

WARD: Brislington West

SITE ADDRESS: Land Lying To The East Of Tramway Road Former Railway Land Bath Road
Brislington Bristol

APPLICATION NO: 21/03498/F Full Planning

DETERMINATION DEADLINE: 31 October 2021

Erection of 50 cargo units of circa 607sq.m GIA to be used for business and commercial uses (Class E: d, e and g i, ii, iii). The provision of a cycle and pedestrian route, with landscaping, cycle parking provision, limited car parking provision, refuse and recycling areas and servicing space for a temporary period of 3 years.

RECOMMENDATION: Refuse

AGENT: Planning Ventures Ltd
52 Jubilee Road
Knowle
Bristol
BS4 2LP

APPLICANT: Meanwhile Creative
3a, 36 King Street
Bristol
BS1 4DZ

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

LOCATION PLAN:



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SUMMARY

Councillor Jos Clark has called in the application to be considered by the Committee and has commented as follows:

“I would like to call this application in if the council is minded to refuse the application. I believe the application should go forward for the following reasons.

- Offers short term use of an unused space.
- Offers local employment opportunities
- Active travel access to site
- The environmental impact will be low
- This application will enable another project to progress with no cost to the council”.

The proposal relates to a 3 year temporary permission for the erection of 50 cargo units to be used for business and commercial uses (Class E: d, e and g i, ii, iii). The proposed development also includes the provision of a cycle and pedestrian route, landscaping, cycle parking provision, limited car parking provision, refuse & recycling areas and servicing space

The proposal site is situated on land known as the Callington Road link (CRL) which has been protected in planning policy for a number of decades. The Callington Road Link is clearly marked on the Site Allocations and Development Management Policies Map (pages 26, 27 and 32), being shown as a red dotted route named “Safeguarded Transport Links BCS10 & DM24”.

The Council’s Transport Development Management Officers (TDM) have raised an objection to the proposal as they consider the proposal to be premature and prejudicial to the above policies and to this end entirely contrary to the NPPF, the Joint Local Transport Plan, the Bristol Transport Strategy and the Bristol Local Plan.

TDM Officers are in agreement with the applicant that this route provides an opportunity for a segregated cycle route. However, given the strategic importance of the A4, any infrastructure proposals that come forward in this area must be truly multi-modal if BCC is to achieve its aims of carbon reduction and the enhancement of public transport as well as walking and cycling. TDM consider that this application does not provide this, and in fact is likely to preclude these objectives.

TDM consider that the proposal could jeopardise the delivery of the A4 Strategic Corridor Project by failing to deliver high quality and multi-modal sustainable travel options for the needs of the wider urban area and sub-region along one of Bristol’s most important strategic transport corridors. TDM also consider that the proposal may result in an inability to obtain government funding for the A4 Strategic Corridor Project where the opportunities for delivery have been prejudiced by irreconcilable factors, including the piecemeal delivery of infrastructure resulting from short-term decisions.

TDM Officers have offered to engage with the applicant, owners and transport scheme promoters to understand areas of common ground and potentially come to an agreed position about how a multimodal solution could work. However, this would require an extensive period of consultation (putting the determination of this application in abeyance until this was agreed) meaning the applicant has decided to proceed with the current submission despite the conflict with policies BCS10 and DM24.

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TDM Officers consider the proposed shared pedestrian and cycle pathway to be too narrow measuring only 3m wide when a 5m segregated pathway is considered necessary

Ecology, Arboricultural, Flood Risk, Pollution Control and Contaminated Land Officers have all raised no objection subject to various pre-commencement and post-occupation conditions.

The Avon & Somerset Crime Prevention Design Advisor has objected to the proposal as the application does not contain sufficient detail to provide a safe route for cyclists and pedestrians and offers no information on how security of the container units will be achieved. The Crime Prevention Design Advisor also considers that the location has no natural surveillance and there is significant evidence that anti-social behaviour including graffiti and criminal damage takes place along this route. However it is acknowledged that these details could be sought via condition and so are not considered reason to refuse the application.

In addition the Council's Sustainability Officer has objected to the proposed use of electric heaters. However on balance, when considering the temporary nature of the proposal and the limitations of the proposed containers in terms of them meeting the requirements of the heat hierarchy, the use of electric heaters is considered acceptable in this instance due to the applicant's agreement to pay the required contribution to off-site renewables

SITE DESCRIPTION

The application site is a section of former railway set in a cutting that extends from Sandy Park Road in the north to Tramway Road in the south. Access to Tramway Road is provided via a private access road to the south of the retail unit currently occupied by Dunelm, with the road being in the same ownership as the application site.

The southern half of the application site is laid out as a car park with a demarcated tarmacked surface with street lighting situated along the eastern boundary. The railway track has been removed from the northern section of the site and all that remains is the gravel bed which is now covered by grass and vegetation

There is a significant level change to the east of the site with residential properties on the eastern side sitting at a much higher level. There are also varying differences in height along various points on the western side of the site

The site in its entirety is part of a safeguarded transport route- ref policies BCS10 and DM24, is designated important open space under BCS9 and is classified as existing green infrastructure DM17. It is situated in a Heat Priority Area (BCS14), in flood zone 1 and in Smoke Control Area 17

RELEVANT HISTORY

21/00894/F Temporary 3 year permission for proposed pedestrian & cycle path with associated works on former Railway Land between Tramway Road and land to the south of Talbot Road. (Pending Consideration- to be determined by Committee A 16.01.22)

17/05317/F Proposed change of use from car parking (Sui Generis Use) to grid balancing station (Sui Generis Use) and a section of the Callington Road Cycle Link. Date Closed 18 June 2018 REF

The application was refused for the following reasons:

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1. The proposed development will unacceptably impact on the land safeguarded for the Callington Road link and associated highway improvements. It is therefore contrary to Policy BCS10 of the Bristol Core Strategy adopted June 2011 and Policy DM24 of the Sites Allocation and Development Management Local Plan adopted July 2014.

2. The proposed shipping containers because of their character, appearance, height and number will have a substantial and significant harmful impact on the appearance and character of the former railway corridor, which is currently a mix of hard standing and grass, to the detriment of the visual amenity of the numerous residents who back onto the site. It is therefore contrary to Policy BCS21 of the Bristol Core Strategy adopted June 2011 and policy DM26 Sites Allocation and Development Management Local Plan adopted July 2014.

APPLICATION

Temporary 3 year permission is sought for the erection of 50 cargo units (circa 607sq.m GIA) to be used for business and commercial uses (Class E: d, e and g i, ii, iii). Two of the containers will serve as a toilet block and kitchenette/breakout space

The proposal also includes a 3m wide shared pedestrian and cycle path leading from Sand Hill to Tramway Road along the route of the old railway line. The proposed pathway will link up to the pathway to the immediate south proposed under application 21/00894/F and is to be constructed from unsealed stone dust finish,

Access to the proposed northern section of the pathway will be provided via a new path leading through the BCC Sandy Park Depot, with the proposed containers being accessed via and the existing slip road by the Lodekka Pub leading to Tramway Road.

The alterations to the Council Depot at the northern end of the site will comprise the relocation of the existing waste skips and a new repositioned section of palisade fencing, which will match the existing fencing, between the cycle/pedestrian route and the Depot. The existing gates will be retained and kept open to provide an access point of 1.2m in width onto Sand Hill.

In addition the proposal provides landscaping, cycle parking provision, limited car parking provision, refuse and recycling areas and servicing.

RESPONSE TO PUBLICITY AND CONSULATION

NEIGHBOUR CONSULTATION

The application was advertised in September 2021 via Site Notice, Press Advert and Neighbour Notification letters. In total 54 letters of support were received along with 24 objections relating to the following issues:

- Impact on Ecology and Wildlife corridor
- Will not alleviate traffic
- Already an established cycle path that flows this same route.
- Land should be used to reduce congested traffic on Bath Road
- Impact on visual amenity of 50 shipping containers
- Other existing commercial sites across the city are available
- Potential for fly tipping
- Potential for additional crime, vandalism and anti-social behaviour

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- Noise and light pollution - during construction and when containers are occupied
- Loss of privacy to neighbouring residents
- Misleading plans as application is actually for 2 tier/storey containers (Case Officer note: The proposed plan drawings clearly show the development being single storey).

INTERNAL CONSULTTEES

Transport Development Management (TDM): OBJECTION.

“Policy and Strategic Background

Any proposal for development within what is a protected alignment for future transport schemes cannot be considered in isolation from the wider growth in the subregion and the delivery of the City’s aspirations for mass transit along the A4.

The outcome of this application could therefore determine the status of this key transport corridor for future years given that it has the potential to prejudice the delivery of infrastructure required to support regional growth whilst limiting its environmental impacts through the implementation of reliable and high quality public transport.

Whilst it is not doubted that this route provides an opportunity for a segregated cycle route, given the strategic importance of the A4, any infrastructure proposals that come forward in this area must be truly multi-modal if BCC is to achieve its aims of carbon reduction and the enhancement of public transport as well as walking and cycling. This application does not provide this, and in fact is likely to preclude these objectives.

Permanent Versus Temporary Use

Whilst the application refers to a temporary use, if permission were granted then a cycle route would become the lawful use for this land and any future projects would then have to be compared against the lawful use for what would essentially become a linear park similar to the Bristol to Bath Railway Path. It is our view that this approach risks prejudicing any wider strategic scheme as a direct result of this application being drawn up in isolation from and without knowledge of what that scheme might be.

Principle

Notwithstanding the strategic issues referenced above, we consider that there is insufficient information on which to make a decision as we have very little knowledge of the details of what is being proposed by this application and what its predicted impact would be.

Having said this, there are several clear policy issues which would have to be considered if the application were to be determined based on the very limited information available.

The “Callington Road Link” (CRL) has been protected in planning policy for a number of decades. Whilst its description is not clearly defined, the routing of it is clearly set out in policy. The CRL is historically understood to be a traditional protected highway alignment for a new road. More recently this interpretation has become more nuanced and the corridor is now being considered as part of our wider Metrobus, Mass Transit and segregated cycling commitments. This is in recognition of the constraints along the A4 in providing priority and segregation to sustainable travel and the City’s commitment to reducing car reliance and reducing emissions.

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In traffic terms the fundamental issue with the A4 is that between Hicks Gate and West Town Lane it serves both an orbital and radial function, hence it is very busy with many conflicting movements. By providing an alternative means to get between Callington Rd A4174 ring road and St Philips Causeway, the A4 Strategic Corridor project which is being prepared for public engagement could free up significant pressure at the West Town Lane junction, possibly allowing it to be simplified and hence reducing congestion and improving environmental conditions for all users on the A4, whilst allowing greater space to dedicate to cycling, or mass transit along both the A4 as well as the CRL.

Detailed work is ongoing to work up options for the best use of the disused rail alignment as part of the A4 Strategic Corridor Project. As such we consider that any decision to allow one particular solution for this corridor would be premature as it could prejudice a range of alternative options which could potentially provide much better all-round solutions to the transport problems of SE Bristol and the wider A4 corridor to Bath, which is likely to see significant future development within both the BCC and Bath and North East Somerset (BaNES) local authority areas.

Significant investment is being made and public engagement being planned to develop a preferred option which would allow a fully worked up business case to be submitted to funding bodies to allow this key piece of infrastructure to be delivered, with support of the residents and to enhance the local area.

Policy Assessment

In terms of policy considerations, the following documents must be regarded:

National Planning Policy Framework (NPPF):

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

We consider that this proposal would fail this severity test as it could compromise major transport schemes that have been prioritised to accommodate future subregional growth, leading to ongoing and worsening severe residual cumulative impacts on the road network as a consequence of the inability to deliver fast and efficient public transport. This would, in effect be to remove an essential escape valve which would reduce pressure on the often narrow and constrained alignment of the current A4 Bath Road.

Joint Local Transport Plan 4 - 2020-2036 - March 2020;

“For example, on the A4 Bristol – Bath corridor through Brislington, road space will need to be reallocated to accommodate mass transit services by diverting through traffic onto the Callington Road Link.”

Schemes under development

A number of other early investment schemes in support of delivering the JLTP4 strategy are at an earlier stage of development. Table 11.3 summarises the type, cost and timescale of each scheme. The total cost of delivering our early investment schemes under development is currently estimated as £2bn-£2.5bn. Further details can be found in Appendix 3.

*E21 Multimodal Infrastructure Bid - Within WoE South East Bristol and Whitchurch
 A4 metrobus + Callington Road Link*

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- *Orbital metrobus*
- *A37 Sustainable Transport*
- *Hicks Gate Park & Ride/transport interchange*
- *Hicks Gate Junction*
- *South East Bristol Orbital Low Carbon Corridor*
- *Local highway improvements*

These interventions are promoted to address current congestion and the significant levels of public transport delay on the existing A4 corridor, but also as a response to the additional demands placed on the corridor by identified sites for housing growth within the BCC area at Hicks Gate, Brislington Hill, Broom Hill and Flowers Hill, together with sites within BaNES, including North Keynsham, Whitchurch and new housing already implemented at Somerdale, The Meadows (South Keynsham) and around the Avon Ring Road (within South Gloucestershire).

Such developments, and particularly those outside of BCC are much more likely to need to rely upon public transport rather than walking and cycling for journeys into the urban area to avoid increased car reliance given the distances involved but also the challenging topography between Bristol and Whitchurch, Keynsham and Bath.

Appendix 3: Major scheme details - T2 Bristol City Centre to Bath

A mass transit route providing high frequency, high capacity and fast public transport services between Bristol and Bath. The route from Hicks Gate to Bristol will be facilitated by diversion of traffic onto the Callington Road Link to enable reallocation of roadspace from car to public transport within Bristol. Careful consideration of routing options and future management of roadspace between Bristol and Bath, will be required. In the short term metrobus would provide mass transit along the corridor from Bristol to Bath, and in the longer term there is an ambition for light rail.

Bristol Transport Strategy, adopted 2019, (p65-66)

“Outcome #11 | More efficient transport corridors to move the largest number of people in the space available.

The Joint Transport Study has informed the emerging Joint Local Transport Plan, which sets out the detail of how these schemes have been scored for prioritisation along with all other major transport schemes across the West of England. The following schemes all scored highly and are of high priority for delivery but given the scale of each project delivery will be in the medium to longer terms of this strategy. We will carry out feasibility studies where necessary to identify the most efficient option for each route. The routes identified in the Joint Transport Study and the proposals that we will investigate are:

....City Centre to Keynsham/Bath: The construction of the Callington Road Link will help to divert through traffic away from the city centre and unlock road space on the A4 Bath Road that can be reallocated to create a rapid transit link to serve Bristol, Keynsham, Saltford and Bath.

Besides the four corridors identified for improvements in mass transit, other options identified in the Joint Transport Study that have scored highly for prioritisation in the Joint Local Transport Plan for improving movement along corridors to be explored are:

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Road improvements, mentioned above which include the Callington Road Link and A4- A37 link, which will enable mass transit routes, and also improve the flow of traffic throughout south-east Bristol and remove unsuitable through traffic from the city centre.”

Bristol Local Plan

The Callington Road Link is clearly marked on Local Plan Map (pages 26, 27 and 32) and is shown red as a dotted route called “Safeguarded Transport Links BCS10 & DM24”. The policies which refer to this are as follows:

Policy BCS10

“The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. In particular it will support, subject to environmental impact assessment where appropriate:

2. The delivery of transport infrastructure improvements, including:

- Callington Road Link;

Land required for the implementation of transport proposals will be safeguarded to enable their future provision

Policy DM24: Transport Schemes

Land required for the implementation of the following transport schemes will be safeguarded to enable their future provision:

Callington Road Link and associated highway improvements

Development in safeguarded areas which would prejudice the future implementation of transport schemes will not be permitted.

The locations referred to above are shown on the Policies Map.

As a summary of the policy position, TDM view it as extremely prejudicial to the existing area (in terms of congestion and air quality) together with the need to sufficiently plan for future growth and provide the infrastructure which underpins it in the event that these proposals were allowed to proceed.

The proposals are premature, and prejudicial to the above and to this end entirely contrary to the NPPF, the Joint Local Transport Plan, the Bristol Transport Strategy and the Bristol Local Plan. The next part of these recommendations concerns the detail provided as part of the application.

Detailed review of proposals

The application is for the northern half of the “Callington Road Link” corridor. It takes the land to the immediate north of application 21/00894/F, and revises it, provides more information on certain elements, and, crucially, adds 50 temporary offices based in stacked shipping containers. It covers the section from Tramway Road to Sand Hill.

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It would reuse the existing Tramway Rd access and the area of tarmac at the bottom of the Tramway Road ramp and about 150m north (where the offices would be situated). The proposal is then to have a stone dust path all the way to Sand Hill with the final section under Sandy Park Rd tarmacked. A new connection through the Sandy Park depot would then provide a connection to Sand Hill.

To the south there would be the possibility to connect to the, now separate, proposed cycle route to Talbot Rd (application 21/00894/F)

A Design & Access Statement and a Planning Statement have been provided, but no Transport Statement.

Essentially, there are two largely distinct elements to the proposal:

- A small temporary office development
- A walking and cycle connection

Starting with the commercial element. Given its modest size at 607 sqm, its impact is likely to be reasonably small and we would not normally require a full Transport Statement or Travel Plan for a development of this scale.

The location for a small commercial development is in many ways considered appropriate: it is close to the A4 with its bus connections and also has good onwards walking and cycling connections.

On parking, the site would provide cycle parking and parking for disabled bays, but no other on site car parking. Whilst there would be a small amount of on knock-on car parking, particularly on Tramway Rd, this is not a major cause for concern.

On servicing, the offices would be accessed via the Tramway Road spur. Whilst the drawings do not show tracking there is an area of tarmac measuring approximately 25m x 25m where large vehicles such as refuse trucks could turn. Although we would require a tracking diagram we therefore consider that servicing could be resolved.

The biggest issue with the commercial element is the access. This is narrow, steep and has no footways. It could potentially be used by a large number of people accessing the railway path as well as occupiers of the office as well as cars and lorries accessing the pub. At about 5.5m wide and with embankments on both sides, there is little scope to improve this and so it would have to be a shared surface. From the information available we do not consider that the access has been demonstrated to be safe.

Turning to the cycle and walking route part of the proposal, it is acknowledged that this has the potential to deliver an attractive route away from traffic, however, very little information is provided on how many people would be expected to use it and there a number of detailed concerns.

Little information is provided about width, which will be one of the fundamental issues when considering this development as there is only a very limited amount of clearance available along certain sections of the corridor. Very crude estimates suggest that the corridor is typically in the range of 7-14m with the bridges forming some of the narrowest parts of the routes.

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The plans propose a 3 metres shared use path. Following the publication of Cycle infrastructure design (LTN 1/20) - Guidance for local authorities on designing high-quality, safe cycle infrastructure, the implementation of shared pedestrian / cyclist routes along well-used routes in urban areas should be avoided as a result of the safety conflicts that will arise.

The application would result in a 3-metre-wide shared surface. Such a proposal in this location would fail to gain DfT funding (as confirmed in LTN 1/20). The overriding requirement of BCC to encourage modal shift and meet climate change objectives (which include a 40% reduction in vehicle miles) is to design for segregated walking (2m) and cycling routes (3m) representing a combined overall width of 5m, excluding any segregation which can include kerbing or other physical features to prevent conflict between pedestrians and cyclists.

This is further complicated when the needs of all modes are taken into account. For example, the required width for two-way bus routes is 6.5m, so it is clear that it will be very challenging to fit the needs of all modes on this corridor, particularly under the bridges where the clearance is severely restricted, without serious compromise or substantial engineering and structural works. This further emphasises why proposals for a limited number of modes cannot and should not come forward in the absence of detailed thought or regard to the wider issues to be tackled along the A4 corridor and in south east Bristol.

It is not clear to what extent the route will be lit, and during what hours, however it appears that much of it would be unlit. This would make it feel unsafe and therefore make it inaccessible to the majority of users during the hours of darkness. We acknowledge that lighting it would be likely to cause issues in terms of amenity and wildlife.

There are a lack of details about how the connection points at Tramway Rd and Sand Hill would be designed to manage the interaction between cars lorries, pedestrians and cyclists. More details would be required on this.

The fact that this application only relates to the northern half raises another concern, if it was not to proceed at the same time as the southern section, in that, whilst Sand Hill to Talbot Rd offers an attractive car free route for cyclists it is much more difficult to see how Sand Hill to Tramway Rd would offer an attractive long distance route because the connections at Tramway Road, particularly for cyclists, directly on to the A4 are very unattractive.

Cost Benefit Analysis and wider engagement

There is no information provided about what the wider cost and benefit of this cycle route would be (eg how many people would transfer from a car trip to a cycle trip). We would want to understand this wider picture and be able to compare this against options being developed for A4 corridor project in order to ascertain whether this option offers the highest cost benefit ratio taking in to account the full range of policy factors that need to be judged against each other.

Cost benefit analysis is a necessary and fundamental part of the scrutiny and decision-making on transport schemes and will of course be part of the wider strategic project, along with the necessary strategic modelling that will be formulated and presented by BCC for engagement with the wider local community throughout Brislington and south east Bristol. This engagement would need to be a considerably more comprehensive exercise than the current planning application, for which BCC would only have formally consulted properties which are close to the red line boundary and in the absence of the wider context.

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Summary of Application submission

To summarise, there is: very little information about what is proposed; a lack of analysis on the cost and benefits of the proposal would be; and possibly more importantly in terms of the planning decision - what the “opportunity costs” (the potential benefits an individual, investor, or business misses out on when choosing one alternative over another) which would be lost by selecting the cycle route – potentially as the permanent solution for this corridor – over a range of other possible interventions, which we are obliged to consider and engage upon.

BCC Local Plan policy is clear that we will support the delivery of CRL and that land for it will be safeguarded. So, the corollary of this is that any scheme that is not “Callington Road Link” would prejudice this policy and so be contrary to it, resulting in a recommendation of refusal.

Alternative option – hold the application in abeyance

One suggestion is for BCC and the applicant to come to an agreed position about how a multimodal solution could work. This approach would require extensive consultation – which is currently planned - and a credible engineering design - before a preferred approach is further consulted on, which could then potentially allow the current design to be modified to be compatible with our future commitment to addressing climate change holistically. This would mean putting the determination of this application in abeyance until this was agreed.

Conclusion

If the above is not feasible, and for the numerous reasons and policy criteria set out above, we consider that it would be premature to grant permission of this proposal as it is clearly in breach of the most obvious interpretation of the Local Plan policy on this alignment and so it should be refused on the basis that it is not compliant with NPPF, JLTP4, BTS and Local Plan policies quoted herein.

TDM would be happy to work with the applicant, owners and transport scheme promoters to understand areas of common ground, but we would flag that this would be challenging.

This is precisely why this needs to take place as part of a much more comprehensive consultation on the future of the A4 corridor in a way that considers all journeys taking place within and through the area, than only considering one segment of a walking and cycling desire line which could have limited beneficial impacts beyond the immediate locality.

To permit this application would risk the following outcomes, as a direct result of the prevention of our delivery of an A4 Strategic Corridor project:

- a failure to deliver high quality and multi-modal sustainable travel options for the needs of the wider urban area and subregion along one of our most important strategic transport corridors,
- a subsequent failure in our commitment to tackling current congestion and greenhouses gas emissions,
- the local area experiencing worsening material and severe impacts of the additional future housing and employment allocations already signed up to by BCC and neighbouring councils, and

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- an inability to obtain government funding the A4 Strategic Corridor Project where the opportunities for delivery have been prejudiced by irreconcilable factors, including the piecemeal delivery of infrastructure resulting from short-term decisions”.

Sustainability: OBJECTION

“I am writing with further comments following the additional information provided by the applicant for this scheme in Brislington (21/03498/F).

Allowable solutions payment:

The applicant has suggested that an Allowable Solutions payment would be applicable. According to my calculations the actual amount is £5,548.95

- Regulated CO2 emissions (from Sustainable Construction Services Statement): 97,328kg CO2/yr
- 20% of regulated emissions: 19,466kg CO2/yr = 19.47tonnes CO2/yr
- Full Allowable Solutions payment: 19.47tonnes X £95 X 30yrs = £55,489.50
- Pro-rata calculation of Allowable Solutions payment for 3 years: 3/30 X £55,489.50 = £5,548.95
- Based on the calculations provided an Allowable Solutions payment £5,548.95 would be required.

Energy efficiency

Further to my previous comments, the Energy Statement (Meanwhile Creative PV.1269 February 2021) is very brief and does not provide the information requested such as U-values, or sufficient information to show how the scheme addresses BCC planning policies. As far as I am aware the Energy Statement has not been updated since my previous comments.

The table provided by Sustainable Construction Services (31637 Tramway Maker Village BSC14 Results, Client: Planning Ventures, Issue Date: 25/01/2022) shows that there will be no reduction in energy demand from energy efficiency measures, and as noted above there is no description of how fabric energy efficiency and air permeability will be improved to reduce overall energy demand, within the Energy Statement, so it is not possible to say whether the design of the scheme will include reasonable and appropriate measures to reduce energy demand as per BCS14.

Heat Hierarchy

As stated previously, the proposal to install electric heating in these units does not comply with the heat hierarchy in BCS14. Whilst non-compliance with the heat hierarchy in BCS14 may be justified on technical and viability grounds (as per the policy), notwithstanding the comments from Julie Laming on heat pumps, I would need further information to say whether the proposed approach would be acceptable.

Given this and the absence of additional information in the Energy Statement, I am unable to support the scheme as proposed”.

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Avon & Somerset Crime Prevention Officer: OBJECTION

"I am a qualified Crime Prevention Design Advisor (CPDA) with a responsibility for Crime Prevention Through Environmental Design (CPTED) projects within the City of Bristol and Secured by Design (SBD) projects within the Bristol area. I meet the membership criteria for SBD by being listed on the National Network of Designing Out Crime Officers on the Secured by Design website.

As a Constabulary we offer advice and guidance on how the built environment can influence crime and disorder.

My comments are consistent with current planning legislation as detailed at the bottom of this document.

During this response I have referred to the Department for Transport, Local Transport Note 1/20, 'Cycle Infrastructure Design'.

Secured by Design (SBD) operates an accreditation scheme on behalf of the UK police for products or services that have met recognised security standards. Such products or services must be capable of deterring or preventing crime and are known as being of a 'Police Preferred Specification'.

If my comments are adequately addressed, they will provide compliance with the security requirements of the relevant UK Building Regulations, providing a safe and secure environment, increase tenant satisfaction and occupancy, reduce maintenance and crime and Anti-social Behaviour.

Crime Type	Incident Count
ASB	615
Violence Against The Person	449
Public Order Offences	183
Theft	134
Arson and Criminal Damage	113
Vehicle Offences	96
Burglary	48
Sexual Offences	39
Theft of a pedal cycle	29
Drug Offences	28
Robbery	21

It should also be noted that reporting period contains significant periods of restriction of movement and Lockdown due to COVID legislation.

The application and supporting documents set out the aim of erecting 50 cargo units of circa 607sq.m GIA to be used for commercial uses (Class E). The provision of a cycle and pedestrian route, with landscaping, cycle parking provision, limited car parking provision, refuse and Re-cycling areas and servicing space.

The Energy and Sustainability statement and DAS set out the inclusion of flexible, moveable and low cost landscape furniture, seating areas and retention of the existing street lighting on the eastern side of the site with replacement bat sensitive lighting and ground lighters for the cycle route.

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It further states “It will facilitate the provision of a safe and sustainable transport route that improves connectivity between local neighbourhoods and provides a safe transport corridor for people to use”.

The Planning Assessment states, “Secure By Design principles will be used to design out opportunities for crime and improve natural surveillance in the area. This will be achieved through increased activity, the retention of the existing street lighting on the eastern side of the site and on site security measures. The external lighting design will ensure that it effectively lights the scheme whilst not adversely affecting the amenity of nearby residential properties nor ecological habitats”.

To summarise my comments below, I have significant concerns that this application does not contain sufficient detail to provide a safe route for cyclists and pedestrians and offers no information on how security of the container units will be achieved. The location has no natural surveillance and there is significant evidence that anti-social behaviour including graffiti and criminal damage takes place along this route.

Should my comments not be sufficiently addressed at the start of this project, I am concerned that we will see similar perennial criminality to that of the Bristol to Bath cycle route which has many physical similarities also following the route of a disused rail line.

I do however believe that these concerns can be mitigated with adequate lighting, maintenance plans and physical security.

A suitably qualified lighting specialist should be consulted with reference to providing a comprehensive lighting scheme which can be designed without adversely impacting ecological habitats.

Dealing with the above statements, the planning assessment talks about using SBD principles to design out opportunities for crime and improve natural surveillance but gives no information on how this is to be achieved.

Unless the applicant seeks to achieve SBD certification the provision of adequate SBD principles cannot be tested.

Having reviewed the supporting documents, taken into account the local crime figures, in particular the above instances of anti-social behaviour, public order, crimes against the person and acquisitive crime, and having completed a visual audit of the site, I am concerned that this application, although it states it will use ‘Designing out crime’ principles, does not contain any information which sufficiently addresses the potential vulnerability of users and property along this remote route.

The proposed site sits on the route of a disused railway cutting and as such it does not benefit from any form of natural surveillance and gives no detail how improving this will be achieved.

Chapter 4.2.12 of the recently published Department of Transport, ‘Cycle Infrastructure Design’, states;

‘Cycle routes remote from roads may have other risks relating to crime and personal security. The risk of crime can be reduced through the removal of hiding places along a route, by providing frequent access points, by providing lighting, and by passive surveillance from overlooking buildings and other users’.

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Chapter 8 states the following;

8.1.2

'Off-highway routes should be integrated with the wider network, with clear signing to and from adjacent areas, and properly constructed links between the off-road sections and the adjacent highways. Canal and former rail corridors sometimes bypass central areas and other attractors, so it is important to provide clear way marking for orientation at access points.'

'On some routes access points may be far apart, and the alignment may be separated by level from its surroundings. This may lead to anti-social behaviour, crime and/or the fear of crime. Achieving a good level of social safety should be considered in the design process.'

8.7 Lighting

8.7.1 *'In urban areas, highway standard street lighting may be appropriate for off-carriageway routes and will assist in offering a good degree of personal security. Energy consumption and impact on wildlife can be reduced if the lighting is switched off between midnight and 5am when there is unlikely to be much use. Lighting can also be operated by detectors which are triggered by the presence of cyclists and pedestrians.'*

This application states the intent to use the existing street lighting to the east of the site. These columns have been disused for several years, during my inspection I found that several of the columns were damaged and would need replacement.

Please refer to my previous comment regarding consulting with a suitably qualified lighting specialist.

The submission also refers to the use of solar LED studs; to my knowledge, having used the section of cycle path between Whitchurch and Hither Bath Bridge, the solar LED studs, largely, have not worked for some time. Such studs are designed to provide route marking and must not be relied upon to provide sufficient illumination for safety and security purposes.

If used to mark routes studs should be included in regular maintenance inspections.

8.8 Maintenance

8.8.1 *'Traffic free routes quickly become unattractive or unusable when littered with broken glass or dumped refuse and should be included in routine cleansing operations.'*

As can be seen along the route and particularly near access points and bridges there is significant graffiti and detritus including drinks bottles and containers.

Areas of this route also have a high density of foliage. It would also be reasonable to expect leaf matter to obscure stud marking.

14.3 Motor traffic free routes

14.3.29 *'They should be reasonably straight and form a connected part of the overall network, and with a cross-section that meets the level of use that is expected, preferably with separate provision for walking and cycling (see Figure 14.6). Routes should be well lit, hard surfaced and well-drained so that they are useable at all times and seasons.'*

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14.3.31 'Designers should consider the personal security issues that may be associated with cycle routes away from buildings.

15.3.3 'Where an off-carriageway track requires lighting, the designer needs to consider the proximity of an electricity supply, energy usage, and light pollution'.

15.3.4 'The Highways Act 1980, section 65(1) contains powers to light cycle tracks. Technical design guidance may be found in TR23, Lighting of Cycle Tracks (ILE, 1998)'.

Physical security

With regard to the container installation I would suggest that external facing surfaces are treated with an anti-graffiti coating and that external seating and furniture is constructed of fire retardant materials.

I am concerned that the proposed repurposing of lighting columns to the east of the site will be insufficient to illuminate the container provision (see my earlier comments).

Due to the remote nature of the container facility and cycle route I would suggest that it would benefit from integration with local authority CCTV due to the lack of natural surveillance especially during evenings and hours of darkness.

The application should demonstrate that Physical security of the site has been considered and suitable arrangements made to protect it from crime including anti-social behaviour, criminal damage, burglary and theft.

Cycle storage provision

The application sets out provision for the storage of 8 visitor's cycles in a dedicated rack to the side of the development and provision for 1 cycle in each container unit.

I would strongly suggest that the external cycle storage conforms to BCCs' 'A Guide to cycle parking provision 2005', and is placed to the front of the development to increase security and surveillance and is included in any CCTV plan.

I would also suggest that the provision is reviewed to ensure sufficient storage for visitors and staff in view of the size and nature of this development.

The comments above set out where we as a Constabulary, feel that this application in its current format does not meet the safety and security requirements of the National Planning Policy Framework, the Bristol Core Strategy, or follow the guidance of the Department for Transport, Local Transport Note 1/20, 'Cycle Infrastructure Design'.

Arboricultural Officer: NO OBJECTION:

"The site is a historic railway line that has an asphalt surface in part which offers a reasonable level of ground protection for tree roots located on the elevated railway embankments. The proposed cycle route and location of the shipping containers will have a minimal impact on the existing trees.

An arboricultural method statement for the movement and installation of the containers and cycle path surface is required along with a tree protection plan; due to the limited risk of harm to the retained trees these can be conditioned within the decision notice. No tree

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removals have been proposed”.

(Pre-commencement conditions advised relating to an arboricultural method statement and tree protection plan)

Ecology: NO OBJECTION:

“I have read all the related documents and consider that a good case has been made for there being no significant impact on the existing ecology of the site. Furthermore, some useful enhancements are proposed which will deliver a net gain for biodiversity. I do not consider that a full BNG Assessment is required, given the type and scale of development being proposed here”.

(Pre-commencement conditions advised relating to a Lighting Strategy, Precautionary Method of Working (PMW) and Ecological Mitigation & Enhancement Strategy (EMES))

Pollution Control: NO OBJECTION

“Any nuisance to nearby residents will depend heavily on the proposed hours of use and the types of uses proposed within class E. E(e) & E(g)(i) should be fine, E(d) could cover a pilates studio which would be likely to be fine but could also cover an aerobics studio and E(g)(ii) and (iii) could cover all manner of different uses some of which could involve noisy machinery or potential nuisance causing emissions.

In real terms I think it is likely that the type of uses that will operate here will not cause nuisance to neighbouring residential properties but I would need to see further information to show that this will be the case such as a Noise Impact Assessment and or Management Plan to show how, with any necessary mitigation measures or controls, that harm will not be caused to nearby residents.

If further suitable information can be provided (and conditioned if needed) then it is likely that I would have no objection to the development”.

(Pre-commencement conditions advised relating to Construction Management Plan, Noise from development, Development Management Plan, Artificial Lighting (external), Refuse and Recycling, Noise from plant & equipment)

Contaminated Land: NO OBJECTION:

The proposal is to make a walking and cycling link on the former Bristol and North Somerset railway between Sandy Park Road and Talbot Road. The route passes through former and current industrial uses of potential concern, this includes the scrap yard present at the south of the route.

The proposals submitted are not overly detailed but there are a lot of references to reusing excavated materials as spoil heaps or to make ramps. Due to the historical use as a railway alongside various industrial routes alongside we have some concerns about the chemical composition of this material.

This is only possible where the material being excavated does not pose a risk to human health or the environment and geotechnically is suitable for this use (i.e. it won't collapse on itself).

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Reuse of material can only be undertaken by following the waste regulations, this could include reuse by following the CL:AIRE: DoWCoP process. There is no reference to how materials will be managed as part of the project or how the applicants can demonstrate there would be no risk to human health or the environment by reusing materials in this manner. Ideally the applicants would provide more information ahead of determination. If not possible then we recommend conditions are applied to secure adequate assessment.

(Pre-commencement conditions advised relating to Site Investigation, Condition Verification and Reporting of Unexpected Contamination)

RELEVANT POLICIES

National Planning Policy Framework – 2021

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

KEY ISSUES

(A) IS THE PRINCIPLE ACCEPTABLE IN LAND USE TERMS?

Policy BCS10 states that the Council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. In particular it will support, subject to environmental impact assessment where appropriate the implementation of the Greater Bristol Bus Network and the delivery of transport infrastructure improvements, including the Callington Road link

Policy BCS10 confirms that land required for the implementation of transport proposals will be safeguarded to enable their future provision. Corridors with the potential to serve as future routes for walking, cycling and public transport will also be safeguarded.

The policy also details that without prejudice to the implementation of major transport schemes (including the Callington Road Link) proposals will be determined and schemes will be designed to reflect the transport user priorities as set out in the Joint Local Transport Plan.

The supporting text for Policy BCS10 clarifies that the Callington Road Link is:

“A transport link between A4174 Callington Road and the south end of the A4320 St Philips Causeway to enable better access to South Bristol. Scheme options are currently in development and could include highway or public transport solutions, or a combination of both”.

The text goes on to state that the Callington Road link is identified as a priority for funding through the Regional Funding Advice process

Policy DM24 also confirms that land required for the implementation of the Callington Road link will be safeguarded to enable its future provision. The policy also clarifies that development in safeguarded areas (such as the Callington Road link) which would prejudice the future implementation of transport schemes will not be permitted.

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As evidenced within the TDM response section above, it is considered that the proposed commercial units, pedestrian and cycle route would prejudice the future implementation of the Callington Road link. This is because it is considered necessary that any transport infrastructure proposals in this location must be multi-modal so as to also include the enhancement of public transport provision.

Despite the temporary 3 year nature of the proposal, TDM Officers consider that the lawful change of use of the land risks prejudicing any wider strategic scheme as a direct result of this application being drawn up in isolation from and without knowledge of what any forthcoming scheme might be.

Therefore the proposal is considered contrary to the requirements of Policies BCS10 and DM24 as it would prejudice the implementation of a safeguarded transport corridor.

(B) IS THE PROPOSED COMMERCIAL DEVELOPMENT ACCEPTABLE IN TERMS OF THE IMPACT ON LOCAL CENTRES?

The proposed commercial containers fall within use Class E, with the proposed use being restricted to Class E (d, e and g i, ii, iii). This means that in the event of temporary permission being granted, the proposed units could only be occupied as follows:

E(d) Indoor sport, recreation or fitness (not involving motorised vehicles or firearms or use as a swimming pool or skating rink,);

E(e) Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner;

E(g) Uses which can be carried out in a residential area without detriment to its amenity.

- E(g)(i) Offices to carry out any operational or administrative functions,
- E(g)(ii) Research and development of products or processes
- E(g)(iii) Industrial processes

As the proposed units could not be occupied in order to provide retail, food and drink, financial and professional services and childcare/nursery uses, when considering the temporary nature of the proposed development, it is not considered that the proposal would have a significantly adverse impact on the ongoing viability of the Sandy Park Road and Brislington Local centres as required by the threshold requirements specified in policy DM7

(C) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES?

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable and/or unsafe highway impacts. Proposals should be designed and located to ensure the provision of safe streets and also provide safe and adequate access for all sections of the community within the development

In addition to the Crime Prevention Officer, TDM have also commented that it is not clear to what extent the route will be lit, and during what hours, however it appears that much of it would be unlit. This would make it feel unsafe and therefore make it inaccessible to the majority of users during the hours of darkness.

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However on balance it is considered appropriate to request additional details of illumination by pre-commencement condition in the event of permission being granted and so it is not considered justified to include the lack of lighting as a reason for refusing the application.

The submitted plan drawings demonstrate that the proposed shared pedestrian and cycle pathway will be 3m wide and constructed from unsealed stone dust finish. TDM have commented that the implementation of shared pedestrian / cyclist routes along well-used routes in urban areas should be avoided as a result of the safety conflicts that will arise.

Further to this, TDM have stated that the narrow width would fail to gain DfT funding (as confirmed in LTN 1/20). As detailed in the TDM response section above, the overriding requirement of BCC to encourage modal shift and meet climate change objectives (which include a 40% reduction in vehicle miles) is to design for segregated walking (2m) and cycling routes (3m) representing a combined overall width of 5m, excluding any segregation which can include kerbing or other physical features to prevent conflict between pedestrians and cyclists. Therefore the proposed pathway is considered too narrow to provide safe usage for all users.

Therefore the proposal is contrary to the requirements of policies of BCS10 and DM23 as it has not been demonstrated that the proposed pathway will provide safe means of movement for all users in accordance with meet highway safety requirements.

(D) WOULD THE IMPACT ON RESIDENTIAL AMENITY BE ACCEPTABLE?

Policy BCS21 states that development will be expected to safeguard the amenity of existing development and create a high-quality environment for future occupiers. Further to this, Policy DM28 clarifies that development will be expected to reduce crime and fear of crime by creating a well-surveilled public realm that is well managed and cared for.

The Crime Prevention Design Advisor has objected to the proposed development as it is not considered that sufficient details have been provided to adequately demonstrate a safe route for cyclists and pedestrians or how security of the container units will be achieved. However, the Crime Prevention Design Advisor does acknowledge that these concerns can be mitigated with adequate lighting, maintenance plans and physical security measures.

Therefore it is considered that these details could be secured by suitably worded pre-commencement and post occupation conditions and so it is not considered justified to include the absence of such details in a reason for refusing the application.

A number of objections have been received relating to the impact the proposed to neighbouring properties in terms of noise disturbance and loss of privacy. It is noted that the closest dwellings to the proposed cargo units are situated approximately 15m to the east along Repton Road. These dwellings are located in an elevated position beyond the existing railway embankment which features existing mature trees and vegetation. Given the change in gradient, distance between properties and existing soft landscaping features, it is not considered that the proposed development will result in any overlooking or loss of privacy to these neighbouring properties.

It is acknowledged that the proposed commercial use of the container units and additional activities and pedestrian movements associated with the proposed use will increase noise levels in the local area. The Council's Pollution Control Officer has raised no objection to the proposed development providing that in the event of permission being granted pre-commencement conditions are applied seeking details in relation to a Construction Management Plan, an assessment on the potential for noise from the development affecting

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residential properties, a Management Plan setting out details of how the units will be let, managed and supervised and how any noise issues or complaints will be dealt with and also details of any artificial lighting.

Further to these, a post occupation condition is advised relating to any noise generated by plant & equipment as part of the development at any noise sensitive premises shall be at least 5 dB below the background level.

All of these conditions are considered reasonable and necessary in order to mitigate the potential impact on the current level of residential amenity awarded to the surrounding properties. On that basis, the proposed development is considered acceptable in terms of the potential impact on loss of privacy, additional noise disturbance and light pollution

(E) SUSTAINABILITY

Policies BCS13-15 require new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings.

The proposal would reuse and repurpose shipping containers and is therefore sustainable in terms of choice of materials. The applicant has stated that the structures would not be required to comply with Building Regulations in terms of thermal insulation etc. and would be heated via electrical heaters. It is acknowledged that the structure of the cargo units and their temporary installation does not make onsite renewables a viable option for the development.

It is noted that in the supporting text to policy BCS14 it states that where it is not feasible meet the policy requirements on site then allowable solutions will be considered, which may include a financial contribution to a relevant citywide low-carbon energy initiative to off-set the impact of the development.

In discussions with the Sustainability team, a contribution of £95 per tonne of CO₂ has been established as an appropriate contribution to offset the impact of the carbon emissions. The sustainability statement submitted with the application includes a calculation of the CO₂ emissions for the development over a 3 year period, and therefore the requirement to offset the 20% to meet the policy test, and this has been calculated as £5,548.95.

The applicant has agreed to make this contribution via a Unilateral Undertaking. As such, the impact of the proposed extension of time on the environment from CO₂ emission would be offset by other measures, and therefore the rejection of the application on this basis is not justified. However the required Unilateral Undertaking has not yet been finalised and so will need to form a reason for refusing the application.

The Council's Sustainability Officer has objected to the use of electric heaters. However on balance, when considering the temporary nature of the proposal and the limitations of the proposed containers in terms of them meeting the requirements of the heat hierarchy, the use of electric heaters is considered acceptable in this instance due to the applicant's agreement to pay the required contribution to off-site renewables

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EQUALITIES

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

CONCLUSION

The ambition of the proposed development to provide a segregated pedestrian and cycle route is acknowledged but Policies BCS10 and DM24 specify that any transport infrastructure proposal in this location must safeguard and not prejudice the implementation of the major transport scheme known as the Callington Road link.

The proposed pathway does not include provision for public transport meaning it cannot be considered a fully multi-modal solution that would help reduce car resilience, cut emissions and alleviate congestion in the wider area.

Therefore, the application is considered to prejudice a range of alternative options which could potentially provide much better all-round solutions to the transport problems of SE Bristol and the wider A4 corridor to Bath, which is likely to see significant future development within both the BCC and Bath and North East Somerset (BaNES) local authority areas.

As the principle of development is not supported in this instance, the required UU needed to secure financial contributions to off-site renewables has not been finalised meaning it will also need to form a reason for refusing the application so that it can be considered in the event of the applicant appealing the decision.

RECOMMENDATION

The Officer recommendation is that the proposal is refused for the following reasons:

The proposed development is considered to prejudice the future development of land safeguarded for the Callington Road link and associated highway improvements. It is therefore contrary to Policy BCS10 of the Bristol Core Strategy adopted June 2011 and Policy DM24 of the Sites Allocation and Development Management Local Plan adopted July 2014.

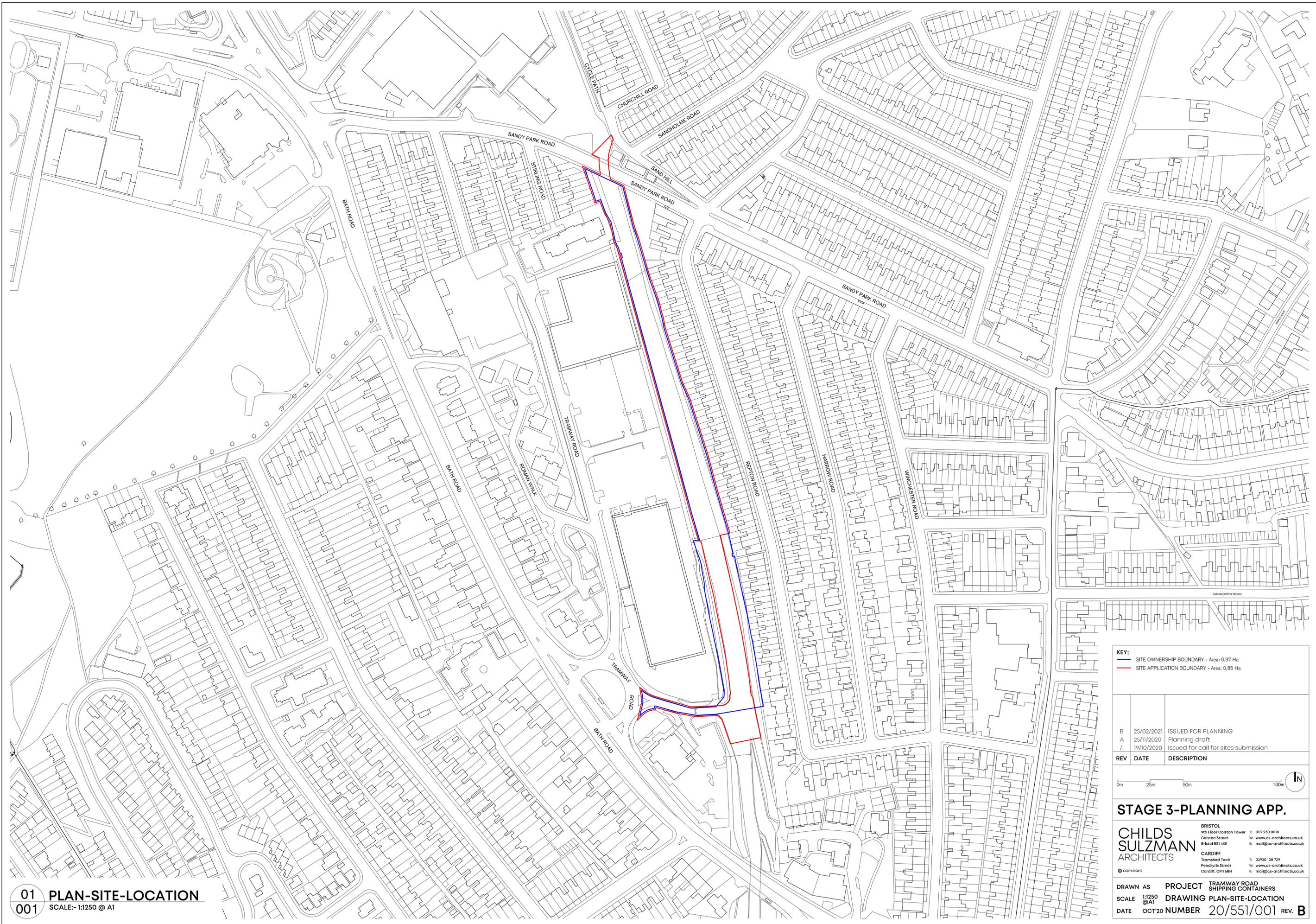
The proposed development, by way of the narrow width of the proposed shared pedestrian/cycle pathway does not provide a safe means of movement for all users. This is contrary to the requirements of policy BCS10 of the Bristol Local Plan Core Strategy (2011) and DM23 of the Sites Allocation and Development Management Local Plan adopted July 2014.

In the absence of an appropriate agreement under s106 of the Town and Country Planning Act 1990, the proposed development fails to provide for financial contribution for off-site renewables provision. The proposal is therefore contrary to policies BCS13, BCS14 and BCS15 of the Bristol Local Plan Core Strategy (2011).

Supporting Documents

1. Land Lying To The East Of Tramway Road.

1. Plan-Site-Location
2. Plan-Site-Proposed
3. Plan-Ground-Proposed
4. Plan-Roof-Proposed
5. Plan-Ground-Proposed-North End
6. Elevations-Proposed



KEY:
 - SITE OWNERSHIP BOUNDARY - Area: 0.97 Ha
 - SITE APPLICATION BOUNDARY - Area: 0.85 Ha

B	25/02/2021	ISSUED FOR PLANNING
A	25/11/2020	Planning draft
/	19/10/2020	Issued for call for sites submission
REV	DATE	DESCRIPTION



STAGE 3-PLANNING APP.

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DRAWN AS PROJECT TRAMWAY ROAD SHIPPING CONTAINERS
 SCALE 1:1250 @A1 DRAWING PLAN-SITE-LOCATION
 DATE OCT'20 NUMBER 20/551/001 REV. B



KEY:
 - SITE OWNERSHIP BOUNDARY - Area: 0.97 Ha
 - SITE APPLICATION BOUNDARY - Area: 0.85 Ha

E	28/02/2022	Repton Road link omitted
D	25/02/2021	ISSUED FOR PLANNING
C	25/11/2020	Planning draft
B	16/11/2020	Cycle storage + refuse updated
A	12/11/2020	Issued as draft for comment
/	10/11/2020	Issued as draft for comment
REV	DATE	DESCRIPTION



STAGE 3-PLANNING APP.

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 DRAWN AS PROJECT TRAMWAY ROAD SHIPPING CONTAINERS
 SCALE 1:1000 @A1 DRAWING PLAN-SITE-PROPOSED
 DATE NOV'20 NUMBER 20/551/101 REV. E



01 PLAN-GROUND-PROPOSED
 110 SCALE:- 1:200 @ A1

KEY:
 - SITE OWNERSHIP BOUNDARY - Area: 0.97 Ha
 - SITE APPLICATION BOUNDARY - Area: 0.85 Ha
 - TOILET BLOCK
 - KITCHENETTE + BREAKOUT

CAR PARKING:
 2 No. Accessible Parking Spaces

CYCLE PARKING:
 48 No. Indoor secure spaces
 8 No. external visitor's spaces

REV	DATE	DESCRIPTION
D	25/02/2021	ISSUED FOR PLANNING
C	25/11/2020	Planning draft
B	16/11/2020	Cycle parking + refuse updated
A	12/11/2020	Issued as draft for comment
/	11/11/2020	Issued as draft for comment



STAGE 3-PLANNING APP.

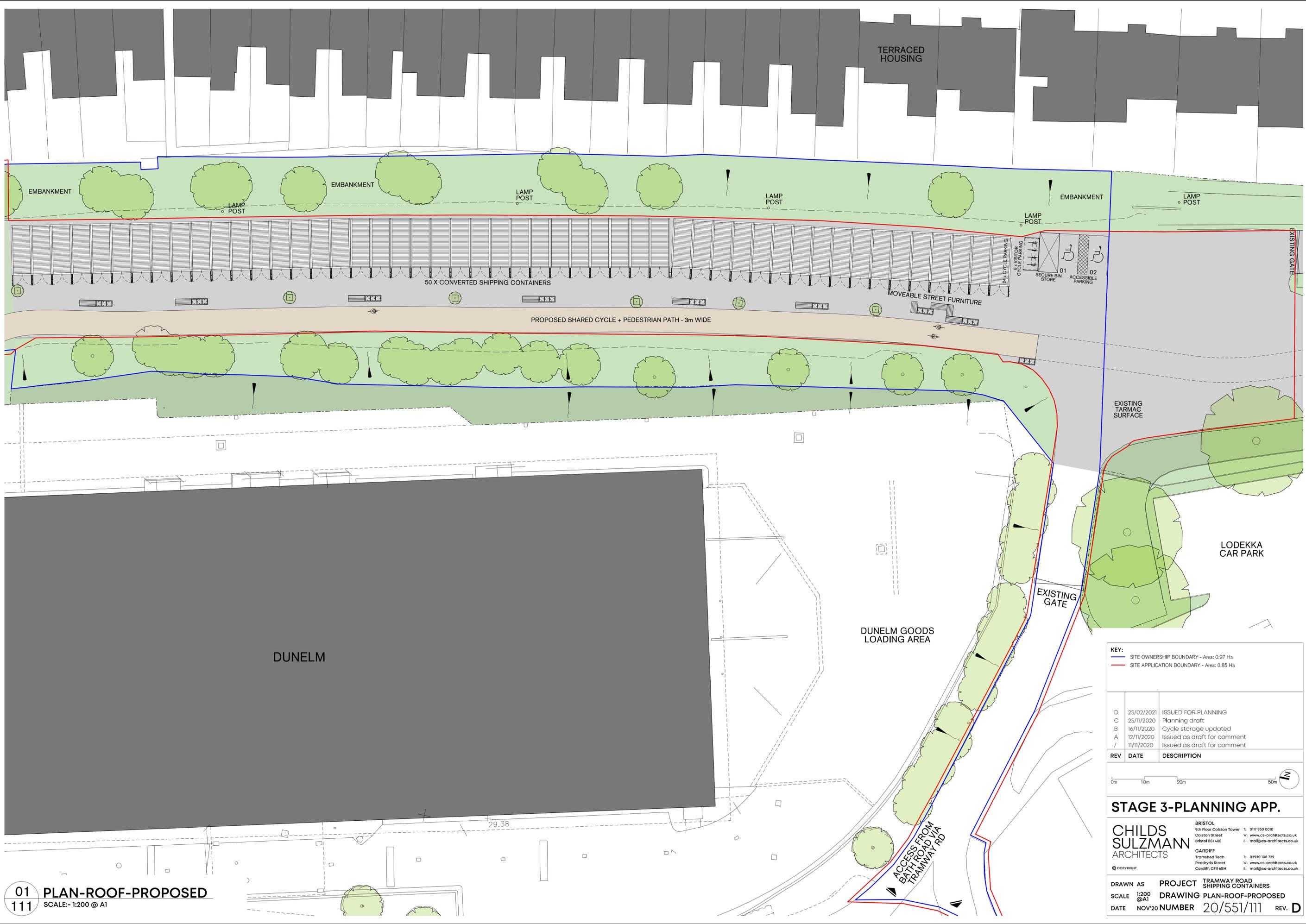
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DRAWN AS PROJECT TRAMWAY ROAD SHIPPING CONTAINERS
 SCALE 1:200 @A1 DRAWING PLAN-GROUND-PROPOSED
 DATE NOV'20 NUMBER 20/551/110 REV. D



01 PLAN-ROOF-PROPOSED
 SCALE: 1:200 @ A1

KEY:
 - SITE OWNERSHIP BOUNDARY - Area: 0.97 Ha
 - SITE APPLICATION BOUNDARY - Area: 0.85 Ha

REV	DATE	DESCRIPTION
D	25/02/2021	ISSUED FOR PLANNING
C	25/11/2020	Planning draft
B	16/11/2020	Cycle storage updated
A	12/11/2020	Issued as draft for comment
/	11/11/2020	Issued as draft for comment



STAGE 3-PLANNING APP.

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DRAWN AS PROJECT TRAMWAY ROAD SHIPPING CONTAINERS
 SCALE 1:200 @A1 DRAWING PLAN-ROOF-PROPOSED
 DATE NOV'20 NUMBER 20/551/111 REV. D



01 PLAN-GROUND-PROPOSED
 110 SCALE:- 1:200 @ A1

KEY:
 - SITE OWNERSHIP BOUNDARY - Area: 0.97 Ha
 - SITE APPLICATION BOUNDARY - Area: 0.85 Ha

REV	DATE	DESCRIPTION
A	28/02/2022	Repton Road link omitted
/	25/02/2021	ISSUED FOR PLANNING



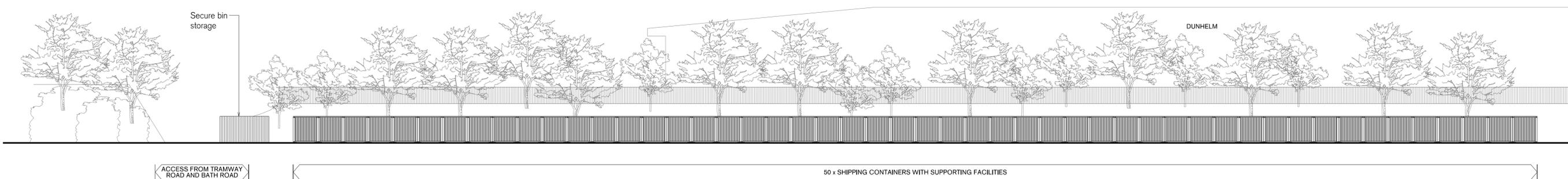
STAGE 3-PLANNING APP.

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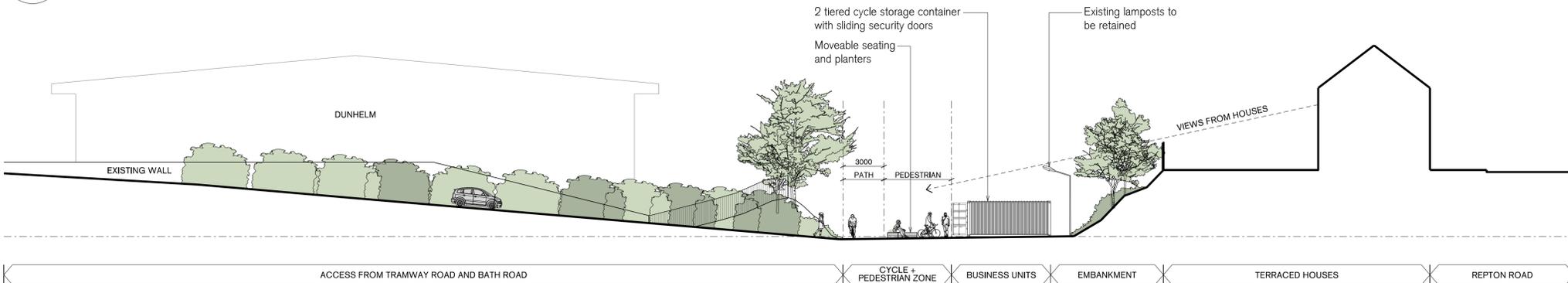
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 SCALE 1:200 DRAWING PLAN-GROUND-PROPOSED-
 @A1 NORTH END
 DATE NOV'20 NUMBER 20/551/112 REV. A



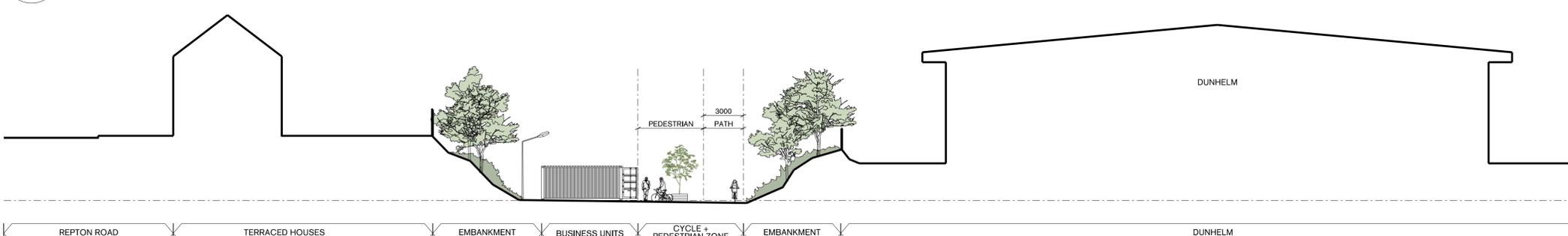
01 ELEVATION-WEST-PROPOSED
 201 SCALE:- 1:200 @ A1



02 ELEVATION-EAST-PROPOSED
 201 SCALE:- 1:200 @ A1



03 ELEVATION-SOUTH-PROPOSED
 201 SCALE:- 1:200 @ A1



04 ELEVATION-NORTH-PROPOSED
 201 SCALE:- 1:200 @ A1



KEY:

REV	DATE	DESCRIPTION
C	25/02/2021	ISSUED FOR PLANNING
B	25/11/2020	Planning draft
A	16/11/2020	Cycle parking updated
/	11/11/2020	Issued as draft for comment

0m 4m 8m 20m

STAGE 3-PLANNING APP.

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DRAWN AS PROJECT TRAMWAY ROAD SHIPPING CONTAINERS
 SCALE 1:200 @A1 DRAWING ELEVATIONS-PROPOSED
 DATE NOV'20 NUMBER 20/551/201 REV. C