Committee

The proposed Broad Plain Development fills me with a mixture of anger and disbelief and I strongly object to it. Why would anyone want three storey buildings on the corner of a busy road and between private houses? What I've seen of the design is entirely inappropriate.

With the proposed development the transport proposals are almost childishly stupid and dangerous. There is already a parking problem in the area with most residents having a car plus a large police station and it's staff and their vehicles not adequately catered for. Having to park away from your home can only lead to a resurgence of the car crime that was once endemic up here. 178 more people and their vehicles can only exponentially increase the dangers of an already tricky road layout. Double Yellow lines in Broadbury Road are going to be of no help to anyone. Will there be wardens to police them? The lack of information on many of the transport related issues does not exactly fill anyone with confidence.

No-one ever cares about nature until it is too late. We have a chance here to preserve a playing field, and a habitat supporting increasingly rare animals such as the protected slow worm.

The drainage plans are a worry, some if not most of Knowle West's sewers were said to be collapsing or to be in a parlous state by a City Engineer's report some years ago. They were already polymer dosed and at full capacity. There was in fact an outbreak of dysentery back in the 80's in which a couple of elderly people died, caused by sewage overflow. How can it be sensible then, just to attach all the drains for this development to the existing system?

This development appears to have done very little right except identify yet another means of profiting at the expense of the community in Knowle West. The cavalier fashion in which local people and their needs have been dealt with seems to mirror other dreadful developments on the estate.

It could be said that many of these were foreshadowed by the building of a bus station on open green space in an area ill provided for in that respect and with a high incidence of chest disease some years ago. Knowle West seems to have become an El Dorado for ruthless developers ever since. Even the verges around Brislington Brook on Airport Road weren't spared.

This development doesn't help with any of Knowle West's problems, it just exacerbates them. People of my age that grew up in Knowle West (I have lived here for nearly 40 years) and made it such a unique and vibrant community, speak nostalgically of an almost rural childhood.

Although physically and socially isolated from the rest of the City, and in a community with high levels of unemployment and poverty, they would wander off "over the fields" for the day enjoying the open air, nature and friendship.

These days they would have to wander around the football field, which only exists through the efforts of locals not the City Council, or get on a bus to a better served part of Bristol.

In a report by the City chief planning officer and whoever was in charge of the parks, I think it was the Barber/Pattinson report, some years ago on open space and parks provision in Bristol, Knowle West was shown to be the most chronically under provided for part of the city. Filwood park was described as "bleak and windswept", now even that has gone.

What do we have in exchange? A bus garage, a 'business park', various housing developments and nothing else except, ironically, a housing problem. 'Social housing' has long been exposed for the fraud that it is, large swathes of some major cities in this country have been socially cleansed through its provision along with a housing benefit cap that doesn't cover it. Cap the rents and there could possibly be an argument that it benefits Knowle West, otherwise it simply adds to the problem.

Surely as elected representatives of the citizens of Bristol this council has a responsibility for their welfare and that of their families, especially children and young people. This means that any new development must be beneficial to their wellbeing and safety - by any measure this one is not. Please oppose it.

As a footnote, I would like to say that I went on to the City website to look at the planning application and it was not available. This is hardly democracy at it's finest, but is typical of the approach taken towards the very many locals who object to this scheme.

Mick Fleming

35 Broadbury Road

Knowle

**Development Control Committee B, 13-Oct-2021 - STATEMENT NUMBER C1
Application 21/03337/F, 46 Ridingleaze, Lawrence Weston, Bristol BS11 0QE**

Lawrence Weston Neighbourhood Planning Forum :: Written Statement

Roger Sabido, presenting for Lawrence Weston Neighbourhood Planning Forum (NPF):

I recommend the NPF's concise, precisely argued, objection previously lodged to this Application.

The NPF remains strong and unwavering in its stance on the takeaways issue since its beginnings. An open-to-all residents group for the regeneration of our much challenged community, improvement of our small and therefore vulnerable Ridingleaze retail centre has always featured strongly in its consultations and published plans.

Our Neighbourhood Development Plan, a fully adopted Planning Document, painstakingly created under Local and National Plans, was extensively consulted in the community, including the takeaways issue, and overwhelmingly supported in its 2017 referendum.

We reject the conclusion of the Officers' Report about our NDP and find the Report inconsistent in its statements & conclusion. The NDP sets no "benchmark" for takeaway numbers, and is not out-of-date in its policy.

There are quite enough (5+) take away food outlets on Ridingleaze. Increasing the number sets back any small improvement made so far.

The Report says issues caused can be "managed". This means "endured" as in the past: with problems answered by Police & slow, hence ineffective, enforcement agencies — found to be too slow in the less-stretched provision ten years ago

The Planning System cannot chose retail provision, but it can help prevent the unbalancing of communities for the sake of cheap rents. We are supposed to be "designing out" problems —

For local, democratic reasons we ask you to refuse this application.

STATEMENT NUMBER C2

We already have a considerable number of take aways on Ridingleaze.

One concern we have is the smells of cooking on the only outside terrace area of our home from the proposed extract and boiler flues and condenser to the rear elevation.

Another concern is the amount of additional refuse that will be dropped in the side road by our entrance steps. The car park behind our property is where customers will often park as customers of Gregg's and this additional take away outlet next to Gregg's. We constantly have to clear the footpath and road of rubbish left from purchases made at Gregg's. We have also at considerable expense have had to remove fly tipping from behind our property.

Another major concern is the noise at the front of our property from customers gathering outside and eating. We already have considerable noise from the seating area at the front of Gregg's below our lounge and bedrooms. Has planning consent been obtained for this seating area?

Tom Farr

46 Ridingleaze

STATEMENT NUMBER C3

Hi, I own the property above and next door to this property. Above where the change of use property is located are 4 maisonettes. The large outdoor area to the rear of the building is the only outdoor space for the residents who live there. Here, one enjoys relaxing and playing.

The installation of mounted extract and boiler flues will make this only outdoor space unusable. The smells and fumes will not be acceptable so close to an area of relaxation and an area for children to play. It is unsafe and inconsiderate to have a change of use to a hot food takeaway.

Please can consideration be given to this. At the moment we already have a Fish and Chip shop and Greggs Bakery. The fumes and smells from these are already unbearable but a 3rd hot food takeaway will be beyond the acceptable limits and will be hazardous to health.

Kind regards

STATEMENT NUMBER C4

I do not support this application for two reasons. Firstly, on public health grounds; there are enough fast food outlets already on this parade of shops. Depending on how you define 'fast food' that could be two or three but the point stands. Secondly, the upper storeys of Ridingleaze are residential dwellings and the proposed hours along with the delivery aspect of this business would have negative effects on the quality of life of residents living above. Thank you.

STATEMENT NUMBER C5

Dear committee,

I have been asked to speak on behalf of many residents, local traders and community organisations, who respectfully ask you to refuse this damaging change of use application.

We believe that most, if not all, planning policies are open to personal interpretation by members of the public and planning officers alike.

But unfortunately, the planning officer's interpretation differs considerably from the Lawrence Weston Planning Forum and LWNDP, Ambition Lawrence Weston Development Trust's views, along with other statutory consultees reservations, as well as the 30 or so residents that took the time to submit their objections, that hopefully you have all seen via the planning portal and other reports.

We believe that to approve this change of use will damage many aspects of health and wellbeing for our residents already suffering high levels of multiple deprivation.

This change of use will cause more ASB, air and noise pollution, damage our circular economy and local traders, cause more obesity in our young people and would result in harm to the vitality, viability and diversity to the retail function of our retail centre.

We have more than enough take away food outlets in the retail centre and other nearby local areas.

We neither want nor need yet another Pizza take away service.

So, we implore you not to concede to a large corporate organisation over the wishes of your city's residents and local traders, and to refuse this application.

Many thanks

Mark Pepper,

local resident, Chair of the Lawrence Weston Planning Forum, and development manager for the Ambition Lawrence Weston Development trust.