

Public Forum

D C Committee A

2pm 16 March 2022



1. Members of the Development Control Committee A

Councillors: Richard Eddy (Chair), Paul Goggin (Vice-Chair), Fi Hance, Andrew Varney, John Geater, Tom Hathway, Amirah Cole (substitute for Phillipa Hulme), Chris Jackson (substitute for Steve Pearce) and Ed Plowden

2. Officers:

Gary Collins - Development Management, Zoe Willcox, Matthew Cockburn, Laurence Fallon, Jeremy Livitt



STATEMENTS & PETITIONS		
Statement Number	Request To Speak Made	Name
21/03498/F – Land Lying to the East of Tramway Road		
A1	Y	Cllr Andrew Varney
A2	Y	Fred Wyatt – Meanwhile Creative
A3	Y	Cllr Jos Clark
20/00894/F – Former Railway Land, Bath Road		
B1	Y	Cllr Andrew Varney
B2	Y	Cllr Tim Rippington
B3		Paul Hilton
B4		Arthur Hurnell
B5		Jim Mayger
B6		Lucy Bell Reeves
B7	Y	Cllr Jos Clark
B8		Bristol Cycling Campaign
B9	Y	Martin Garrett
B10		Paul Constant
B11		Sarah Constant
B12	Y	Sam Marsh - Brislington Liveable Neighbourhoods
21/01699/P DWP Flowers Hill		
C1	Y	Cllr Andrew Varney & Cllr Jos Clark
C2	Y	Luke Challenger
21/05929/F 2 Lyveden Gardens		
D1	Y	Cllr Helen Holland
D2	Y	Craig Mockridge



STATEMENT A1 – Cllr Andrew Varney

“I am writing to express my strong support for the creation of an active travel corridor for walkers and cyclists as proposed in this planning application.

For the last five years, I have been campaigning for the ‘Brislington Greenway’, an active travel corridor linking the city centre with Stockwood and Whitchurch in South Bristol via the route of the former Brislington Railway Line. My campaign is supported by Sustrans, the Bristol Cycling Campaign, the Bristol Walking Alliance, and the vast majority of local people, over 2,450 of whom signed my petition opposing the road scheme for this route proposed by WECA/BCC.

This proposal will not only provide the active travel corridor which local people so desperately want and need, but also a much needed shot in the arm for the local economy.

Cycling and walking rates in this part of Bristol are lower than other parts of the city primarily because of the lack of infrastructure and the largely accurate perception that the A4 Bath Road is an unpleasant and dangerous route for cyclists and pedestrians. This proposal would provide local people with a safe, off-road route all the way to the city centre, encouraging more people to switch to active travel.

The national government wants to encourage more people to take up active travel in order to reduce obesity and create a healthier population better able to successfully fight off coronavirus infection. This scheme will provide the space needed for people to keep fit and lead healthier lives.

Green spaces are proven to benefit people's mental health and well-being. This scheme will provide an important green space for the local community in an area of densely-populated housing that currently lacks greenery and community spaces.

Over the last 60 years, the former Brislington Railway Line has become an important wildlife corridor, supporting a huge amount of flora and fauna, including badgers, slowworms and bats. Unlike the destructive and damaging road proposal, this scheme will have minimal impact on local wildlife.

The Covid-19 pandemic has been very hard on our economy, both locally and nationally, and job losses are likely to continue to rise. This proposal will encourage local journeys, which will also benefit the wider local economy, for example, by supporting the shops on Sandy Park Road.

This land has been largely neglected and unused since the 1960s. This scheme would put the land to good use, protecting and enhancing the local environment and providing a stimulus for the local economy.

I hope you will give this proposal serious consideration. Please note, this application is connected to planning application no. 21/03498/F, the erection of 50 cargo units together with the provision of a cycle and pedestrian route to the east of Tramway Road, as this scheme will be funding the active travel corridor along the entire length of the Greenway. I hope therefore, you will support both applications.”



AGENDA ITEM 9A

PLANNING APPLICATION REF. 21/03498/F

LAND LYING TO THE EAST OF TRAMWAY ROAD FORMER RAILWAY
LAND BATH ROAD BRISLINGTON BRISTOL

Hi I'm Fred – I own and run Meanwhile Creative.

I came up with this idea so I'm grateful for the opportunity to tell you more about it and about us.

To give you a brief background I set up Meanwhile Creative 10 years ago, temporarily renting the old Bridewell police HQ and repurposing it as cheap and flexible workspace for creatives during the height of the last recession. From that point and ever since we have been inundated with demand so have continued to lease and buy derelict or vacant properties and marry them with people with good ideas.

We now have over 600 tenants across Manchester, Newport, Cardiff and of course Bristol. We have a small team of 5 and we were fortunate enough (owed much to our tenants' tenacity and character) to have maintained 99% occupancy throughout Covid and if anything are seeing a higher demand for what we do than ever before.

The difficulty we've had in recent years is finding property cheap enough to enable our model to work. So I had to get more resourceful – which is why we started using shipping containers. The best example of this is our Pollard Yard project, a maker village of over 200 shipping containers in Manchester. This has been incredibly successful in supporting grassroots businesses to get a footing, as continued investment prices locals out. The Head of Planning has personally helped and supported us there.

We are seeing the same problem in Bristol. An insane amount of talent, creativity, drive and ambition and very few places to take it once the kitchen table or garage becomes too small.

So an awkward, narrow and virtually value-less strip of land off the Bath Rd was right up our street. Having done our research it was clearly a sensitive site, but with the community's aspirations for a cycle path we wondered if we could combine the two.

So we have a scheme for 50 cargo units, (single storey) providing starter space for small businesses, in a sustainable location alongside a safe and accessible cycle and pedestrian route, for a temporary period of time (three years).

So, knowing nothing about cycle paths other than how to use them, we got in touch with John Grimshaw, founder of Sustrans, and offered to fund the cycle path and hoped that planners, councillors and locals would welcome it.

The benefits of the proposal are:

- 1) It's 800m of a safe and accessible cycle path that provides a safe, permeable route within part of the city that is particularly unappealing if not dangerous;
- 2) It will provide a much safer link between Brislington and Knowle. Providing access between shops, leisure facilities, businesses and schools;
- 3) It's helping upto 50 people get their businesses off the ground;
- 4) It's opening up green space for the local community;
- 5) It's providing an interim income to the City of £50k business rates; and
- 6) It's temporary, for 3 years. It will go back to its use as a former railway line and car park after our use ends.

The vast majority of people support the application, including Marvin Rees, who liked the concept when I met him on site. What we got caught out on was the Council's hope to do the opposite and build a new road down there. A road that has been allocated for nearly 40 years but still not built. Even after Covid.

We know our planning officer is very supportive but has no option but to recommend refusal because of the highways department's objection. We had very constructive initial conversations with the A4 development manager as it seemed agreed from all sides that we were offering a perfect solution: a temporary, light touch development. Which is why we have only asked for 3 years' use. As well as potentially helping to pay for the new road through the £50,000 per annum of fresh income that would be generated for the City through business rates.

Although conversations were constructive, the highways department ultimately thought it would be easier to stop anyone doing anything with it. Which is why we are here. If we get permission we are buying the land, and as I explained to Marvin Rees, it will be a lot easier to buy it from us than the current owners if the road does go ahead later on. We would be happy to do that if we were allowed to have our interim use whilst the planning and funding are figured out. The benefit being they'd be dealing solely with me, 100% owner of Meanwhile Creative as opposed to some massive face-less property organisation.

My other most important consideration is that of the neighbours who back onto the site. I know some were concerned with noise and the impact on local wildlife.

The proposed uses and likely tenants won't be noisy. Our experience has shown that these are small scale businesses that tend to be quiet, don't generate noise or disturbance. Plus the containers will be sat below the gardens and houses on Repton Road, so they won't be overlooked.

From a practical point of view we have designed the layout of the containers to sit upon the existing hardstanding so there won't be any disruptive groundworks and therefore minimal disturbance. From my own point of view, I love the haven that is down there which is what has spurred me on for the last couple of years trying to get this through. The types of tenants it will attract, be it bicycle repairers, jewellery makers or photographers will similarly be drawn to it for the same love of the tranquillity and incredible setting to work from, and in conjunction with ourselves should become live-in curators and guardians to not only preserve but nurture the space.

I'm conscious that the application doesn't provide a lot of information. But that was because we just weren't sure if permission would be granted. We have agreed with the planning officer that all the necessary information relating to shared spaces, turning areas, details of the access points, construction and dimensions of the shared cycle and pedestrian route (**yes we can make it wider if required**), lighting that is both sensitive to the local wildlife and provides sufficient security for people using the path in the dark, security measures, ecological protection measures and financial payments for sustainability measures will be provided.

Overall, if we can get consent on this scheme I'd be more proud to put this together than anything I've done with Meanwhile Creative to date. And to be able to do this on home turf would mean a lot. Similarly if it doesn't go our way today, I'm totally willing to accept that and reality is it'll probably only spur me on to get even more resourceful much to my wife's despair!

STATEMENT A3 – Cllr Jos Clark

I would like to submit a statement in support of the above application as I used the 'call in' procedure to ask this to come to committee as the ward councillor where the application is situated. It is disappointing to note that the application was submitted a year ago and it has taken too long to get to this point and time has been wasted. It is only right and proper for this application to come before the committee as it has generated so much interest in Brislington west and beyond.

As the committee will be aware we need more and better alternatives to the car and this scheme gives us just that, we have been told by the mayor that this area will not become a road so the natural use for it would be as an active travel route.

The council have raised many objections the lack of a foot path to access the site is something that could be addressed with good signage, the movements onto the pub site and access to work space on the greenway will peak at different times of the day. There is reference to large numbers of people accessing the sites, I really question the narrative.

Reference to the varying widths being an issue, I would suggest that this was once a railway line and has a wide flat area certainly wide enough to accommodate walking and cycling when in the past there would have been trains passing on this stretch.

In the report there is reference to specific widths of cycling and walking infrastructure I would ask if there is anywhere in Bristol which would comply to (LTN 1/20)? In an ideal world we would all love to have the highest standards of walking/cycling infrastructure but sadly there are many examples where the council fail to meet their own standards. So for 'temporary' scheme it is a bit rich to expect this to face a higher standard than other such paths even in the local area, examples being the cycle path from Sturminster rd. to stockwood, the St. Phillip's greenway. With respect to lighting I would refer the committee to both path's already mentioned neither have adequate lighting and as far as I am aware and from personal experience people simply choose not to use them in the evenings when it is getting dark. This is not ideal but should not be a reason for refusal.

STATEMENT B1 – Cllr Andrew Varney

“I am writing to express my strong support for the creation of an active travel corridor for walkers and cyclists as proposed in this planning application.

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I hope you will give this proposal serious consideration. Please note, this application is connected to planning application no. 21/03498/F, the erection of 50 cargo units together with the provision of a cycle and pedestrian route to the east of Tramway Road, as this scheme will be funding the active travel corridor along the entire length of the Greenway. I hope therefore, you will support both applications.”

STATEMENT B2 – Cllr Tim Ripington

PLANNING APPLICATION no. 21/00894/F

Site address: Former Railway Land Bath Road Brislington Bristol BS4 3PH

By Cllr Tim Ripington

A cycle path along the old railway line in Brislington was proposed by the Council's cycling team as far back as 2010, but it didn't happen because of the prospect of building the Callington Link Road. Now in 2022 the same reason is being used to oppose this application. That is 12 wasted years when a path could have been in place to encourage people to get out of their cars and cycle or walk.

The Brislington Tramway is the "missing link" between the Whitchurch cycle path and the path along the river into Temple Meads. It would offer a safe route from the Sandy Park area to Tesco in Brislington, as well as a pleasant environment away from traffic.

I have spent much time discussing with officers how buses (and later, mass transit vehicles) could pass unimpeded along the A4 between Arnos Court and the Lodekka without having to spend millions of pounds engineering a bus lane along the old railway path. Last week I walked the route with them to explain in greater detail how I think this can be done.

Regardless of what is eventually decided, all the council's ideas for this route include a cycle path, so putting in a temporary one now cannot be seen to prejudice their eventual plans for the route.

We have two very good and complimentary plans here:

Meanwhile Creative have received a warm welcome in cities such as Manchester and Cardiff for their innovative approach to providing flexible, affordable and practical spaces, yet here in Bristol, their home town, they have found us to be unresponsive and unenthusiastic. I believe this scheme would be extremely good for the local economy. A similar creative space in St Anne's House has been well over-subscribed, even though it has largely been restricted to applications from local people. Many Brislington residents are self-employed and a hub such as this would be very attractive to many people living and working in the area.

Greenways and Cyclerroutes have built paths for the Strawberry Line, Ashton Court Greenway and Wye Valley Greenway, yet we have put every obstacle in their way here. They have a good track record of delivering low-cost cycle facilities and I don't believe we should prevent this from going ahead just because the pathway would not be up to the standard of a fully designed and delivered highways scheme.

We must not let the Perfect be the enemy of the Good here.

Please support this application and help encourage active travel in Brislington.

STATEMENT B3 – Paul Hilton

I am writing to express my strong support for the creation of an active travel corridor for walkers and cyclists as proposed in this planning application.

I am a passionate opponent of the current WECA/BCC plan to develop this site as the Callington Road Link. A new road will not solve congestion but will simply encourage more people to make more journeys by car, thereby increasing traffic, increasing congestion and increasing pollution.

For the last five years, I have been campaigning for the Brislington Greenway, an active travel corridor linking the city centre with Stockwood in South Bristol. My campaign is supported by Sustrans, the Bristol Cycling Campaign, the Bristol Walking Alliance, and the vast majority of local people, over 2,450 of whom have signed my petition opposing the road scheme.

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I hope you will give this proposal serious consideration.

Yours Sincerely

Paul Hilton

BS4

STATEMENT B4 – Arthur Hurnell

My name is Arthur Hurnell, I am a resident at Brighton Terrace, Bedminster, BS3 3PS. In particular I would like to criticise the TDM and planning officer responses.

One of the most telling comments in the TDM response is "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 measured at 7.5m wide".

This comment highlights that it isn't possible to build a metro-bus style bus route along this corridor as the width is too narrow to fit a bus and a shared use path. Therefore the application does not violate policies BCS10 and DM24 as it would not prejudice the implementation of a safeguarded transport corridor. In fact the application opens the corridor for the only two modes (walking and cycling) which are possible here and is a full implementation of the corridor. (Incidentally, it might be possible to have a one way bus route through the bridges, the application does not prevent that).

There are also some complaints about the surfacing planned. This is an unfair standard as the route and surface will be much superior to many of the bridleways maintained by the council, as can be seen from the applicant's other route in Ashton Court. Furthermore, traffic free surfaces are inherently much safer than any other surfaces. Potholes do not develop as quickly and someone falling off a bike will not be crushed by motorised traffic.

The report notes that "cars can be fairly easily restricted using blocks with a gap of no more than 1.5m. Motorbikes are more difficult to restrict but there are methods although they can restrict other users too." The "methods" they refer to for blocking motorbikes are completely illegal and have been since the Equality act in 2010. Motorbikes are smaller and more manoeuvrable than many wheelchairs, trailers or adapted bicycles, so it is impossible to block them without blocking legitimate users. Blocking legitimate users is illegal so therefore motorbikes cannot be blocked. That is why the TDM response refers to "methods" rather than naming an actual solution, as they do for cars. The same issue will apply to literally all future plans, as it applies to the current Metrobus routes constructed by the council. The standard of blocking motorbike access that the applicant is being held to is illegal. It's so unreasonable to hold planning applicants to illegal standards.

The TDM response suggests "Providing half a route is arguably worse than providing the whole route". The applicant has been required to split their proposal into two parts and now the TDM office criticises them for providing half a route!

The TDM response suggests that the applicant put the application in abeyance while they carry out further consultation. Do they understand that the applicant is a volunteer organisation? They may not be able to delay their operations forever as the council has with this corridor.

Finally I wish to disagree with the planning officer's comments that the application should be rejected because there aren't enough "details of the proposed linkage with Whitchurch Way". The TDM report notes that "the link to the Whitchurch Way path alongside Talbot Rd allotments would seem straightforward". The applicant has already produced a high-quality Greenway in Bristol, why reject their application because there aren't enough details of a linkage that the TDM officers themselves describe as straightforward.

Bristol council have been sitting on this vital route for decades, now when a group of volunteers make a proposal the transport planners say it isn't good enough. Please let this well supported group improve Bristol. For my part, I live in a tightly contested electoral ward (Bedminster) and will base my future votes entirely around how elected members cast their votes.

STATEMENT B5 – Jim Mayger

Bristol City Council says that it wants to promote the health of the citizens of Bristol, and to promote active travel (cycling and walking) it also declared a ecological emergency and claims to be committed to reducing harmful CO2 emissions and limiting the rise of the global temperature to 1.5 degrees, and yet when it comes to making decisions it is not.

A cycle track here would link in with the path that runs towards Knowle and Hartcliffe along Airport Rd allowing people including families to safely cycle to Avonmeads rather than driving.

As the city expands and becomes more densely populated then we need more open spaces and this is an opportunity to create one. Particularly in Brislington where we are seeing a lot of development.

Also as has been argued time and again more roads lead to more traffic.

Bristol City Council should reflect that it is there to serve the interests of the people of Bristol by creating a healthy, sustainable city that is a nice place to live, rather than seeking to develop/ build on every piece of available land. people need places to breathe.

STATEMENT B6 – Lucy Bell Reeves

I cannot attend the development control committee A meeting on 16 March, but I'd like to submit the following statement to ask the council to please consider allowing the 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.

Having recently moved to Bristol, in part for the better air quality and ease of cycling, it would be a huge benefit to the people of Brislington to have a safe green cycle and walking space to avoid using the Bath road. With the clean air zone coming into force I'd thought Bristol was making strides towards cutting traffic and our reliance on cars which would be in line with the ambitions of such a green and sustainably focused city. Please allow this cycle bath and show the people of Bristol you are committed to health, green spaces and an active lifestyle for all.

Lucy Bell-Reeves of Bellevue Park, BS4 4JR

STATEMENT B7 – Cllr Jos Clark

As you will be aware I put in a call in for the previous item on the agenda as it is clear if the first falls it will make this item more challenging to achieve. This application has received a very high level of interest by members of the public from within Brislington west and beyond. It is only right and proper that it is on the agenda with the previous item but it cannot be called in by a councillor from a different ward as they have no standing in this case. Please see the criteria below taken from the call in form.

The application that you are referring, must relate to a site within your ward. An exception to this relates to single member wards where referrals will be accepted from members from neighbouring wards when the ward member is not available.

I would ask that the minutes of this meeting will need to correct this issues.

This area would be ideal for active travel as we have been told by the mayor that there is not going to be a road on this disused railway line so what better use but to have a cycle route to enable bikes a much safer passage into the city.

The report references that the surface is already tarmac but it is condition is not known, well it is true to say that much of it is exposed and can be easily seen and it is in better condition than many of our roads in the city.

The mention of the pipe over the path is completely mischievous as it will not have any impact on cyclist or walkers. If it is in need of work then this should be carried out whether or not there is a cycle way under it. It was able to accommodate trains going under it for years so either it is safe or not if it is unsafe then work needs to be carried out.

I am concerned about this apparent obsession with onward routes and volumes of extra cycles, many of the users will simply locate from the roads and move onto the cycleway thus taking bikes of the road. With a safer route hopefully more people will choose to cycle and this will take cars off the roads, which has got to be a goal in Bristol.

The officers report is very disappointing and appears to seek reason not to encourage people to cycle rather than acting as an enabling piece of work

STATEMENT B8 – Bristol Cycling Campaign

Bristol Cycling Campaign expresses its full support for this application and asks you to consider approving this application on the basis of the following points:

We believe that this section of land would create an attractive traffic-free green active travel corridor connecting existing shared path routes of The Whitchurch Way & The River Avon Path at St Phillips. The current route to make this connection is mostly on road, convoluted and requires crossing the busy A4, discouraging families, less confident cyclists, and the users of adapted cycles from using this route. This would make the Whitchurch Way much more accessible to users from across the City, even if this is only on a temporary basis, whilst Bristol City Council are building its more extensive network of walking & cycling routes in the area, as described in the adopted West of England Combined Authority Local Cycling & Walking Infrastructure Plan (WECA LCWIP) & in the region's strategic transport corridor plans.

As Bristol Council's own data shows cycling & activity levels are below the Bristol average for South Bristol, which is documented to result in worse physical & mental health outcomes. The busy & hostile road environment in this area discourages active travel. However, by establishing a connected traffic free travel corridor on this land, it will create a conducive environment for people of all ages & abilities to feel more comfortable to increase their walking & cycling activity levels that can start soon, rather than waiting for wider developments.

Whilst we understand and concur with the Police view expressed to the planning committee that there is a risk to the social safety of path users, due to the lack of passive, natural surveillance afforded by active frontages along the route (mitigated to some degree by the proposal for business & commercial units beside the path – described in application 21/03498/F) and the lack of potential guardians at quiet times of day and especially at night. However, given that there is a recognition of this risk, then rather than deciding not to open the path, there should instead be a commitment to a strategy to mitigate the risk on this route, and all other traffic free routes in our area, including the Bristol to Bath Railway Path. Failure to open the path will mean that the physical & mental health benefits that the path will offer to users will be lost and is rather like saying that there is a road that is exposed to carjacking risk, so rather than address the carjacking, we will close the road.

We would contest the assertion made to the committee that the "challenging topography" between Bristol and Whitchurch, Keynsham and Bath and the distances involved diminish the relevance of cycling in this area, either on this route or others that will be developed in the area. The meteoric rise of e-bike adoption across Bristol, both privately owned and now also available on a pay-to-use shared basis, means that longer distances are accessible to more cyclists, as well as removing the challenges of a hilly terrain for those who are discouraged by this.

We would point to the fact that this application is for temporary permission for a 3-year period, as such it does not exclude all future transport provision. Further that a multi-modal solution (including public transport) could not be physically achieved on this route in a 3 year timeframe. However, these 3 year's present a window of opportunity on Bristol's path to Net Zero. The active travel corridor could be quickly opened with goodwill from all parties and its potential to deliver physical & mental health benefits to the people living nearby and across the City could be realised.

Finally, at this time we believe that it is your responsibility to prioritise today's emergency issues, those being the health of the citizens of Bristol and the global environment – both of which would be aided, even on a short-term basis, by the opening of this traffic-free active travel corridor, rather

than rejecting this application and continuing to leave this land to lie wasted & redundant and the opportunity missed.

Ian Pond

Chairperson - Bristol Cycling

STATEMENT B9 – Martin Garrett

The Callington Road link would be much better used as part of a mass transit tram route, and certainly not a road either. There may be scope for cycles alongside but mass transit must be the priority. The mass transit route benefiting all travellers and not just cyclists is the most equitable. Trams encourage motorists out of their cars too. Using this route would link up Central Bristol through (under) Temple Meads using some street running, (Feeder Road), the old rail line and A4 verges out towards the proposed Park & Ride at Hicks Gate. Constructing a mass transit route this way would be less disruptive than using the present A4 roadway whilst we transition from car dependency to reliable and attractive public transport along with active travel.

TfGB supports the rejection of a bike only route with a few green projects, **preferring instead that this route is the best way to get mass transit in the form of a tram out towards the A4 and Hicks Gate, and beyond.**

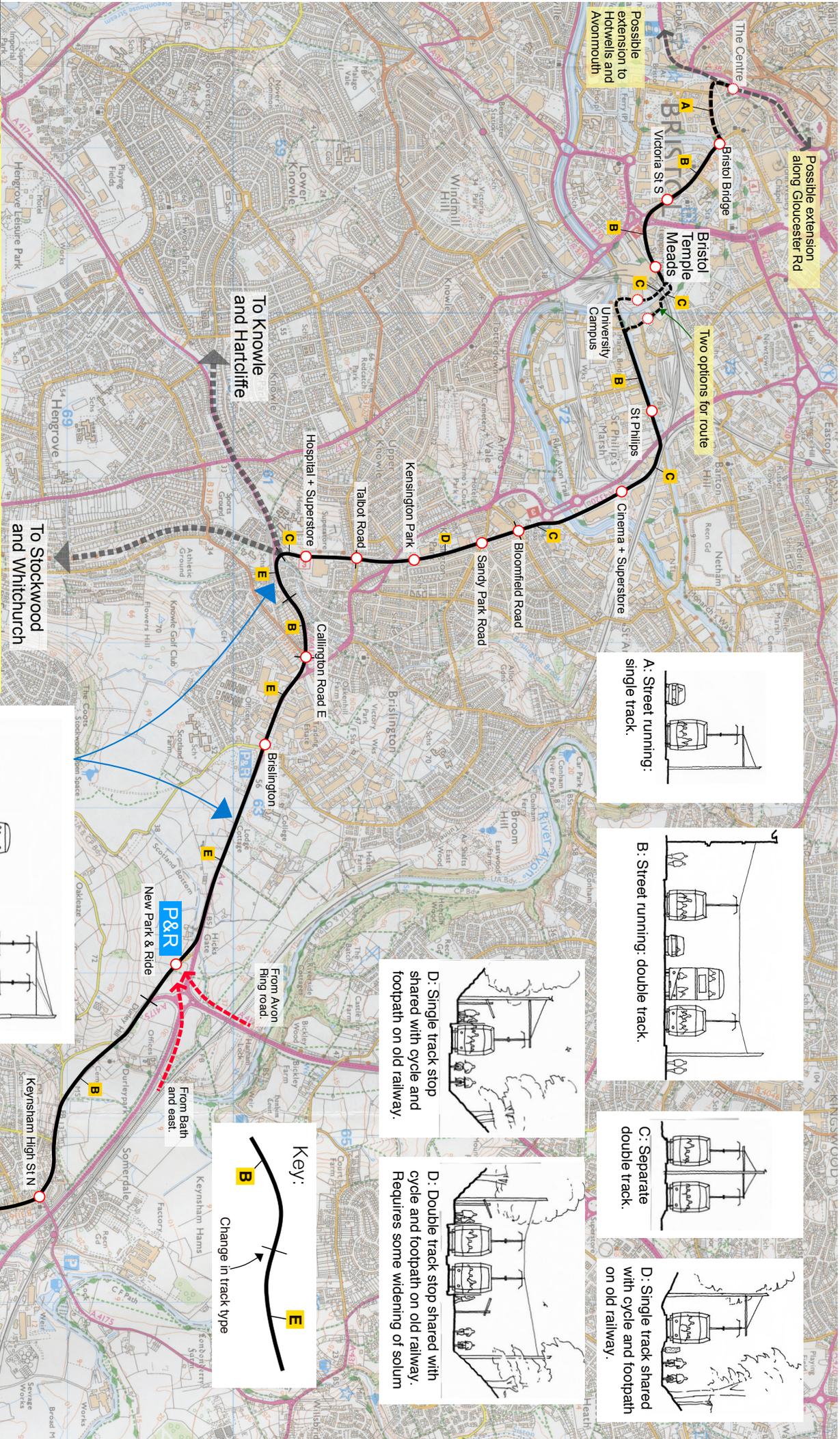
- This would not exclude a cycle way if possible, but mass transit must be the priority.
- Mass transit would open up access for all to Avon Meads retail, Brislington Tesco and Callington Road Hospital, amongst others.
- Some street running, as well as verges, would be required to get the route along Callington Road and West Town Lane.
- Then, a route could go across repurposed retail car parks, verges and land adjacent to the A4 out to the proposed Hicks Gate P&R

There are alternatives to using it as a cycle way or relief road. It is in fact the most straightforward alignment for a mass transit (tram) route out towards the proposed Park & Ride at Hicks Gate and onwards towards Bath. It would also provide scope for a separate spur for a mass transit route towards South Bristol. Please see indicative tram map attached below.

Martin Garrett

On behalf of Transport for Greater Bristol

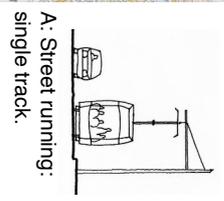
TfGB is a long established voluntary organization concerned with promoting environmentally sustainable integrated transport across the West of England.



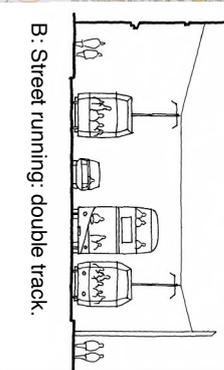
Possible extension along Gloucester Rd

Two options for route

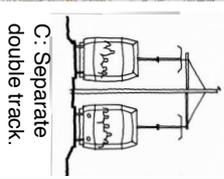
Possible extension to Howells and Avonmouth



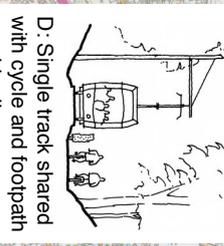
A: Street running: single track.



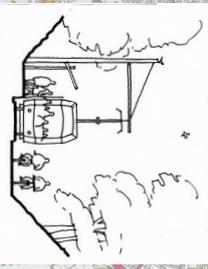
B: Street running: double track.



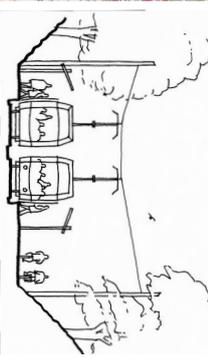
C: Separate double track.



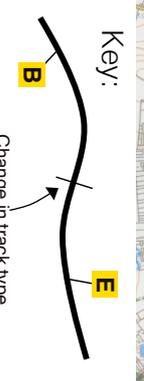
D: Single track shared with cycle and footpath on old railway.



D: Single track stop shared with cycle and footpath on old railway.



D: Double track stop shared with cycle and footpath on old railway. Requires some widening of solum.



Key:
Change in track type

To Knowle and Hartcliffe

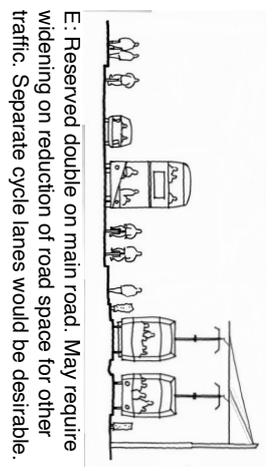
To Stockwood and Whitchurch

Possible Bristol - Keynsham tram route

TTGB October 2021

A smooth running and swift service largely uninterrupted by road traffic between The Centre, Brislington, the new Park & Ride and Keynsham and possible extension to Bath. Trams make little pollution in the street - no fumes or tyre dust - and are relatively quiet.

Illustrative only. Produced at no expense to the public purse. Draft. RH.



E: Reserved double on main road. May require widening on reduction of road space for other traffic. Separate cycle lanes would be desirable.

To Saltford and Bath

STATEMENT B10 – Paul Constant

As part of the application process and ahead of the planning meeting to discuss these planning applications, can I ask that this letter from myself as a resident of Repton Road be acknowledged in supporting the Council's initial decision to refuse these planning applications.

There are many contradictions from the application forms and the planning statement.

An example of these includes Biodiversity and Ecology.

Our garden backs onto this development and we have regular visits from Badgers, Bats, and slowworms.

The RSPB do regular Garden Birdwatch surveys to record the number of native bird species that are regular visitors to gardens and surrounding area. As a supporter of this annual report, we have recorded over 35 different bird species in 2020/21.

The supporting ecological Report on the 10th May 2021 clearly outlines the concerns of the local ecological impact of this development and must be taken into consideration as they are contradicting the Planning statement submitted by the applicant.

There is also major discrepancy from the application form (section 10) and the planning statement which mentions trees and hedges.

This former railway embankment area is heavily populated with Trees and natural hedges, to create the proposed exit at the car park in Repton Road would need several trees to be removed.

To comply with the Police recommendations for an additional 6m clearance could also require additional trees and hedges to be removed.

A summary of the lighting provisions for this cycle path are also not outlined in the planning statement.

In an emailed reply to me from the application agents in March 2021, I was informed that the same solar powered lighting that is currently used on the Whitchurch cycle path will be used in this development.

It is not clear how effective solar lighting will be in periods of poor weather or the tree canopy along part of this route

I am concerned that this raises the level of risk to users of the path, especially people traveling alone in twilight hours.

Solar power lighting appears to be rejected by the police report calling for standard streetlights along the route.

In a lobbying proposal from Bike Bristol to all Councillors and members of Bristol City Council officials,

There has been a suggestion that passive surveillance can be provided by residents of Repton Road.

The Police reports that there is no passive surveillance available, but if it is possible, the only point of visibility for residents would be from upstairs back bedrooms or bathrooms, assuming the residents are at one of these windows and have a clear line of sight of an imminent attack or one in progress.

With many of the gardens including my own, there is no direct access from the gardens to the proposed route, so I am not sure I would not be able to prevent a crime nor assist any victim of crime. Fleeting observations from this position may not be able to provide the police with substantial evidence to assist any prosecution or conviction.

The report also mentions the Lodeka pub as part of the passive surveillance, in that customers would hear any calls for help from the proposed route.

This location is further in distance from the cycle path than the houses, does not have a clear line of sight of most of the route, and any calls for help would be masked by the noise from the customers within the building or the pub gardens or the traffic noise from the adjacent Bath Road. It was also suggested that pedestrians crossing the road bridges on The Bath Road and Talbot Road would help with surveillance as they would be able to hear sounds of distress from the path below. Are there proposals to include new access points so members of the public will be able to access to the pathway from the vicinity of the bridges as that is not clear in any part of the planning statement.

During the past 3 years, there has been 2 reported incidents of illegal fly tipping and illegal van dwellings. During 1 of these periods of van dwellings there was a significant increase in houses burglaries, cars being broken into and damaged and several thefts from gardens. As this application was published, provisional clearing work was undertaken, with the contractors failing to secure the site when they left, there were 2 garden break ins and bicycles were stolen from these gardens. The Police report which accompanies this application (6th May) clearly outlines the minimum safety requirements for CCTV, additional clearing, and significant changes to the lighting provisions for user safety.

The supporting letter from Greater Brislington Together was written by a representative of Bike Bristol, who have a commercial interest in increasing cycle use across the region as well as offering health benefits to those able to use bicycles. There have been numerous local political opinions and lobbying on this project, both supporting and objecting. This is proving to be a major opportunity to enhance any political and commercial career by being part of the bodies that can claim success in either accepting or rejecting this development. The author of this report from Bike Bristol report sent to you, freely admitted on social media that he does not live locally and would hardly ever if at all ever use the cycle path.

There are several supporting letters from people who live away from their immediate area who want the route open for them to use for a very small amount of time on selected day or have commercial interests in using the site for business units. The residents along this route will have to live with the psychological impact of any development, 24 hrs days 7 days a week 365 days a year.

Prospective Councillor candidates in 2021 for Brislington East and West were falling over themselves in backing this development and their association with the success of this proposal. There have been accusations counter claims regarding the intentions of BCC in a road and or a rapid transport development, even this morning 7th March 2022, the Lib Dems released details of £80m of funding for such a project.

The publication of such plans which are not in the public domain are causing more anxiety to my family and myself as we are now living in fear that we are missing important Council decisions regarding any development in our neighbourhood and more especially any impact on our work life balance with the prospects of major disruption in our local area.

Bristol is very keen to promote its green credentials so as a resident my confusion over the proposals to destroy a natural wildlife zone is questioning comments being made by BCC and the Mayor of Bristol.

As the application for the cycle path and container application is being discussed at the same meeting, I would ask you all to consider myself as a resident that safety to residents and users are not being fully meet, we have been ignored by councillors and lobbying groups, other concerns over

the permanent destruction to a natural wildlife zone contradict Bristol's credibility as a city promoting wildlife and green zones.

In short, this application should not be approved in its current format and a decision to refuse these application can be the only logical and sensible outcome.

STATEMENT B11 – Sarah Constant

BCC recently asked how we would like to improve green spaces in our neighbourhood. To start with, we could leave the old railway as it is, a vital wildlife haven in an increasingly built up area. Putting containers of any description on this site will immediately disturb any wildlife already established - enabling works for this will be considerable and require the clearance of much of the low growth necessary for wildlife to thrive.

A cycle path along the route will also require considerable destruction and ongoing disturbance. The majority of comments supporting this come from people who do not live close to the route and will potentially use it for a couple of minutes a day, or not at all. There are already adequate cycle and pedestrian routes into the city without this option.

Any preparation for road development in the future, for either cars or buses, will not alleviate any traffic issues between Hicks Gate and West Town Lane as claimed, in fact it is likely to cause more congestion and pollution for all users and residents along the route. This proposal would simply move existing problems a short distance to the side, but not remove any.

I believe any development of this site will have a detrimental effect on the extensive wildlife already in situ and a negative psychological impact on the people who will have to live with it 24 hrs a day, 365 days of the year. The main drivers appear to be political (ie look what we achieved/stopped) financial (from those who wish to make money from the development) or from those who will use it very little.

I therefore fully object to any developments along the old railway track - doing nothing is a perfectly reasonable option.

STATEMENT B12 – Sam Marsh, Brislington Liveable Neighbourhoods

Dear committee,

The proposal is an exciting and significant opportunity for the community. The scheme promises to improve the health and well-being of the community with increased access to green-space and a safe walking and cycling corridor that provides pollution free travel at a time when climate change asks that we think creatively and act immediately. This unused space is a wonderful opportunity. The imaginative use of the space by Meanwhile Creative for enterprises to hire containers, is a great way to support recovery, micro businesses and the local Sandy Park High street, which would see increased trade from activity in the area. The busy A4 is a real barrier to cycling particularly, and this scheme would help more nervous riders gain confidence. This scheme asks the council to 'walk the walk' and grab opportunities when they arise at a time we need to act now to improve health, recovery and sustainable travel. Granted approval, the space effectively becomes a new park, cycle path, walking trail and mini enterprise hub all in one. It seems too good an opportunity to pass by. Please allow this project to come to life and hear the voices of the community who have shown overwhelming support."

STATEMENT C1 – Cllr Andrew Varney and Cllr Jos Clark

“As the two local councillors, we have no objections to this application. It is making good use of a brownfield site and providing much needed accommodation in the area.

We have had a good working relationship with the developers and their agents thus far and are pleased they appear to have listened to our concerns and those of local residents. We are especially pleased that our suggestion for a footpath and cycle way linking Flowers Hill and Hungerford Road is to proceed although we note this will be a separate planning application.

We are also pleased that class F was added to the possible uses of the listed War Rooms as we would both like to see community use and public access for this space.”

Department For Work And Pensions

Flowers Hill Bristol BS4 5LA

21/01699/P



Bristol City Council Development Control Committee A – 16 March 2022

Good afternoon Chairman and all,

Thank you for giving me the opportunity to address the Committee this afternoon.

You have a very comprehensive report from your Officers for which we are grateful. There are three main points I wish to emphasise:

1. the scheme is an opportunity for the City to deliver much needed new homes on a brownfield site in a highly sustainable neighbourhood;
2. it delivers a site allocated in the Local Plan; and,
3. it repurposes the Grade II Listed War Room ensuring a viable use can be found to protect its historic interest.

I would also like to thank Hungerford Road Community Centre for engaging positively to enable the delivery of a new footway/cycleway link which, we feel will be of great benefit to the local community.

We note that no comments or objections have been received from neighbours and we hope Members endorse Officers' recommendation for approval.

Thank you

STATEMENT D1 – Cllr Helen Holland

Dear Colleagues

I am making this statement in support of the application at 2, Lyveden Gardens, in my ward.

As you will have seen from the report, this application has been resubmitted after delegated refusal previously. The applicants contacted me to seek my assistance, and having looked closely at the application, and the report, and knowing the location, I would really encourage you to consider giving your approval.

Firstly, and as we know, our city is facing unprecedented housing demand, and many people cannot get appropriate housing. This application would result in an accessible and easy to manage one-storey home for either older people or disabled people. As we know, there is a constant need for more of these types of property as we face an ageing population.

Secondly, landowners, including the City Council, are looking at every site they can to see what housing can be fitted in. In some cases where you see this, you feel that a quart is being squeezed into a pint pot, but in this case, as the applicant's house occupies a corner plot, there is enough room for the proposed new home, and a good sized garden for that home, while leaving a garden for the existing house.

It is worth adding that the two homes adjacent to the application were previously a backland site, sold by the City Council, and both of those houses have a smaller garden than this one proposes.

I would also suggest that Committee Members look at the project in Knowle West, and where the City Council is a partner, We Can Make Homes, which looks at what are described as micro-sites, and the positive place they can have in developing smaller homes in existing (or former) Council Estate gardens. First We Can Make homes ready by January 2022 – The Knowledge (knowlewest.co.uk)

So, for me, this is an issue of fairness, when, as the applicants have frequently noted to me, other similar plots in Hartcliffe have been allowed, and the Council is promoting a policy of building smaller homes in back gardens elsewhere.

I hope that you will consider the applicant's statement, and my support of their case, and grant permission for this home.

Thank you,

Helen

STATEMENT D2 – Craig Mockridge

We are submitting this written statement to outline and bring to your attention the issues we have regarding our recent planning refusal,

(1) refusal for reasons of blank elevation, being out of character and cramped plot,

(1.a) our reply,

As for the blank elevation and being out of character I would like to bring to your attention houses 2a and 2b Lyveden Gardens that we're built on the old garage site adjacent to our property 2 Lyveden Gardens which are out of character with any other house in the immediate area, and the combined garden space for both properties are smaller than the allocated garden space for our proposed plot, and as for the blank elevation there is no rear windows to the upper floor only roof sky lights for the rear upper rooms so as you can see from image 1 and 2 attached our confusion of why this would be a reason for refusal on our application but ok on 2a and 2b the two new builds designed by the local authority's architect's, and as for the cramped conditions and parking issues raised we have with our plot off street parking for 1 car and a rear garden of more than 100 sq metres and still leaving a rear garden of over 100 sq metres on our existing property,

(2) we have had no objections from any of our neighbours regarding our proposed development and our two immediate neighbours have both left positive comments supporting the development on the planning comments page. Also there will be a panel fence surrounding this development to address any issues of overlooking or being overlooked.

(3) our intention is to build a affordable 2 bed bungalow designed with the elderly and disabled in mind in an area we're there is not only a shortage of affordable home's but there is a big shortage of bungalows, as most new builds in the area are mainly flats made of wood construction and are often in cramped plots compromising on living quality in favor of bigger profits, I understand that there is a big shortage of new homes in the area and the demand is only getting bigger so any proposed development whether being a large development consisting of multiple homes or smaller developments of one of new builds as we're applying for, in my opinion can only be a good thing to help ease the housing crisis.

(4) here is a list of 4 other properties in the local area that have got planning for new builds in the garden of the existing house either attached or detached dwellings,

Image 3 (detached dormer bungalow)
13a Kilmersdon Rd, Hartcliffe, Bristol

Image 4 (detached bungalow)
49a Murford Ave, Hartcliffe, Bristol

Image 5 (2 x new build house's)
112a & 112b Binmead Gardens, Hartcliffe, Bristol

Image 6 (detached dormer bungalow)
48 the old garage Sampsons Rd, Hartcliffe, Bristol



