

Public Forum

D C Committee B

18th May 2022 at 2.00 pm



1. Members of the Development Control Committee B

Councillors: Ani Stafford-Townsend (Chair), Lesley Alexander, Fabian Breckels, Andrew Brown, Amirah Cole, Katja Hornchen, Paula O'Rourke, Guy Poultney. Chris Windows;

2. Officers:

Gary Collins - Development Management, Peter Westbury, Zoe Willcox, Matthew Cockburn



Statements/Petitions			
Statement or Petition	Request To Speak Made Where Indicated S = Speaker	Name	Application
1	S	Cllr Gary Hopkins	21/05971/F - 18 Talbot Road
2	S	David Trevor	
3	S	Edward Bech	
4	S	Humphry's and Co (on behalf of Edward Bech)	
5	S	Joe Woodhouse	
6	S	Fergus Sykes	21/05369/F - Former St John Ambulance Site
7	S	Cllr Philippa Hulme	
8		Helen Pillinger	
9	S	Mr & Mrs Payyana (Cllr Hulme)	
10	S	Cllr Graham Morris	21/05859/FB - Former Greville Elderly Persons Home
11	S	Maria Olpin	
12	S	Cllr Jonathan Hucker	
13	S	Paul Barry	
14	S	Oliver Feeley	
15	S	Nicola Beamont	
16	S	Andrew Beard	
17	S	Stuart Rackham	21/04096/F - 122 Bath Road
18		David McDonald (Thunderbolt Pub)	
19	S	Suzanne Audrey (TRESAcio)	
20	S	Tony Mullin	

21	S	Helena Mrvova-Vine	
22	S	Nigel Green	21/05341/F - 21 Oak Road
23	S	Cllr Emma Edwards	
24		Jessica Read	

From: Councillor Gary Hopkins
Sent: 11 May 2022 11:44
To: Democratic Services <democratic.services@bristol.gov.uk>
Cc: Councillor Christopher Davies
Subject: Public forum for DCB on 18th May 18 Talbot Rd.

Firstly thank you to committee members for making the effort to come and look for yourselves. The submission of an application for a 2 storey building and the construction of a 3 storey is a concern from an administrative point of view but it is the danger to road users and pedestrians that as a local cllr i am concerned about and the issue that has been raised with me by local residents. Talbot rd is bad enough for traffic anyway without this addition and that is why ,so unusually, the local police made their point.

Since your last meeting officers dropped the enforcement action against the applicant because he had reduced the height of the side wall to under 2 metres. This was entirely in appropriate as i and neighbours have said as the wall is still dangerous and is breaking safety advice for safe emergence. I also think that this could be viewed as an attempt to influence the committees view.

After this enforcement was dropped the applicant modified the wall by removing the spur which had made access to the next door garage even more difficult.

The key point is that the wall is still too high and partly thanks to planning dept the wall is built illegally on a neighbour's land.

The applicant has not made life easy for the officers but i am afraid that there have been a series of mistakes . The threat of an appeal is quite frankly spurious but the likelihood of an ombudsman referral and a judicial review is very real unless this is properly sorted out. Please check all the files and corres and national advice for yourselves and do not get swept into a cul de sac.

Statement to the Development Committee B regarding 21/05971/F | Amendment to planning permission 18/03168/F

There are a couple of issues with the summary of the commentary from the Legal Department that I believe are unsustainable. I also feel that publication of the whole summary rather than the Planning Officers edited highlights would make things clearer. It would be too easy to omit a small detail which could be significant

Firstly the assumption that the application did not include the side wall falls down in view of the fact that the drawings submitted as part of the application clearly show both the Eastern and Northern Boundary walls and state that it is the applicant's intention to retain the existing walls. The application makes no distinction between the two walls and treats them equally clearly showing both form part of the application and are an important integral part of the design in creating the security compound.

Secondly as part of the conditional grant of approval issued on 10.12.18 Planning required demolition of the front wall to 900mm and partial demolition of the side wall to the same height to a point where it does not interfere with the visibility splay. If the side wall was not part of the application how could this be required?

Thirdly, and I do not believe this forms part of the Legal Department commentary, the recent statement obtained from the Applicant does not align with the inclusions on the original drawing and is not supported by his subsequent actions prior to the statement. If the wall was not part of the application why demolish it and build a replacement wall and why have all subsequent drawings submitted included the side wall? And how does he propose to construct his secure compound without it?

I do not believe Eminent Judges will be swayed a post event statement that effectively attempts to alter original historical events, nor do I believe that historical decisions made by Planning Officers on an invalid application can be retrospectively validated. I believe they will be treated exactly the same as if the statement did not exist. I still believe the chances of an application for a Judicial Review succeeding are very high.

In the reference to the new Planning Enforcement Case 22/30094/WAL it states that The Landowner was approach (sic) and advised that their options were to make a new application This is blatantly untrue. Mr Woodhouse and Miss Trevor are the Landowners and have been consistently ignored by BCC Planning Department and cold shouldered. They have had no communication whatsoever from the Officers and the total blanking they are experiencing is the epitome of rudeness to an unacceptable extreme. Do BCC not have obligatory standards for acknowledging and responding to communications from

Residents? Planning are well aware of ownership of the land and the Commentary provided by BCC's own Legal Department reinforces this. For some reason Officers ignored this and apparently entered into some form of discussion or negotiation with the applicant excluding the Landowner. To make matters worse it appears they have encouraged the applicant, in these "Negotiations", to once more trespass onto land not belonging to him and carry out criminal damage to the wall.

The applicant has commissioned an independent Chartered Building Surveyor to investigate the boundary issues on his behalf. The Surveyor wrote back to the Applicant on 10.05.22 advising that his opinion is that the walls are within the demise of Mr Woodhouses's property known as Garage 6, Talbot Road. This being the case, the boundary is the western face of the wall and the pier at the entrance of No.18 is on the land of No.18.

In relation to the need for planning permission for the side wall it has been deemed unnecessary by the Officer and the case closed stating "Resolved by Negotiation". The Officer relies on ignoring the standard OED interpretation of a word in common usage, adjacent, and classifies the side wall as perpendicular. The issue with this decision is that Officer is ignoring the fact that the side wall has a significant 90° return which is parallel and extremely adjacent (touching) to the highway, and is significantly in excess of 1 metre in height so should require planning permission. All of this posturing ignores what should be the most important factor, the safety issue for footpath users, and appears to place greater import on satisfying the applicants desire to create an enclosed compound.

I still believe this issue could and should have been very simply resolved by Planning long ago. If this proceeds to approval it will end up a disaster all round. The provision of a post event statement will not negate the erroneous decisions taken by the Officers in 2018 and both the applicant and BCC could face significant legal bills if a Judicial Review is granted. At the very least if the owners of the land have to get the wall demolished themselves the Applicant and BCC will be facing action for the recovery of the costs for that work as well as potentially the costs of all time and costs over the past 2/3 years fighting this injustice. It will be recommended that joint and several liability be sought enabling recovery against either party for the whole amount. This could effectively see BCC having to fork out for all the costs and then try to recover from the applicant.

However there has always been a very simple solution available which avoids all these financial risk for BCC. If the committee decide the original application is invalid as a result of the false declaration then the Officers original decision to grant conditional approval will be overruled and the application. declined In doing so they can make it conditional that the applicant removes the side wall on the Eastern boundary and reduces the wall on the Northern boundary adjacent to the highway to a permissible level below 1 metre. They should

advise the applicant of any other elements of the built structure that will not get approval so he can amend his design and then submit a fresh application for retrospective approval including details for a fully compliant side wall built on his own land. Planning Fees could be waived if that is allowed to recognise the contribution Planning Officers have made to this confusion. I put this suggestion to Zoe Willcox a couple of weeks ago but haven't been acknowledged or heard anything back. It is possible therefore that an opinion might already have already been sought from the BCC Legal Department.

It may seem strange to the committee that the owners of the land want the wall removing especially now that it has been reduced in height but the issue is one of legal liability. If the wall is left in situ it becomes the landowners responsibility to maintain and if it collapses and causes injury or damage they will be liable. We do not believe that the wall has been constructed to current Building Regulation Standards and have concerns it might be susceptible to collapse. We believe the wall has been constructed directly onto the concrete hardstanding that forms the garage forecourt. This hardstanding was laid down in the 1930's and we have no way of knowing if it meets current regs. In addition the concrete suffered considerable stress and trauma when the previous wall was demolished and the newly constructed wall is built on the very edge where crumbling is most likely to occur. Bear in mind the Applicants rationale for demolishing the original wall was that he deemed it an unsafe structure, if that was so then it might well be the foundations that were the original issue and they have simply been rebuilt upon.

There are 2 other points you might want to include in your deliberations. Firstly if permission is granted for this ugly Security Compound are you establishing a precedent? If so are similar applications going to appear from other parts of Bristol. Can you imagine this in a leafy Clifton or Redland street scene?

Secondly, not everyone seeking to build a security compound like this will be an honest upright citizen. There are plenty of criminal elements in the City who would see the benefits of a walled compound such as this. Don't our hard working Police Officers have a hard enough task breaking down steel reinforced doors etc. when carrying out raids to detain suspects without the added complication of 2 metre plus walls to scale?

To: Customer Enquiries
Email: development.management@bristol.gov.uk

Application no. 21/05971/F
Site address: 18 Talbot Road Bristol BS4 2NN

Date: 15 May 2022

Dear all

In preparation for the Committee meeting scheduled for Wednesday 18 May, I would like to register to speak at the meeting and discuss the following points:

- I would encourage the Committee to review the letter statement from Humphreys & Co. which answered a lots of the questions that was brought up in the last Committee meeting.
- Previously, 18 Talbot Road was a plot of 3 garages and a forecourt for a further 2 cars, potentially having 5 cars parked on this plot, at any one time, entering and leaving the site. The initial site had 5 cars. This now has been reduced to one car.
- Building Control informed me of the very poor and dangerous condition of the North and East wall (please refer to the photo evidence submitted and a letter from Building Control).
- A resident of St. Martins Rd wrote to complain to the Council how dangerous the North Wall was after an incident where a young child was crushed to death in Bristol earlier that year. This was brought to my attention by the resident once the North Wall was taken down.
- The North Wall was previously 2.9 meters high and the new wall is 2.4 meters high 0.5 meter lower.
- The electric gate is 1.9 m longer than the previous gate to improve visibility which was recommend by Highway Control. I have owned the garages for 16 years, in this time there has never been an incident with cars entering or leaving these premises.
- I now feel the new wall and the *electric gate being (1.9m longer) is a vast improvement on safety to the general public and residents of Talbot Road.
- *The electric gate has been approved twice by Highway Control.
- I will be adding an addition of two mirrors, facing on-coming traffic from both direction to improve visibility.
- I urge you to uphold the provisions of the development plan and national planning policy and the professional advice of your qualified planning and highways officers, and grant planning permission accordingly.

Yours faithfully

Edward Bech



**Humphreys
& Co. SOLICITORS**

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Date: 21st February 2022

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Dear Sir/Madam

Planning Application Ref 21/05971/F
18 Talbot Road, Bristol, BS4 2NN

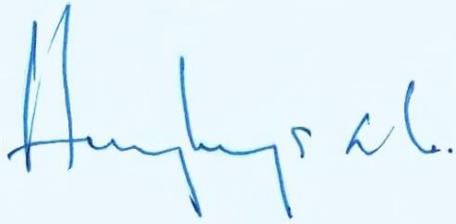
1. We write on behalf of the applicant, Mr E Bech, in support of the above planning application, which seeks to amend planning permission Ref 18/03168/F for the construction of a new build dwelling. The principal change is the substitution of amended plans to show the dwelling as built some 1.5m higher than approved. Further changes are shown to the design and arrangement of the windows and treatment of the access gate and boundary walls.
2. The applicant fully appreciates that development should be carried out in accordance with the approved plans.
3. Equally, however, members will be aware that plans often change and sometimes the requisite planning approvals are not obtained. This was a highly regrettable omission on the applicant's part and was not in any way a deliberate attempt to mislead the Council or circumvent proper planning controls.
4. The applicant has cooperated fully with the Council in seeking to regularise matters.
5. Planning legislation allows applicants to seek planning permission retrospectively in such cases. Local planning authorities are required to act proportionately when responding to breaches of planning control. Planning permission should not be withheld without good reason. To do otherwise would only serve to put unnecessary further strain on the appeal system and consequently the public purse.

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6. The fact that the development, as built, differs from the approved plans is not, of itself, a valid reason to refuse the amended application. Each case must be considered fairly and proportionately on its planning merits.
7. We would urge committee members not to be side-tracked by peripheral matters. For example, much has been made by local residents of the re-building of the side wall (known as the "east wall"). For the avoidance of all doubt, this wall was found to be unsafe and was rebuilt by the applicant on the exact same footprint as the original and with the written permission of Mr Woodhouse whose land abuts this boundary.
8. The principle of residential development has already been established with the grant of planning permission Ref 18/03168/F.
9. Members will recall that the site is previously developed land in an accessible and sustainable location where appropriate new housing development can make a valuable contribution to local housing supply.
10. Nothing has changed in this regard.
11. Policies DM26, DM27 and DM29 of the adopted Bristol Local Plan Site Allocations and Development Management Policies 2014, seek to ensure that development responds positively to the local context, the setting and character of adjoining streets and spaces, and achieves appropriate levels of privacy, outlook and daylight.
12. Policy BCS21 of the adopted Bristol Development Framework Core Strategy 2011 also seeks to create a high-quality environment and safeguard the amenity of existing development.
13. We understand that Members will be concerned to ensure that the amended scheme remains acceptable in all such respects. The applicant shares this objective and is committed to providing a high-quality development that maintains the character, quality and amenities of the local environment.
14. It is accepted that the roof form of the dwelling, as built, is materially larger than originally approved.
15. It is our opinion that this achieves a better balanced composition, whereby the roof slopes are more in proportion to the height, form and massing of the elevations. The roof retains generous sloping hips that serve to relieve the built form and avoid excessive bulk. Whilst the roof may be larger than originally approved, it remains acceptable in design terms and appropriate to the site and its context within the wider townscape, which is characterised by a variety of architectural forms and styles.
16. The dwelling retains ample space around it and is well separated from neighbouring dwellings. The alterations to the window arrangement do not materially affect any nearby occupiers, since most windows are retained in the approximate same position. Although some additional windows would be inserted within the roof slopes, these are rooflight windows, designed primarily for the purposes of light and ventilation. They afford only a very limited view out and, being set flush within the planes of the roof slopes, they do not afford views directly down onto any nearby homes or gardens.

17. As a consequence of this, there would be no increased overlooking of any adjacent homes and gardens. Equally, there is sufficient physical separation to avoid any adverse effects of visual dominance, loss of light or any overbearing impact.
18. This is confirmed by the Council's planning officers, who have reached the same conclusion on these important matters in their report.
19. Whilst noting the concerns of local residents in relation to highway safety, the Council's Transport Development Control Coordinator has assessed the submitted details of the access gate and boundary wall in detail.
20. These are found to comply with all relevant highway standards, including the provision of appropriate pedestrian and vehicular visibility splays.
21. In view of this, there is no evidence to support local concerns that the amended proposal would cause any demonstrable harm in relation to highway safety.
22. This is confirmed by your highway engineers, who have concluded that the revised access arrangements are acceptable and would not cause any undue risk in highway terms. Neither is it considered that the proposed dwelling would materially affect traffic conditions, given the existing vehicular movements associated with the existing and former garages.
23. It follows that a highways objection cannot be sustained in this case.
24. The National Planning Policy Framework sets out a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan. Permission should not be withheld unless adverse impacts would significantly and demonstrably outweigh the benefits.
25. In this case, the proposal is fully in accordance with development plan policies for making full and effective use of previously developed land within existing urban centres.
26. The fact is that the proposed amendments to the approved scheme are minor. Whilst the development would be slightly larger than approved, it is still the case that the design would be entirely appropriate to the character and appearance of the area. No harm would be caused to the amenities of adjoining occupiers. Local residents have their views, but the professional and technical advice of your highways engineers confirms that the access arrangements are acceptable and would not create any undue risk.
27. The balance on the planning merits clearly weighs in favour of approval.
28. We urge you to uphold the provisions of the development plan and national planning policy and the professional advice of your qualified planning and highways officers, and grant planning permission accordingly.
29. Thank you for your time and careful consideration of our client's case.

Yours faithfully



Humphreys & Co.

Joe Woodhouse

Sent: 17 May 2022 09:50

To: Democratic Services <democratic.services@bristol.gov.uk>

Subject: Development Control Committee B meeting on Wednesday 18 May 2022

Please find below my written statement for the upcoming Development Control Committee B meeting on Wednesday 18 May 2022:

Statement to the Development Committee B regarding 21/05971/F | Amendment to planning permission 18/03168/F

I am the owner of 51 Talbot Road and also Garage 6, Talbot Road which is the garage next to the applicant's new property.

To keep the committee up to date on recent developments, Mr Bech has since the last meeting commissioned an independent Chartered Building Surveyor to investigate the boundary wall issue on his behalf. He responded to Mr Bech (cc'ing me) on 10/05/22 with the following:

I have advised my client that, in the absence of any information to the contrary, and without determining the boundary in accordance with the Land Registration Act 2002, I am of the opinion that the walls are within the demise of your property known as Garage 6, Talbot Road. This being the case, the boundary is the western face of the walls and the pier at the entrance of No.18 is on the land of No.18.

He also states earlier in his letter to Mr Bech:

Based on the information he had at the time, my client, Mr Bech, had reason to believe that the boundary wall was a party fence wall.

I find this an interesting development because this is the first I have heard of this. Should Mr Bech not have sought a party wall agreement if this was indeed the case?

With regards to the recent reduction in the height of the wall, the previous application was subsequently closed with an outcome of "Resolved through negotiation". To be clear there was no negotiation - Mr Bech proposed the idea to me via email, to which I gave no approval and asked him a series of questions and raised some concerns on the legal liability amongst other things (see below). He then just proceeded to do the work anyway with no response. I can only presume the "negotiation" being referred to was between Mr Bech and the Planning Office (as seems to be the pattern) because it certainly wasn't with me. It would have taken the Planning Office 5 mins to contact me and ask if I was happy with the proposal.

I have been told by multiple neighbours whose opinions I respect, that they do not believe the wall to be built properly or on solid foundations. Due to the mess of this whole process, I am now left with a wall on my property that I have had no input in the construction of and cannot be certain of its integrity - how can this be anything other than an injustice? I am presumably now legally liable for this wall. If the wall falls down and damages property or heaven forbid a person, who is liable? If the wall requires maintenance, who pays? If I decide I don't want a wall on my property, why can't I just remove it?

This is a farcical situation brought about by this process mess. How can a planning application form contain a section that asks the applicant to sign and declare that they own all the land the application is based on, and it not matter whether the declaration is based on truth/fact or not?

I do not expect anything other than the template responses I have got from any other part of this process. I have been surprised at the lack of communication with myself about this whole situation given how it is on my land. It seems the Planning Office has been much more interested in ensuring Mr Bech is appeased and has little or no consideration for my property. I can only presume this is because they realise they have made a mistake and would therefore rather not engage with me than admit it.

We have lived on Talbot Road for 10 years, raising our young family and trying to be active members of the community. We did not invite any of this on ourselves. This whole saga has been a drain on our time, and I am still being threatened with legal action by Mr Bech - for precisely what I am not yet clear. If the committee do as I suspect approve Mr Bech's application, I would expect them at the minimum to add a condition forcing Mr Bech to answer and address my questions and concerns around the legal liability of the new wall. Failing this, my next course of action will be to formally request Mr Bech to remove the wall from my land.

Sincerely,
Joe Woodhouse & Sarah Trevor

Title: Statement of Fergus Sykes, Associate Planner at Pegasus Group
Date of Committee: 18 May 2022
Project Name: Former St John's Ambulance, Tilling Road, Horfield
Application Reference: 21/O5369/F

Dear Councillors,

The application before you is for the redevelopment of a sustainable, urban site to provide 6 no. two bedroom flats.

The proposed flats are spacious in nature and provide good quality accommodation in a highly sustainable location, which would be perfectly suited for young professionals working nearby such as at the hospital.

The proposal will add to the existing varied mix of housing in the area and help provide a small but nonetheless important contribution towards helping to meet the Council's housing needs.

Following concerns raised by Officers and residents, the applicant has significantly scaled down the proposals on the site. Previously the applicant sought consent for a 3 storey building comprising 9 flats but has since reduced this in scale and height and moved the building further away from the nearest existing property.

As such, the scale of the proposed development is in keeping with the surrounding area and the proposed development would not cause any unacceptable overlooking or overshadowing impacts to neighbours.

Some concerns have been raised by residents in relation to the impact from parking through the increase in parking demand from new residents and the loss of some on-street parking.

However, the proposal includes 6 no. off-street spaces which is 1 space per flat. This is in line with the Council's parking standards and considered to be a wholly appropriate level of parking given the proximity to the site to local facilities and public transport options and the need to encourage sustainable transport.

The majority this side of Tilling Road already has keep clear markings which are routinely ignored. The proposal would introduce dropped kerbs and drives as well as formalising the markings in front of driveways to prevent parking but would not actually result in any significant loss of legal on-street parking spaces.

A parking survey has been carried out and established that the spaces along Tilling Road are often used by commuters during the day but given the availability of on-street spaces within easy walking distance the evening any residential parking displaced as a result could readily find spaces nearby.

It is proposed that 11 new trees would be planted in place of the existing relatively young trees at the site. This is in line with the Council's Tree Replacement Standard and provides adequate mitigation to compensate for the loss of existing trees.

The application proposes the use of air source heat pumps and solar panels to the roof, meeting both the criteria of the heat hierarchy and targets to achieve a 20% offset in carbon emissions are achieved in line with the Council's policy.

Please support our application to provide additional living accommodation at a previously developed brownfield site within the Bristol urban area helping to provide a small contribution towards the Council's housing targets.

Your faithfully
Fergus Sykes

21/05369/F

Statement from Cllr Philippa Hulme

You will have seen the large number of objections to the proposed development on this site, and others have told me informally of their concerns.

In general, residents and I are not opposed to new housing with the same footprint as the old St John Ambulance building and of a similar height to surrounding houses. We know there is a great need for housing in our city.

But we are asking the committee not to approve this application for two key reasons.

Green space amenity, climate emergency, ecological emergency:

The development would involve removing 10 trees and destroy much-loved grassy land on which slow worms have been found. The six younger trees are very attractive. They are maturing well and are now around 8 m high. The others are older, taller, and include an ash tree.

The trees and green space contribute greatly to the amenity of the area. They also contribute to carbon capture and will mitigate the effects of climate change. Whilst the trees would be replaced, it would take many years for them to grow to the size of those currently on the site.

Traffic and parking:

The proximity to Southmead Hospital leads to endless chaotic traffic manoeuvres in Tilling Road from early morning to late in the evening. Adding at least 6 new cars belonging to residents, with parking spaces that require them to reverse over the well-used pavement, would greatly increase risk to pedestrians and cyclists of all ages.

Statement for Development Control Committee B

ITEM 9 b

21/05369/F - St John Ambulance Tilling Road Bristol BS10 5AQ

Committee Meets Wed 18th May 2022 at 2.pm The Council House, Bristol

Dear Committee Members,

I apologise for not being here to speak in person, due to prior commitment I can't change.

First I realise the housing crisis is upon us and I am not anti development.

However, I urge you to reject this proposal in it's current form due to

- 1) Scale and massing of building block on left side of proposal is too dominant and will be detrimental to the outlook and amenity of 2A Tilling Road.
- 2) The amenity value of green space and trees on East side of Tilling road is important for all the reasons identified in Bristol One City Climate Change Strategy (extract attached)
- 3) Current review of the Local Plan shows responses wish to retain small pockets of green space, especially in less affluent areas.
- 4) Horfield ward has <12% city average canopy cover at 10.9%
One City Climate Action suggests 24% by 2030 and cannot afford to lose trees on site.
- 5) Flood risk at end of Tilling Road will increase if it's approved
- 6) On street parking removal will exacerbate existing problems
- 7) Renewable Energy proposal needs to be more robust, as we face an energy crisis.
- 8) Officers fail to mention this site is still designated as being for Community Use on Council's own maps. While unused in this capacity since 2016, a new small room for community is in the pipeline on the St Peter's EPH site but has yet to be built.

Final analysis, the site itself needs a treatment that keeps within the bounds of the St John Ambulance site, but encroaching on green space and loss of trees will create flood problems further down the road.

Please Councillors, in view of the above, reject proposal in it's current form.

Kindest regards and grateful thanks for all your work

Helen Pillinger

ITEM 9 b

21/05369/F - St John Ambulance Tilling Road Bristol BS10 5AQ

Committee Meets Wed 18th May 2022 at 2.pm The Council House, Bristol

Background notes:

Flood risk

Soil is clay based. Tree roots do stabilise and reduce “plasticity” of clay soil absorbing excess moisture and help prevent floods. This is significant as floods around 10 yrs ago before trees were planted have been documented downhill in Tilling Road,

Renewable Energy

Absence of adequate on site renewable energy makes this a deficient proposal.

Transport

Report lacks the necessary rigour on which approve. Examples:

By conditioning parking bans in front of proposed development it will displace the parking required to such an extent that the servicing and ancillary needs of existing residents will become unsustainable.

4,7 Transport study presents a very flattering yet misleading picture

Done at night between the hours of 22:00 and 00:00 on two separate weekday evenings is the quietest time in this area.

Decision makers please note this study fails to reflect locals’ parking challenges.

**care workers,
service engineers
social visits from families**

In practice involving major logistical exercise requiring over 24 hrs advance warning, with no guarantee of parking space available.

Severely affects amenity of residents and visiting service providers.

Conclusion: Transport study fails.

ITEM 9 b

21/05369/F - St John Ambulance Tilling Road Bristol BS10 5AQ

Committee Meets Wed 18th May 2022 at 2.pm The Council House, Bristol

Sources include:

One City Plan, Bristol committed to becoming carbon neutral and climate resilient by 2030

Source: Theme 8 Natural environment, within Bristol One City Climate Action Strategy (launched 2020)

..includes green infrastructure, a network of natural and semi-natural features, green spaces, ...**within and between urban areas.**

Encompasses **all urban and rural green spaces, open spaces, trees.**

Describes benefits of "green infrastructure" trees & open grassy land in this context.

1. improves surface drainage
2. helps reduce the urban heat island effect to help keep the locality cooler.
3. captures carbon dioxide from the air
4. reduces (by absorption) air pollution - very important due to increased hospital traffic lately.
5. **mitigates flooding and extreme heat (the two major climate change induced physical risks facing the city in the upcoming years).**
6. Research shows that moving to greener areas can significantly improve mental health, as well as evidence to suggest that the likelihood of obesity can be reduced by 40% with increased green infrastructure.
7. According to Forestry Research maps Horfield Ward has less than average % of trees or canopy cover at 10.9% against Bristol average of 12%, yet Bristol One City ambition states 24% canopy cover by 2030

Source: Bristol Tree Forum

sinu kishain

Subject: Reg: Proposed building site at Tilling Road

Dear Committee Members,

This email is in relation to the proposed planning permission at the St.John's Ambulance hall site. Whilst we fully understand the need for more housing in Bristol, the current application for the site is totally unacceptable. Here are our reasons for objecting against it:

1. A very personal reason: We are the owners of No:2a, Tilling Road. At present, we have a house tucked away in the corner, and we enjoy the privacy in our small garden. If the plan goes ahead, it's going to affect not only our privacy, but also the lighting to our house and garden. It's going to be so obstructive that it's uncomfortable even to imagine.

Community:

1. Green Space: As residents of Tilling road, we enjoy the little green space we have. It's like a breathing space for the local environment. Removing that, and the established trees from the area is not going to help the environment and community. We have lots of young children who happily use the space. Preserving that is so vital to the community.

2. Traffic: Tilling road is a small narrow road, with heavy traffic especially after the development of Southmead hospital. We experience huge traffic issues already with fully packed street parking and people using the road as a diversion to avoid the main road traffic. Bringing in more buildings into such a narrow space, allowing more parking spaces or street parking is going to complicate things further.

3. The risk of flood at the end of Tilling road will be significantly higher if the proposed plan goes ahead.

4. The Site: St John's Ambulance hall used to be a perfect place to hire for small functions and gatherings. We, the members of Bristol Hindu Samajam used the place since 2008 onwards until it was sold on a monthly basis for our prayer and get together. We have also hired the ace for birthday parties. It gave us so much memories and happy moments. Since it's sold, we found it difficult to hire a place like that locally. We now meet at a hall in Fishponds, which is not at all the same, and is far from most of us. Such gathering places are so important for any community. If the site could remain and serve its original purpose, that's going to nurture the local society a lot more.

For the above important reasons, we humbly request you to not approve the planning permission please. It's going to be disastrous to our small society. We already face enough issues as mentioned, please don't allow it to enlarge further.

(Could we please ask Cllr. Philippa to read this on our behalf?)

Thank you,

Kind regards,
Mr & Mrs Payyana

Written statement regarding the development at Greville House Lacey Rd stockwood.

You have the ability today to put the needs of Stockwood Ward and its residents ahead of the desires of the council and the Housing department.

This proposed development is not in the best interests, and does not reflect the needs of the majority of those that live in Stockwood Ward; particularly those who live around the site.

I have consistently challenged and opposed these plans for the following three reasons:

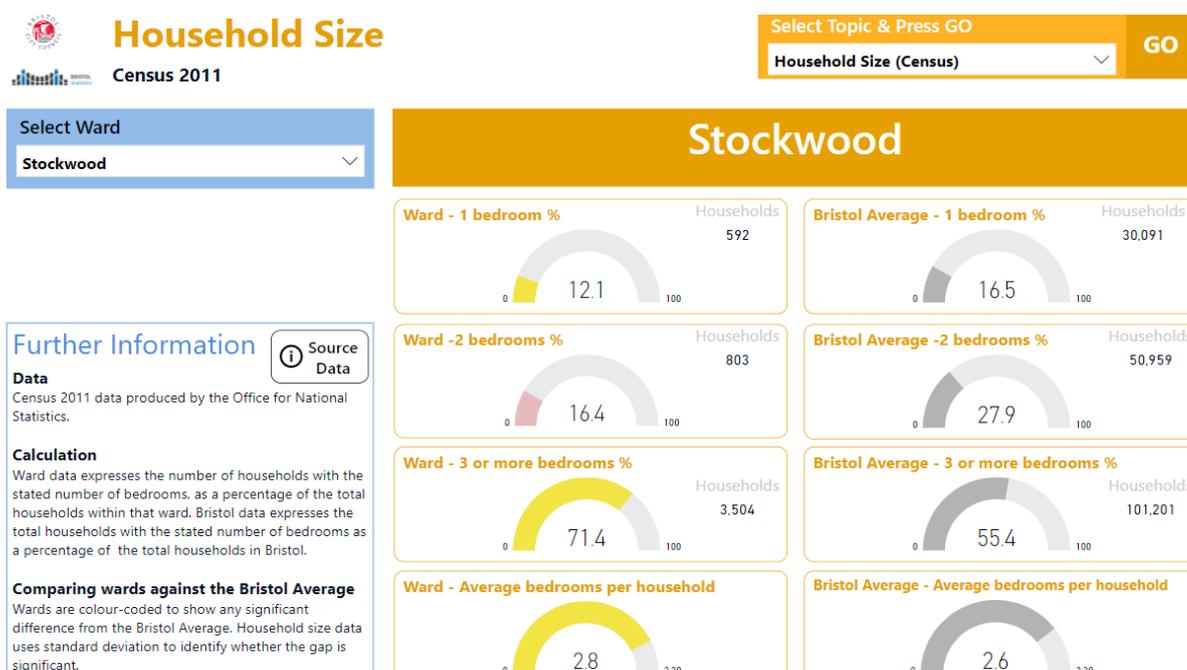
1. The plans do not reflect the needs of the local community;
2. The failure to engage and communicate with those residents either side of the access road; and
3. The lack of compensation for the community for accepting any development on this site.

I will cover each point in turn.

Bristol's needs versus Stockwood's needs

Stockwood Ward has one of the highest concentrations of three bedroom plus houses in the city. Almost three quarters of all properties in Stockwood Ward are three bedrooms or larger; this compares to the city average of 55.4%. The number of 2 bedroom properties is only 16.2% compared to the city average of 27.9%. Stockwood Ward also has fewer 1 bed properties than the city average but this is not a fair comparison due to the number of professional and student properties in the city.

As a result of this significant discrepancy in two bed properties we find that many of our younger residents are unable to leave home.



I would like to point out that this information has been obtained from Bristol City Councils' quality of life data. These figures vary from the figures on page 5 of the recommendation report.

When you take into consideration the number of one and two bed properties in the Stockwood Ward which are reserved for older members of the community (such as sheltered accommodation and care homes) there really is very little choice for the younger members of the community.

As a result many of the younger members of the community, who would love to stay local; in the community in which they have grown; in the community in which their family reside are not able to do so. Failure to address this will result in a weaker community, a less sustainable community and a community which remains car dependent.

I would like to see more two bed properties on the development and more shared ownership properties (greater than the 23% currently proposed.)

The Access Road

I have worked and listened to the residents of 24 and 22 Lacey Rd. I have also listened to those residents who live directly opposite the main entrance.

The council has imposed Double Yellow Lines around the entrance whilst the site was being demolished and cleared. The provision of the double yellow lines was to ensure access to the site for larger vehicles. The concern is the number of parking spaces will be insufficient and there will be an overspill onto Lacey Road and surrounding roads.

The previous sweep illustration clearly showed that larger vehicles will have to over mount or go over the pavement to access the site. This is both disappointing and dangerous as the road is a busy thoroughfare for the children in the area to access their local primary school.

I have repeatedly asked for officers to meet with the residents to listen to their concerns; there have been no such meetings. This is disappointing as this suggests a lack of interest in the welfare of those residents who are most likely to be impacted by these proposals.

I also think it would only be fair for the council to confirm prior to a decision as to when the road was made as part of the adopted highway.

Community Compensation

I had also concerns about the lack of mitigation to the development of 26 dwellings.

I am having difficulty understand the spend of £41k and the bus stops on Pynne Road already have raised kerbs and bins. Both bus stops on Pynne Road have been subject to a significant spend in recent years and a bin is provided at the one stop if not both already.

The money to be spent would be better ensuring all road junctions onto Lacey Road have double yellow lines to ensure a clear line of sight when egressing the side roads onto Lacey Road. Lacey Road is a known short cut to get to Keynsham and this would also support the

tactile paving that needs to be installed and reinforce no parking across these dropped kerbs.

Committee meeting for 21/05859/FB - Former Greville Elderly Persons Home Lacey Road Bristol
BS14 8LN

Mrs Maria Olpin

PUBLIC FORUM STATEMENT

Dear Councillors,

I wish to strongly object to the 26 premisses proposed on the former Greville site –

The whole proposal does not consider the existing residence that adjoins the site, all homes will go from private gardens to being overlooked around $\frac{3}{4}$ of the site.

Bungalow on the entire site would be more appropriate.

In your report to say 'impact and depreciation of neighbouring house prices but this is not a material consideration' is quite frankly appalling & insulting ! We have worked all our lives to pay for our family home.

The strain on local Doctors and Schools will be seriously impacted by the additional families in the 26 premises.

Please do not allow a peaceful area to become yet another overcrowded area.

Kind Regards,

Maria Olpin

Development Control B 18/05/22.

RE: 21/05859/FB - Former Greville Elderly Persons Home, Lacey Road, Stockwood.

I feel that my comments have been misrepresented in the report to committee. I am sure that this is unintended, but I would ask committee members to read my actual comments rather than the edited version.

I strongly believe that the density of properties being proposed for this site is completely inappropriate. The layout is not sensitive to the interests of existing residents.

Access is via a narrow entrance which is not possible to widen. I do not believe that this entrance could support the number of vehicles (including service vehicles) that would use the site given the number of properties that have been proposed. I have no doubt that this would compromise the safety of pedestrians (including schoolchildren), cyclists and motorists who use Lacey Road.

If members are minded to grant this application, then I would ask that they conduct a site visit before doing so.

Thank you.

Cllr Jonathan Hucker, Stockwood Ward.

Statement from Paul Barry - 24 Lacey Road

Thank you for taking time to read my statement as to why I am opposed to the current proposal for the Greville site.

I am opposed because of the type of housing being considered, it's effect on the Stockwood ward and the total lack of engagement and transparency and the effect on my home and wellbeing

I have a number of areas of concern, here are just a few which are the most pressing

The entrance to the site is or as I have just found out was just that an entrance. It is currently raised from the main road to distinguish that it is not a road, and it is just under the normal width of a standard road. I have since learned that the council without ANY consultation or notification to myself and No 22 have change it into an adopted road. This makes it a new junction and under current government guidelines drop kerbs are not allowed within 10 meters. This causes a major issue as mine and No22 driveways are not straight (90Degrees to the road) our drives were designed to merge across the entrance to greville on a 45 degree angle, which now means my drive and No22 cut across what is now a road junction, which is totally unsafe.

I am annoyed at the lack of engagement by Bristol City Council (BCC) over the entrance to the development. I and my neighbour No22 have been trying over the past few years to engage with the Highways department and BCC over this issue.

When we have raised this issue with BCC they have advised us that is it nothing to do with them and it is down to the Highways department who to date have not contacted us.

There has also been mention of a "shared road" as the current entrance is not wide enough and the pavement is also under the standard for a safe pavement, so both would be merged, this would mean that the road is less than 4inches from the side wall of my house. Aside from this the increase in traffic and noise right next to my bedroom wall and my daughters room will have a major effect on mine and my families mental wellbeing, being I already am at the top of the scale for PTSD. Also the removal of trees which will open up my rear garden will also affect my current medical condition. I would have assumed that access and safety should be of great concern to BCC but it appears not.

Both myself and No22 and our families are most affected by this development due to the increase of traffic directly past our house and yet we have been excluded from the notification list and when this was queried we were advised this was a computer error and that we would be added and any

information missed would be sent, however to date none of this has been done, not even a letter about this council meeting, I would say I am shocked that the 2 properties most effected are missed from notifications, but I am not as this has been the councils method all along with this development

The report by BCC (page 5) does mention the impact on neighbours but not 22 & 24 the properties most effected by the development

I believe the build itself does not consider the local community needs and I have formed this opinion based on Living in Stockwood for over 54 years.

My parents moved into one of the very first houses built in Stockwood, even before Lacey road was developed back in the 1960`s, I am active in the local community, I am also a retired police officer that used to work in South Bristol covering the area I live in, I have seen the damage that social engineering can do first hand, and that is exactly what this site is, it's the council attempt at social engineering, the site is basically a square surrounding by existing private residential housing with one way in and out and all to be social housing, speaking from experience this is a powder keg waiting to go off. I have not met or spoken to anyone in favour of this development as it currently stands.

The development is so out of character for the properties surrounding the site, The last all social housing development in Stockwood lead to a twofold rise in crime and ASB, this is documented in the archives for crime in the area. Further studies have shown that an estate comprising totally of social housing has an increase in poor health as well, not just for the new residence but the surrounding residence. As there will be no funding for more doctors and teachers where are the new residence going to go?? Its already a 4 to 5 week waiting time to see a doctor, and the local schools are already well over subscribed. I have looked through the many files posted on the BCC website and I cannot find a social impact study to see the effect this development will have on the community, has one been completed if not why? The local dentist is not accepting NHS patients and there is not a dentist that can be reached directly on a single bus, so to reach one involves several bus changes. At a time when first bus have cut the services to Stockwood.

Whilst I am aware BCC has a quota of social houses it must build I feel it should look at its own properties first as there are many boarded up council properties in Bristol more than the proposed build here! And what with a 550 house development less than a mile away in Brislington is the need for social housing a necessity on this site? What stockwood needs are low cost starter homes and shared ownership, Our local counsellor Graham Morris has put forward the needs of Stockwood ward and I agree with him.

My parents live in Stockwood, I live in Stockwood my brother lives in Stockwood and many of the friends I grew up with and their families continue to live in Stockwood, But the years of a Council based on Social engineering has put an end to this cycle as my children will not be able to

live in Stockwood as there is no affordable starter homes within the area so a sustainable community will not happen

I urge the committee to visit the proposed site and see directly what a catastrophic effect the proposed build will have on the community of Stockwood, especially those surrounding the build.

I would like the following questions to be answered by BCC before planning is granted:

- 1) Why have I, and my neighbour (no. 22) been excluded from notifications despite advising BCC of their computer error and being informed it will be corrected?
- 2) Why have BCC or the Public Highway not contacted me re my driveway, and The issue of a road next to my main house wall with bedrooms above
- 3) Why did the original sweep document show vehicles mounting the pavement, but the new sweep document does not show this, in fact the new document images have been cut off so as not to show the sweeps will go over the path on both sides of the road and my drive. Having lived on Lacey road for 23years, we have seen first hand that a normal refuse lorry cannot turn in or pull out without going over the pavement and driveway. As when the demolition was taking place I complained to the council a number of times where lorries had mounted the pavement and crossed over my property, one even took out a road sign

Thank you for reading my statement. I hope you will carefully consider what I have said prior to making any decision, as whatever decision you decide to make will impact dramatically on mental health and life in Stockwood.

Many Thanks

Paul Barry

: Oliver M Feeley **Sent:** 15 May 2022 19:36

To: Democratic Services <democratic.services@bristol.gov.uk>

Subject: Notification of committee meeting for 21/05859/FB - Former Greville Elderly Persons Home Lacey Road Bristol BS14 8LN

OBJECTION TO PROPOSED DEVELOPMENT

Dear Sir/Madam,

Please find below my family's response to the recent "recommendation to approve" document for the proposed redevelopment of the former site of the Greville Elderly Persons Home on Lacey Road. For further details you can also see previous responses (on the planning portal) from myself and my wife who currently live in 16 Pynne Close and are the beneficial owners of 17 Pynne Close.

Looking through the document there are many errors and omissions.

We know that until last year BCCs intention was to replace the old dementia centre with a replacement dementia centre on this site. It appears the plans make a nonsense of BCCs own regulations. BCS12 states 'Existing community facilities should be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made'. Despite this the plan suggests "when considering the above policy, it is recognised that following a review of care for the elderly in 2012 in light of changes in government guidance and feedback from clients, a move towards personalisation of care with increased choice and control over that care was approved by Council cabinet. This included greater support for those who wished to stay in their own homes and the emphasis on provision of extra care accommodation, which includes self-contained flats with some communal facilities available and on-site staff. To accommodate those with dementia who do need a high level of personal care there were proposals to expand existing facilities. As a consequence of the above changes, the demand for the type of accommodation provided in the number of elderly persons homes across the city declined and they were shut as they no longer provided care in line with the approved approach and it is understood that it would have been uneconomically viable to convert them to provide extra care accommodation, which has largely come through in the form of new large purpose built complexes operated by registered providers. Greville House was one of those homes affected by this change and closed in 2012. Since its closure it remained empty for several years and the building which was in a dilapidated condition has now been demolished. Consequently, it can be concluded that the loss of the former community facilities is acceptable and in compliance (sic) with the requirements of policies BCS12 and DM5". The council's actions in partnering with a developer over the last couple of years with the intention to build a new dementia centre on the site prove the building of houses will be in fact be in contravention on BCS12 and DM5. The planning of this new dementia care site, well after the 2012 changes proves there was last year and still is a need in the community for the same facility as was provided by the old. This is particularly the case in Stockwood due to our larger than average proportion of older residents. This blatant disregard for such a basic policy to ensure that local services are not lost to our community should be enough alone to cause planning. The dereliction of the former building appears to have been deliberate. With well-advertised statistics stating that the UK (and Stockwood especially) has an aging population with an increasing incidence of dementia this would . with the intention to replace it with a similar facility four times the size on the same site. With well-advertised statistics stating that the UK (and Stockwood especially) has an aging population with an increasing incidence of dementia this would seem to be a sensible approach. Subsequent to the withdrawal of that plan by BCCs

partner/developer the story has changed and the "recommendation to approval" document is relying on BCCs decisions from 10 years prior saying there is no need for a dementia facility within our community. This makes no sense at all, presumably the developers providing the planning committee with partial information aimed at having this decision approved to the detriment of our community.

The plans also describe the development to be a "*redevelopment of a 69 bedroom dementia care home. (C2 Use Class)*". The site was not and never has been a "69 bedroom dementia care centre". The 69 bedroom centre was the planning proposal made for the site that was subsequently withdrawn by the developers. As discussed above the pre-existing building was a derelict dementia centre however in reality the building/facility on the site was about a quarter the size that is suggested in the "recommended to approve" document. We can only assume that this blatant falsehood in the description of the former building is a deliberate attempt to fool the planning committee members into thinking that the existing property was much bigger than it was. The purpose of this is presumably to hide the impact of the proposed 26 houses to the existing community. The reason all neighbouring properties object so vehemently is that we know the truth, that the existing property was half the height, a quarter of the foot print and twice the distance from our properties than the proposed development.

The transport report confirms that the access point would not be granted if there was not already an access point there. This raises issues about the safety of the access road to pedestrians and vehicles passing and using the road. Bearing in mind the original junction was installed 40 years ago there was much less traffic on the roads than there is now. For the last ten years actual usage of the site has been close to nil. The vehicle journeys that will come with up to 80 new residents in the proposed development will mean the traffic use will increase exponentially even from when the site was last open. There will be even more traffic once the increase in services such as parcel/food deliveries is factored in. This junction will cause arguments among neighbours as well as causing dangers for children, the elderly, the blind, wheelchair and pushchair users and other vehicles as cars park around other junctions in the immediate area. This will turn into a very dangerous junction, and should the plans be approved councillors will be held as responsible when accidents occur.

The green space that occupies the site of the former dementia centre is essential for local wildlife. I myself have witnessed deer, badger, fox, rabbit, squirrel, hedgehog, rabbit and many other rodents within the area. The area also attracts a varied bird population with owls and sparrowhawks using it as a hunting ground in addition to a large daily population of songbirds and finches of all types. There are several species of reptiles, toad, frogs and newts that currently come into our gardens from the site. I imagine that were the site not to have been left derelict over the last decade by the council with no effort made to maintain the property at all, were it maintained in the smallest way for the wildlife it would be a tremendous benefit for the local community and an essential part of the local ecological web. Once the buildings/roads cover most of the land and the fences partition what remains there will be huge disruption to the wildlife. Once people move in astro-turf, gravel and patios will replace grass and bushes, Their parties, BBQs and associated noise/light will scare most of the wildlife away while what wildlife remains will be killed by cats/dogs or turned into roadkill by all the extra cars.

The council has never accepted the responsibility to maintain the hedges/trees on the periphery of the site. This has led to decades of damage to neighbouring fences/gardens. As neighbours any good faith in BCC maintaining the trees/hedges in a safe and responsible way, this issue will only be made worse by the hedges/trees being partitioned into separate gardens. How long will the trees

that are supposed to protect our privacy last when a resident decides they are too intrusive on their garden and cuts the trees down? What protection do we have and what compensation will be given?

On Pynne Close did not suffer too much from the previous building as it was a small single story building, in the middle of the site with a very low, shallow pitched roof. Even with the former building being further away, much narrower and lower, we would only see no sun at the back of our houses from about midday to 2pm. If the new buildings are built we will see practically no sun at all for six or more months of the year. The huge number of terraced two story buildings with a continuous high pitched roof immediately adjacent to our properties is totally out of step with the flats and semi-detached houses that surround them. This development will bring into our previously quiet lives overlooking, overshadowing and an intimidating wall of brick and concrete. When **local** residents are objecting by a ratio of more than 40:1, both **local** Councillors are objecting there is only one conclusion you should come to. That conclusion should be to veto the proposals and refuse planning permission.

I thank you for your consideration of this matter.

Regards,

O M Feeley

Statement from Nicola Beamont – 22 Lacey Road

Thank you for taking time to read my statement as to why I am opposed to the amount and type of housing planned for the old Greville site.

I am opposed because of the type of housing being considered, it's effect on the Stockwood ward and the total lack of engagement and transparency.

My main area of concern is the unsuitable access and the proposed housing development.

I am annoyed at the lack of engagement by Bristol City Council (BCC) over access to the development. I and my neighbour Paul have been trying over the past few years to engage with the Highways department and BCC over this issue. When we have raised the issue with BCC they have advised us that is it nothing to do with them and it is down to the Highways department, we have asked for contact details and asked for them to arrange meeting between all parties they never have and keep reiterating that it is nothing to do with them. I would have assumed that access and safety should be of great concern to BCC. I also have concerns over my boundary fence and other issues that have not been addressed by BCC. EG the placement of the rubbish right next to our fence. Why will refuse lorries not be picking up from resident's drives?

Both I (22 Lacey Road) and Paul (24) and our families are most affected by this development due to the increase of traffic directly past our house and yet we have been excluded from the notification list (see attached Document 1) and when this was queried we were advised this was a computer error. It is shocking that the 2 properties most effected are missed from notifications.

The report by BCC (page 5) does mention the impact on neighbours but not 22 & 24 the properties most effected by the development

The entrance to Greville has never to my knowledge been classified as a Road, it was always an access entrance. The documents from BCC confirm that it was an entrance. BCC adopted the road in 2016 or 2014 it is extremely difficult to find out information concerning this. We were never notified that it had become an adopted road. If it is now classified as a road then this would have happened within the last few years and therefore would classified as a new junction and drop curbs are not allowed if following BCC own guidelines. It is my understanding that roads are only adopted by Highways following the completion of a development. This is because most access roads are damaged during the work. So does this mean extra cost to the development. I was on the understanding that Highways have a strict code of practice that developers must adhere to and that plans should be

drawn up and approved by the planning department following consultation with highways. This doesn't seem to have happened

In my opinion the build itself does not consider the local community needs and I have formed this opinion because my family have lived in Stockwood for over 50 years, my parents moved into some of the first houses built, I am active in the local community, and I have not met one person in favour of this development. The development is out of character for the properties surrounding the site which is basically a square surrounded by existing private residential housing. Studies have shown that an estate comprising totally of social housing has increased crime, increase in poor health (this will put extra strain on the local doctor's surgery that is already struggling to meet demand.

I have looked through the many files and I cannot find a social impact study to see the effect this development will have on the community.

The local school Waycroft is already oversubscribed so where will the children go to school. The doctors are oversubscribed with long waiting times for existing patients so how will the surgery cope with the increase in patients. The dentist is not accepting NHS patients and there is not a dentist that can be reached directly on a bus, so to reach one involves several bus changes.

Whilst I am aware BCC has a quota of houses it must build; it is looking at Bristol City Council's needs and not the needs of Stockwood ward. Our Councillor Graham Morris has put forward the needs of Stockwood ward. My parents live in Stockwood, I live in Stockwood, my children will not be able to live in Stockwood as there is no affordable starter homes within the area so a sustainable community will not happen. There are plans to build 550 new homes from the Brislington Park and Ride, this will add to the quota of houses Bristol needs to build.

I urge the committee to visit the proposed site and see directly what a catastrophic effect the proposed build will have on the community of Stockwood, especially those surrounding the build.

I would like the following questions to be answered by BCC before planning is granted:

- 1) Why have I, and my neighbour (no. 24) been excluded from notifications despite advising BCC of their computer error.
- 2) Why have BCC or the Public Highway not contacted me re my driveway, and discuss if my driveway could be changed etc. Would the development consider alterations to my driveway and also the costs?
- 3) What will happen to my boundary fence, when the foliage is removed it is likely that my fence will be destroyed, no discussions have taken place regarding this
- 4) Why did the original sweep document show vehicles mounting the pavement, but the new sweep document does not show this.

I fully understand the need to build more social housing, there is a housing shortage but in Bristol, but in my opinion, the high rents charged and the cost to buy a property will not address the housing crisis in Stockwood. Many families are not eligible for social housing because they do not qualify. The lack of affordable rental properties is resulting in overcrowding but none of these people can afford to move out, they can't get social housing so are stuck living at home with their parents.

In my opinion, the following would work

- 1) A mix of 50/50 social housing and affordable 2 bed starter homes/right to buy, thus helping to meet the targets set for new social housing but also giving people the opportunity to buy
- 2) The front of 22 Lacey Road be paved with a drop curb, this will improve visibility and safety of the junction, as it will mean being able to get on and off the drive without crossing the T-junction.

Thank you for reading my statement. I hope you will carefully consider what I have said prior to making any decision, as whatever decision you decide to make will impact my life in Stockwood.

Thank you

Nicola Beaumont

Development Control Committee B – 18 May 2022

SITE ADDRESS: Former Greville Elderly Persons Home Lacey Road Bristol BS14 8LN

APPLICATION NO: **21/05859/FB**

Proposed development of residential units (no. 26) Use Class C3 with associated access, parking, and landscaping.(Major)

STATEMENT ON BEHALF OF THE APPLICANT by Andrew Beard (Agent).

Dear Councillors,

The application before you today is a very important proposal for Stockwood as it will deliver regeneration of a vacant Brownfield site and importantly deliver new affordable housing much needed in the area meeting Council priority objectives.

The site was previously an elderly persons home and has been closed now for some 5 years and was demolished in 2020/21 which has resulted in a partially derelict unkempt site ripe for a permanent development solution.

The proposals achieve new housing in a sustainable urban part of Bristol and will deliver environmental improvement and meet housing need. The site is a sustainable location close to:

A37 link into the city centre

Buses services to City centre and Brislington

Stockwood Road District Centre (Hollway Road) including shops and wide range of services.

Waycroft Academy, and

Public open spaces at Stockwood Lane

The proposals are fully in line with both national and local policies to deliver full and efficient use of sustainable urban land. The site will make an important contribution to the housing needs of the city.

The officers report quite rightly concludes that the principle of development and housing on the site is acceptable.

Strategy planning officers conclude – “This application addresses the need in the area in addition to offering up accommodation which will likely be suitable to older persons in the form of the 2 bungalows to M4(3) standard.” The mix addresses shortages in the Stockwood area as confirmed by census and housing data.

The design of the scheme is high quality and a new street delivering place making and integration with the surrounding houses. The design officers raise no objections to the scheme.

It is understood that there have been and still are concerns over some issues, but the applicant has worked tirelessly throughout pre-application to respond and address those concerns so that the planning balance is acceptable and can be approved today as per your officers recommendation.

Density – the scheme has been reduced from 33 to 26 units, and the mix changed to meet identified housing need. It should also not be forgotten that the site used to have a large building, deliveries, visitors, and this may now be a distant memory. The site however must be put to beneficial use and the proposal of 26 units is not overdevelopment. It is below, as a response to neighbours, the emerging Local Plan review estimate capacity for the site of 32. The changes in response to neighbours has actually brought the density below policy BCS20 showing how the scheme has reached a reasonable balance and is not over development.

Access – the entrance previously served the EPH with deliveries, staff, and visitors but a new Road Safety Audit has been prepared to ensure that it will operate safely with traffic regulation orders to absorb it into the surrounding network. 35 parking spaces are proposed to ensure there are no off-site parking impacts.

Amenity – The new housing has been amended to deliver more bungalows and separation distances between the new housing and existing residents meet the Council’s published standards. Shadow analysis drawings also show that there will not be a significant impact on existing neighbours.

Ecology – The site is currently mainly a central gravel area with boundary trees. The scheme will deliver new gardens, new trees to replace any lost and delivers a net gain to biodiversity.

Climate Change – the scheme delivers all the requirements of policy in relation to sustainable urban drainage, energy efficiency, electric charging points, sustainable construction and will remediate a demolished site. It will deliver Brownfield redevelopment with design addressing all issues to ensure it addresses the climate change challenges for the city.

There have been two pre-consultation exercises, where the applicant has made significant changes after listening to the community. The scheme now fully meets policy and standards and there are no reasonable reasons to withhold consent.

The officers have created a list of conditions that will finalise further the full detail for construction to ensure that the scheme delivers full integration into the surrounding area without any adverse impacts.

In conclusion I would highlight the significant benefits that this application proposes -

Regenerates a vacant site.

Delivers Brownfield redevelopment.

Creates 26 new housing units meeting local need.

All units meet the internal space standards.

Delivers affordable housing, badly needed.

Creates a new landscaped site.

Delivers high quality architecture.

Delivers energy efficiency measures, 26% above the policy 20% requirement.

Includes sustainable urban drainage.

Utilises an existing access.

Respects neighbours with the careful siting of bungalows and separation distances.

The scheme is compliant with the following policies as agreed by the officers report – BCS 10, 12, 13, 14, 15, 16, 18, 20, 21 and DM 5, 17, 23.

I trust that you will agree with your officers recommendation and conclusions today so that this important housing regeneration scheme can go forward to the implementation stage.

Thank you for your time and consideration.

Andrew Beard MRTPI

17th May 2022.



Members Of Development Control Committee B
Bristol City Council

17th May 2022

EMAIL ONLY

Dear Councillor

Application for planning permission - redevelopment of former car wash site to provide 31 self-contained residential flats within associated car and cycle parking, landscape and access (major) (revised Scheme). Ref: 21/04096/F

122 BATH ROAD, TOTTERDOWN, BRISTOL, BS4 3ED

The application at the above site has reached Committee following an 11 month collaborative process with your officers, principally Planning, Urban Design and Highways Officers.

The height, bulk, scale and mass of building is now significantly reduced from that originally submitted and is as a result of these proactive discussions with Officers, for which we are grateful.

The scheme before you is for 31 flats over a building that steps up in height from 3 storeys adjacent to the Thunderbolt pub to 5 storeys adjacent to the Three Lamps Park and includes:

- A mix of 1, 2 and 3 bedroom dual aspect flats with private amenity space and access to shared space.
- Policy compliant provision of 9no. on site affordable housing, amounting to 30% of the total dwellings (in accordance with policy BCS17) in a mix of 1, 2 and 3 bedroom shared ownership and social rented units. These will be secured through a legal agreement following a resolution to grant planning permission by this Committee.
- These units contribute towards meeting the acute housing shortfall identified in Bristol (confirmed by not meeting the 5 year housing land supply or Government's housing delivery targets), as outlined in the Committee Report.
- As a result of this shortfall in the supply and delivery in housing, the presumption in favour of sustainable development is triggered by paragraph 11(d) of the NPPF which is a significant material consideration to which substantial weight is attached.
- The site is in a sustainable location, with bus stops outside the site and it being a 10 minute walk to Temple Meads. Further the proposal includes a Travel Plan to encourage sustainable transport habits of future occupiers.
- A balance between providing some on-site car parking and reducing the reliance on car ownership has been achieved. 62no. secure cycle parking spaces are proposed with 11no. car parking spaces which are either EV charging points or have ducting in place to charge EVs in the future.

- The building design respects and reflects the terraced character of Totterdown. A concern has been raised by the local Councillor to the height and that the building is one storey too high. The Officers Report confirms that the top storey is set back from the principle building line behind a parapet wall ensuring its height and impact is reduced. This is confirmed in the CGIs prepared in support of the application which are included below for ease of reference. The terraces of the buildings of Totterdown remain visible and part of the streetscene.



- The height is acceptable adjacent to the Thunderbolt pub being one storey higher and providing a respectable stepped change in height.
- There is no objection in respect of the impact on the pub as a Grade II Listed Building. The scale of harm to the heritage asset is concluded to be substantially reduced which when balanced with the housing need and delivery of policy compliant affordable housing in this sustainable location is concluded to be acceptable.
- Further, the freehold owner of the Thunderbolt has written to confirm their support for the proposal in respect of the measures introduced to protect them as a music venue. This includes additional insulation on the eastern elevation nearest the building. A copy of this letter of support is attached.
- There is no adverse impact in respect of overlooking to neighbouring properties, particularly to the rear on Hillside Street. The minimum distance between the rear of the new flats and Hillside Street is 20m but at this distance there are mature trees within the existing gardens which are a visible and prominent feature in the local context. This distance then increases to 30m. Further, the balconies on the rear elevation have lightweight privacy screens allowing light in but restricting the potential for any outlook towards Hillside Street.

The Committee Report raised the following points that require clarification:

- The Biodiversity Net Gain assessment has been updated to include the brown roof of the plant room and the Net Gain is 371% (an increase from the quoted figure of 322%).
- Regarding the Overheating Assessment and the potential need for additional ventilation, if windows need to be shut, the proposed Zeroth heating system is also designed to provide comfort cooling ensuring that no overheating will occur within the flats. As the Committee Report confirms, details of this can be provided by way of a planning condition.

Local Ward Cllr Stone confirmed their opposition to the application. The concerns raised have been reviewed and many of the issues are addressed in the Committee Report and summarised above. However a response on specific issues is provided below:

Height

- The Officers Report confirms that limited weight can be given to the Draft Allocations Review of the Local Plan which identifies the site as having potential for 20 units. The top floor is set back so is not dominant or prominent in the streetscene;
- The height respects and reflects the height of the terrace on the southern side of Bath Road;
- The CGIs confirm that the terraces and dwellings to the rear on Totterdown escarpment remain visible;
- There is a housing need across the City and the Council are not meeting their housing supply or delivery targets. The presumption in favour of sustainable development triggered by the NPPF is engaged which carries significant weight to outweigh any concern about the height or other issues given the wider benefits of the proposal.

Sustainability/ Energy targets

- The Development Plan policy target is to secure at least a 20% saving in CO2 emissions from energy use in new development through on-site generation of renewable energy. The proposal has been assessed using the current version of SAP (SAP 9; 2009). The results of the analysis is that for all the flats, the CO2 reduction is 43%, more than twice this policy target.
- However if the SAP test is updated and the new version SAP 10 used (apply from mid-June 2022), the CO2 reduction will be in the order of 63%;
- The proposal achieves the most appropriate balance between reducing car dependence and managing the impact on the surrounding streets. The site is in a sustainable location, with bus stops on Bath Road outside the site; significant cycle parking provision is provided (including for visitors); and the car parking provided includes EV charging points. A Travel Plan will be part of a S106 Agreement aimed at changing travel habits to more sustainable modes.
- Regarding the type, life cycle and source of materials to be used, all materials will have long life spans (40 years+) and sustainable suppliers and materials will be prioritised during procurement. Further, the applicant is a local family company who takes pride in the delivery of such projects, having recent experience of developing projects locally, whilst employing local labour.

Therefore on the basis of these further updates and the conclusions of the Officers Report, we respectfully request that you support the Recommendation and grant planning permission subject to the S106 Legal Agreement being signed and conditions being agreed.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Stuart Rackham', enclosed in a thin black rectangular border.

Stuart Rackham

Rackham Planning Limited on behalf of PYL Ltd (the applicant)

stuart@rackhamplanning.co.uk

Enc. Letter of support from Thunderbolt owner

CC: PYL Ltd, Oxford Architects; J Leigh (BCC Planning officer)

9th May 2022

To whom it may concern

Re: Planning application at 122 Bath Road, Totterdown (Bristol CC ref: 21/04096/F)

I am the freehold owner of The Thunderbolt music venue at 124 Bath Road, Totterdown, which is an independent music venue that regularly host a number of live bands.

We have been aware of the current proposals for the former car wash site next door since June 2021 when the architects and planning consultants came to discuss their ideas with me. They explained the reports that were being prepared to assess noise from the Thunderbolt and how it would affect future residential neighbours.

At this point, I should add that we have a very good relationship with our existing neighbours.

I have spoken to the planning consultants who have kept me updated throughout the application. I have seen the latest drawings which confirm the additional insulation on the eastern elevation of their building which I specifically requested.

I understand that Bristol City Council protect my site from neighbouring development that could affect its viability in the long term ('agent of change'). However the measures in place plus the reports and studies that have been carried out assure me that the new residential development proposed at 122 Bath Road will not cause any conflict with the future of the Thunderbolt as a live music venue.

I therefore hope the Planning Committee can support the application as well as I wish to see the site developed for the benefit of the local area.

Yours sincerely



David McDonald

Freehold owner of The Thunderbolt

The Thunderbolt, 124 Bath Road, Totterdown, Bristol, BS4 3ED

Statement from TRESAcic

(Totterdown Residents Environmental & Social Action community interest company)

Application Number: 21/04096/F

Address: 122 Bath Road Totterdown Bristol BS4 3ED

The previous application was entirely inappropriate to this site and we are pleased that officers appear to have made it clear to the developer that fundamental changes were required. The current application is, therefore, an improvement on a very poor previous application.

It is important not to be so relieved that the previous application has been withdrawn, that we accept anything in its place.

Had this been the initial application, TRESA would have objected on two important grounds and we feel we have no alternative but to object to the current application on those grounds.

HEIGHT. The proposed buildings are too high for the site. We stress again that this site is part of Totterdown and must complement the hillside setting, rather than dominate it. The proposed height will still have a harmful impact on views towards the Totterdown escarpment. We agree with Bristol Civic Society that four storeys are the maximum acceptable height for this site. We propose that one storey should be removed across the whole design, giving a maximum of four storeys and stepping down to two storeys next to the Grade II listed Thunderbolt pub.

OVERLOOKING EXISTING PROPERTIES. The balconies on the whole of the rear of the property, and the proposed roof terrace, will overlook the existing properties and have an adverse impact on their privacy

Dear Councillor,

We are Oxford Architects, the designers of the scheme.

We have been working on this site and project for over 18 months now.

In that time, we have come to know it well.

The site sits in an important location – facing directly onto The Bath Road at the bottom of the Totterdown escarpments.

Being on the south side of the road its locale and immediate context is therefore definitely ‘Totterdown’.

Totterdown is celebrated for its architectural character of stepped terraced Period Edwardian, Victorian and later building typologies.

It lives up to its onomatopoeic name - by literally tottering and then tumbling its way down the side of the hill.

There is a distinctive architectural vernacular language of the housing in this area that is typified in its setting and palette of materials that make up its ‘Genius Loci’ namely: -

- compact and dense urban living
- character period buildings
- stepping levels and steep topography
- pitched roofs / gable ends
- brick and (colourful) render as base materials
- tottering buildings and a serpentine skyline

Our design recognises this sensitive location and understands its need to give back to it through an architectural language that resonates with the wider area.

And we have done this over an 18-month period with 3 major iterations of the scheme in that time. These variations of the scheme were as a result of listening to comments received and responding positively to them.

They came on the back of consultation comments from many sources including: -

- the Case Officer Jess Leigh
- Urban Design officer Patricia Gomez and her City Design Group colleagues

- the Design Review Panel
- Highways Officer Steven Rockey
- Residential Neighbours
- TRESA (Totterdown Residents Environmental and Social Action)
- Ward Councillors

During the schemes progress through the planning process this comment and feedback was taken on board and constantly informed the evolving design process.

With each iteration of the scheme, we believe we have collectively strengthened the detail and character of the design significantly to the point where all parties are now happy with the design to be tabled at committee on Wednesday, the scheme is fully policy compliant and has the support of all the Development Control Officers who have worked on it.

Over the course of this period issues resolved include: -

- the principle of development and use class
- the quantum of development for the site
- 30% Affordable housing
- height, scale and massing
- density / development footprint
- dual aspect units throughout
- Heritage setting of the grade 2 listed Pub next door (the scheme is also fully supported by David McDonald the freehold owner of The Thunderbolt)
- light assessment and overshadowing
- overlooking
- noise impact
- sustainable energy
 - in the built form through high levels of insulation and airtightness
 - in operating form through the Zeroth heating and comfort cooling system, PV's and on-site EV charging facilities

- in renewable form through renewable energy sources securing 43% savings in CO2 emissions from the site

All the above thinking working on our energy mantra of: -

'If you don't lose it, you don't use it!'

- biodiversity
- urban design - contribution to the public realm and wider city scape
- materials and finishes
- highways, access, car and cycle parking, refuse facilities

But a schemes success and the ability to build a building is not just about Planning Policy compliance.

Our role as designers is about creating good buildings and good environments that contribute significantly and positively to their place on a road, a street or in a city.

When complete a good building must have the ability to add successfully to its immediate context as well as the wider context of the public realm it serves and the urban fabric and skyline of the city it is part of.

We believe this design will achieve this goal and contribute positively to our city.

In closing we would like to offer our thanks particularly to the Planning and Urban Design Officer of the Development Control Team.

We have worked closely with them to achieve the results you see before you.

We thank them for their support on this project and now seek your support at Planning Committee to assist us in realising the scheme.

Thank you.

Tony Mullin

Partner

16.05.22

From: Hela M V **Sent:** 06 May 2022 14:15

To: Democratic Services <democratic.services@bristol.gov.uk>

Subject: Application no. 21/04096/F Site address: 122 Bath Road Totterdown Bristol BS4 3ED

Application no. 21/04096/F

Site address: 122 Bath Road Totterdown Bristol BS4 3ED

Proposal: Redevelopment of the former car wash site to provide 31 self contained residential flats, with associated car and cycle parking. landscaping and access (major) (Revised Scheme).

Dear Committee

I would like to speak up for Bristol, particularly Totterdown, where I live - its culture, people and character.

The city has been blighted by numerous incredibly ugly and unwelcome buildings over the last two years and we say NO MORE. It's extremely insensitive and unintelligent and greedy to build inappropriate high-rise buildings without thought or consideration for the people living in the area. What happened to sympathetic architecture? What about sustainability? Culture? Human beings? Logistics? Enough of these contracts and lining of pockets and gaslighting the demos, it's against public service - the city is failing us.

No more 1970s throw-back problem buildings please. What has been happening under Marvyn Rees' leadership is inexcusable.

I strongly object to this proposal. Nothing taller than 4 storeys should be built on the site.

I am angry at the city and the mayor and really hope the mayoral post will be scrapped when the results of the referendum are through so we can - hopefully - return to a little bit of common sense instead of orbiting egos.

with regards

Helena Mrvova-Vine

DEVELOPMENT CONTROL COMMITTEE B, 18th May 2022
PLANNING APPLICATION REF. 21/05341/F
21 OAK ROAD, BRISTOL, BS7 8RY

- Mr Chairman, Councillors, my name is Nigel Green and I am the owner of No. 21 Oak Road, Horfield. I speak as the applicant, but also as a registered and responsible landlord with a genuine interest in delivering much needed, rental accommodation for professionals in this part of the city. I am mindful that this application has raised various local concerns, and my agent and I have worked rigorously with the case officer to address these.
- My proposal is for the change of use of No. 21 from a four-bedroom family dwelling to a five-bedroom House in Multiple Occupation, for up to 6 people. I am aware that it is very challenging for young professionals to find good quality affordable housing in Bristol (the AirBnB market in particular has driven up short term rental rates). They can neither afford, nor necessarily want to live alone in one-bedroom flats or studios at inflated rents, and in my experience, they want to be part of a community, in attractive, safe, walkable environments with great transport links. I believe in mixed and balanced communities and I believe young professionals deserve the opportunity to live here.
- In policy terms, the Council's Supplementary Planning Guidance sets out Sandwiching and Threshold tests for assessing what is an appropriate concentration of HMO's in any street or neighbourhood. Not only do the proposals meet both these tests, but the ward data for Bishopston and Ashley Down confirms that the area is dominated by owner-occupation. So, I understand that there may be a perception of too many multi-occupancy properties in the area, but this is not borne out by the evidence.
- I understand concerns over the number and type of potential tenants, so I have reduced the occupancy to 6 (akin to the current family home). Also, whilst I have no issue with students, I only intend to let the property out to professional people. I will be pursuing a licence for the HMO and have already secured National Residential Landlord accreditation and completed West of England Landlord training. I am committed to managing the property robustly and responsibly, and have offered a Management Plan covering issues such as refuse and noise, to ensure the amenities of neighbouring residents and the character of the area are not harmed.
- I also very much appreciate concerns over parking, but these are based on the assumption that everyone owns a car, which is no longer realistic. We have carried out a parking survey of the area and your Transport officer is satisfied that there is sufficient parking to accommodate 2 spaces for the HMO - the same as is permitted with the current dwelling. The location is very well served by public transport and close to numerous shops, facilities and amenities and within walking/cycling/scooting distance of the city centre. There are also 2 car clubs operating close by. It truly represents a 20-minute neighbourhood and surely exactly the type of sustainable development we should be supporting.
- In terms of accommodation, all the bedrooms and living spaces meet or exceed the space standards in the supplementary guidance, and all of the residents will have use of the rear garden and secure and generous cycle storage and refuse/recycling facilities. The property has been entirely refurbished and upgraded in respect of fire regulations, thermal and acoustic insulation and triple glazing, and offers a very good standard of modern accommodation. Your Pollution Control officer is satisfied with the noise mitigation

measures we have adopted and has no objections to the proposals.

- In summary, my proposal involves the change of use of a single dwelling to a HMO for 6 young professionals, in a highly sustainable part of the city. It is policy compliant, features appropriate mitigation, and reflects a very positive negotiation process with your officers. We believe it is well considered and offers a valuable, high quality contribution to the rental sector in Bishopston and Horfield. I urge you to follow your officers recommendation and support it.

This Joint Statement has been compiled by the residents of 19 and 23 Oak Road with additional input from other near neighbours.

HMO Threshold

On the West side of Oak Road apart from the 4 recorded licensed HMOs at numbers 1, 24, 31 and 44 there are rented properties housing 3-4 individuals at numbers 11, 14, 16, 20 and 25 Oak Road not on the Council's HMO license database. Of the 59 homes within 100 metres of 21 Oak Road 9 are registered as HMOs giving a Threshold figure of 15%. If all the unlicensed properties were to be taken into account this figure would be much higher.

Sandwiching

23 Oak Road is between No. 21 and the unlicensed 3 tenanted No. 25 Oak Road with the 4 student property at No 24 directly opposite which is a registered HMO contrary to what is stated in the Committee Report. The gardens of the multi tenanted flats at 332, 326 and 328 Gloucester Road also backs directly onto the gardens of Nos 19 and 23 Oak Road. Over the years these have been a source of considerable noise and disturbance frequently continuing late into the night.

Parking

In the past few months 2 long term residents of the street have sold up and moved out of the area citing the appalling parking situation along with increased noise as the main factors in their decision to move. The Parking Survey only covered two single day snapshots taken at the times when people are commuting to and from work. A look at the sample of the 200+ objections will tell you the true picture including the prevalence of illegal and dangerous parking.

The recommendation that residents should park on the Gloucester Road is frankly ridiculous due to the time restrictions.

All the HMOs and unlicensed properties listed above have at least 2 cars associated with them. Experience in the area is that many young professionals own a car, and possibly a van as well, not just for work but for leisure and visiting family and friends. The assumption that occupants will not own vehicles is not robust. Applying parking restrictions through limiting parking permits sounds interesting, but would require residents parking to be in place to be effective. The current mayor is not actioning this.

Noise

In the original plan thermal not sound insulation was intended to be installed in the rooms of No 21 adjoining the kitchen, living room, hallway and bedrooms of Nos. 19 and 23. At 23 and 19 we have clearly been able to hear people talking at conversational level whilst working in No 21 several times over the past few months.

The context of the southern half of Oak Road is that these are cheaply built Victorian terraces with low quality brickwork on the party walls. As the developer has not installed acoustic stud walls on the party walls, the noise of 6 people living separate lives will be an unacceptable level of noise invasiveness. .

Management of Property

We do not understand how a suitable management scheme will be implemented by the landlord. The applicant already has a large number of other properties to manage and will presumably find it difficult to manage this property from another city. This problem has been exemplified by his recent inability to manage the workmen hammering and drilling into party walls on Saturdays and Sundays and on public holidays.

Previously, there was a family of six living in the property, with four of them under the age of sixteen; this cannot be compared with the volume of noise and waste that six adults, living as individuals would generate. In the 14 years this family lived there they occasionally owned just one car.

Conclusion

Having lived here for over 30 and 20 years respectively we have seen the decline of the street from what was once a friendly community spirited place to what it is now. A place of ever increasing numbers of transitory people who quite rightly just want to get on with their own lives with little involvement with other residents. However for the long term residents like ourselves it feels like relentless erosion of our quality of life and environment and as mentioned earlier some have already had enough and left.

There is a need to increase housing density in Bristol, but in the right location and not at the cost of the community who live here. This HMO proposal is excessive in this location as the street already has high density.

Approving this application means prioritising the commercial interests of one individual above the interests of all the people who live in Oak Road and contribute to this community and Bristol.

Imagine that this was your street, the house next to you, where the front door is 1 meter away from yours.

We ask that members take seriously the concerns raised by the community who live here and make a decision that they would be willing to live with, or next to, themselves.

I would be most grateful if this statement could be read today at the committee meeting.

I am writing to you from holidays, and I hope you will forgive any anger I express in this email. The report about the 21 Oak Road planning application reads like a joke.

I am an engineer, and it is easy to measure off the distance on Google maps, and I used the councils own database on HMOs.

There are 15% HMOs within 100m of 21 Oak Road, 19% when unregistered HMOs are taken into account.

This is too high.

Not telling the facts straight is soft corruption, it harms local peoples trust in the council.

With much appreciation,
Jess

Jessica Read