

WARD: Bedminster

SITE ADDRESS: Land West Of Silbury Road Bristol

APPLICATION NO: 21/03166/P Outline Planning

DETERMINATION DEADLINE: 28 February 2022

Application for Outline Planning Permission With Some Matters Reserved - for phased residential-led development including affordable homes and commercial/community floorspace (Use Classes E and F.2), amenity green spaces; natural and semi natural greenspace; provision of associated infrastructure including footpaths/cycleways and new vehicular and emergency accesses; and provision of associated engineering and landscaping work including SUDs. Approval sought for access with all other matter reserved.

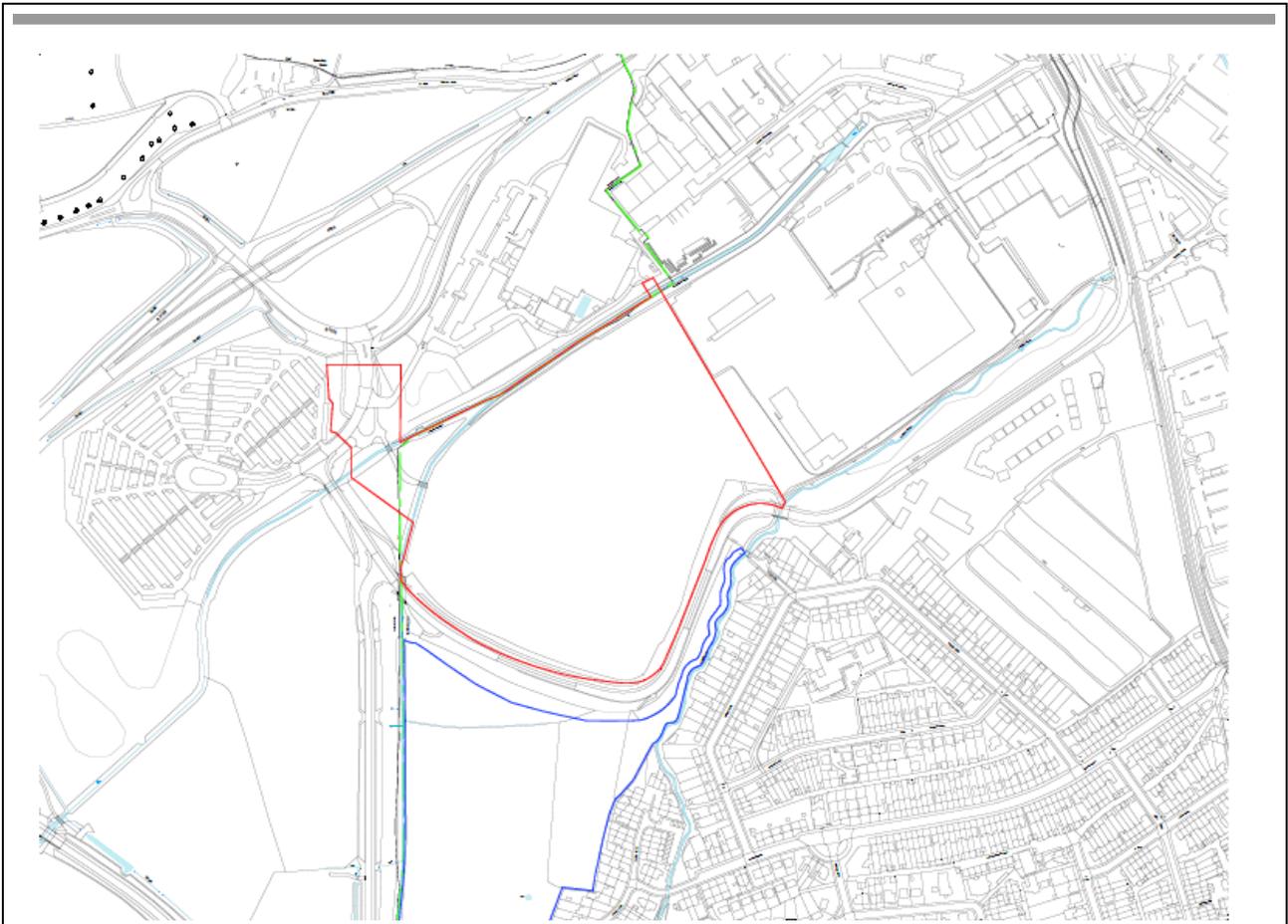
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Lichfields
The Quorum
Bond Street
Bristol
BS1 3AE

APPLICANT: Esteban Investments Limited
C/o Agent

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

LOCATION PLAN:



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REASON FOR REFERRAL

The application would deliver a substantial number of homes to Bristol and would part finance the proposed development at the Ashton Gate Stadium (AGSQ re: 21/03165/F). However, the proposal has faced a significant number of comments objecting to the development from members of the public and interested parties. These are primarily as the development is considered to result in the loss/harm of Green Belt (GB), the impact on ecology and habitats, result in a less than substantial harm to designated heritage assets and create additional flood risk. Other concerns and objections are also identified and considered in the following report. Officers therefore refer this application to Committee.

SUMMARY

The proposal at Longmoor is made in Outline with all matters reserved except for the proposed vehicle access bridge structure at the north-western corner of the proposal site.

The development of the Longmoor site will not only provide up to 510 new homes (30% affordable) and 5,000 sq.m of commercial/community space but will also act as an enabling form of development for the proposal at land west of Ashton Gate Stadium site known as the Ashton Gate Sporting Quarter (AGSQ).

Both applications are submitted in tandem by the same applicant, with the latter providing a Sport and Convention Centre (SCC), together with 125 residential units, office block, hotel, multi storey car park, hard and soft landscaping (please see application 21/03165/F for further details).

The net proceeds of sale that would arise from the sale of the Longmoor site with outline planning permission are to be used to part finance the AGSQ development. The funds (approx. £24.1million) are to be placed into an Escrow account controlled by BCC, with funds only being released at key stages of the completion of the proposed SCC.

This linkage between the two applications is necessary to part justify “inappropriate development” in the GB as defined by para 147 of the NPPF. The proposed SCC is considered to form one of a number of considerations which together amount to a Very Special Circumstances (VSC) case that would justify residential development in the GB. The SCC will provide a citywide community benefit in terms of facilitating additional sport participation, hosting cultural events and by providing community outreach programmes associated with Bristol Sport and its sister charities

By using the Longmoor proceeds of sale to enable the development of the SCC, the applicant considers that the Longmoor proposal provides the Very Special Circumstance required to justify residential development in this part of the Green Belt.

At time of writing this Committee report Officers are yet to receive final legal opinion on the acceptability of the applicant’s VSC justification and the proposed financial linkage arrangement between the two applications. However, based on the current advice provided by Counsel and BCC Solicitors, at this time Officers are confident that the application can be determined, but Members are advised that this situation may change prior to the scheduled Committee Meeting. Any update on the recommendation will be fully detailed in the forthcoming Amendment Sheet.

Members are advised that the proposal site is considered to only make a “*limited contribution to Green Belt purposes*”, as recognized within the Green Belt Assessment and Regulation 18 Plan which proposes to remove the site from the GB. This is due to the construction of the new Metrobus route changing the character of the site since the GB was first designated in the development plan. The Metrobus infrastructure has had the effect of separating this relatively small and narrow area of land from the wider GB countryside. This effect is recognised in the Local Plan review consultation of March 2019 which proposes to remove the site from the GB

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Local residents and other key stakeholders are primarily concerned that the proposed residential development would result in the unacceptable loss of GB, would have an adverse impact on the natural and historic environment, would increase local flood risk and would also increase congestion on the surrounding highway network (other issues are raised and are discussed in the following report).

Further to this, the operator of the neighbouring waste collection and transfer facility has raised concerns with the proposed residential development at Longmoor in relation to the acceptability of locating residential dwellings adjacent to their facility.

The following report sets out that the benefits that derive from the proposed development are considered by Officers to significantly and demonstrably outweigh the issues raised by members of the public and other key stakeholders.

These include a significant contribution to housing supply (approx. 510 units with 30% being affordable), employment opportunities associated with the proposed commercial space, the enabling of the SCC which delivers a city-wide community benefit, improvements to local walking and cycling linkages, a Biodiversity Net Gain and blue/green infrastructure improvements around the site.

The site is considered to be a sustainable form of development with good transport links provided by the close proximity to the Metrobus.

The application is therefore recommended for approval subject to conditions and a s.106 Agreement.

SITE DESCRIPTION

The application site comprises 10.53ha of greenfield land, including a 'domed' former landfill area that is now grassland with some vegetation, hedgerows and ditches around its edges. The site is currently within the Green Belt and is predominantly within the south-west edge of BCC's administrative boundary, although the north-west most extent of the site which is adjacent to the Long Ashton Park and Ride is located within North Somerset Council's authority.

The site is bounded by undeveloped land to the south (designated as a Town and Village Green), residential development at Ashton Vale to the south-east and the Cala/ Manheim/Longbrook Trading Estate to the east/north-east. The north and north-west parts of the site are bounded by the David Lloyd Health Club and the Long Ashton Park and Ride. The Metrobus M2 route runs along the southern (and, in part, eastern) boundary of the Site, enclosing it from the open countryside beyond.

To the south-west, beyond the Metrobus link, is an area of open land that has been designated as a Town and Village Green (reference VG21A). This land is outside of the planning application (red line) boundary but is also under the ownership of the applicant.

There is presently no adopted vehicular access into the site. An access track provides the only access which crosses the existing bridge over Longmoor Brook to the north-west and Old Colliter's Brook to the south-east

Longmoor Brook and Colliter's Brook run along the northern and southern boundaries of the site respectively. The site is located predominantly within Flood Zone 2 (medium probability of flooding), with land along the southern boundary and adjacent to the New Colliter's Brook and Longmoor Brook located within Flood Zone 3 (high probability of flooding).

There are no statutory designated heritage assets (listed buildings or scheduled monuments) either within or in close proximity to the site. However, the site forms part of the wider setting of elevated heritage assets to the north and west comprising Ashton Court Registered Park and Garden (Grade

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II*), Long Ashton Conservation Area including some listed buildings within them.

The site is not subject to any statutory sensitive environmental designations (i.e. Sites of Special Scientific Interest (“SSSI”) / Local Nature Reserves (“LNRs”) / Ramsar Sites / Special Areas of Conservation (“SACs”) / Special Protection Areas (“SPAs”)). However, the site is within the Impact Risk Zone for Ashton Court SSSI, the Avon Gorge SSSI and Quarry Steps, Durdham Down SSSI. A Site of Nature Conservation Interest (“SNCI”) also falls within the southern part of the site boundary, however the area is not within the development extent of the application

RELEVANT HISTORY

Planning permission was granted on the site for the provision of a 30,000 seat stadium for Bristol City Football Club and enabling uses (food and drink, hotel and residential) in April 2011 (ref: 09/02242/P).

However, following the grant of planning permission the applicant opted to pursue an alternative scheme to extend and rebuild the existing Ashton Gate Stadium which has since been permitted and completed (ref: 13/03517/F & 16/03381/X)

APPLICATION

The application is submitted in outline with all matters reserved, with the exception of the main vehicular access junction onto the Long Ashton Park and Ride access road. The description of development read as follows:

‘Outline planning application with all matters reserved (other than the main vehicular access) for phased residential-led development including affordable homes and commercial/community floorspace (Use Classes E and F.2), amenity green spaces; natural and semi natural greenspace; provision of associated infrastructure including footpaths/cycleways and new vehicular and emergency accesses; and provision of associated engineering and landscaping work including SUDs’.

The proposal seeks outline planning permission for the development of up to 510 new homes which represents a maximum density of 67 units per hectare (based on the maximum extent of development net area – 7.23ha). In addition to the residential use, planning permission is sought for up to 5,000m² of commercial space, in a flexible Use Class E or F.2 (small shop/ café/ community use or office hub space).

The application is supported by 4 no. parameter plan drawings:

- Parameter Plan 01 - Development Extents and Land Uses;
- Parameter Plan 02 - Heights;
- Parameter Plan 03 - Access and Movement;
- Parameter Plan 04 - Green Infrastructure.

Parameter Plan 01 demonstrates key buffers around the site, including a strip along the northern boundary setting the proposed development away from Longmoor Brook. There is a similar buffer along the south-eastern boundary to the Metrobus and Colliter’s Brook. To the south, the developable area is set back so as not to fall within the area of the SNCI and to the north-west the entrance to the site is left clear to provide suitable space for access arrangements.

During the application process the proposal has been amended so that the developed area at the northern eastern corner of the site has been reduced, leaving an exclusion area adjacent to the ETM waste processing site. This area of land is within the 55Db range of noise associated with the current operation at the ETM site and therefore has been omitted from the extent of Class C3 development.

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This is considered necessary to mitigate the potential impacts of noise disturbance on any future dwellings in this part of the site.

The sites natural blue & green character edge being the Longmoor Brook along the northern site boundary have been safeguarded, including the existing trees along the boundary with the Manheim Trading estate to the east and along the south-eastern boundary to the Metrobus and Colliter's Brook. This has led to the provision of space for active frontages around the development with the width of green corridors having been enlarged to provide more flexibility of layout at the reserved matters stage.

Parameter Plan 02 establishes zones of maximum height for the future detailed scheme to work within. The result is a parameter plan that sets two maximums. First, covering the entire developable area, is a zone shown in solid blue within which dwellings up to 11m (to ridge height) can be erected. The second parameter, shown in hatched blue, and located towards the site entrance and the heart of the site would allow for heights of up to 18m, typically allowing for a small five storey block of flats. The majority of buildings across the site, however, would be 2-3 storeys.

Parameter Plan 03 (alongside the full permission element of the road), provides a framework for how users can move into and out of the development. The plan details crossing points over and under the Metrobus, linking the site to the Town and Village Green and to Ashton Vale. The plan also identifies an access point into the site that will form the sole vehicular entrance. Further to this, the plan details how the eastern boundary, shared with the Manheim Trading Estate, will allow for safeguarded future routes to link the two sites (should the trading estate be redeveloped in the future). The plan has evolved through out the application process to include provision for future pedestrian/cycle linkages along Longmoor Brook and also improvements (sought via conditions) along the existing Metrobus route as a pedestrian/cycle connection to the proposed Ashton Gate Sporting Quarter.

Parameter Plan 04 identifies a natural buffered edge to the site, indicated in green, with flexibility across the entire developable area for formal and informal open space. Active frontages have been indicated at key site gateways along the sites blue & green infrastructure.

In addition to the 4 no. Parameter Plans, full details have been submitted in relation to the proposed site access bridge structure. The proposed plans detail vehicle access to the site being from the B3128 in the same location as the access proposed in the previous stadium planning permission.

STATEMENT OF COMMUNITY INVOLVEMENT

The Planning Statement details that a programme of public consultation has been undertaken since 2018, including meetings with local community groups, public exhibitions, formal pre-application discussions with BCC and NSC, Environmental Impact Assessment ("EIA") scoping and engagement with statutory consultees.

In addition to this, the application is supported by a Statement of Community Involvement (SCI) prepared by Cadence PR. The Statement details that the consultation process at the time of submission had lasted two and a half years and involved:

- a series of nearly 30 stakeholder meetings
- two mailouts of 10,500 community newsletters
- letter to immediate neighbours
- project website with over 4000 views
- extensive media coverage
- 22,000 views of the Youtube video
- An exhibition
- Online neighbour meeting
- 3 presentations and over 300 feedback responses

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ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

An Environmental Statement (ES) has been prepared under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the '2017 Regulations') and was submitted in June 2021.

The proposed development exceeds the thresholds established within Paragraphs 10(b)(ii) and (iii) of the Town and Country Planning (Environmental Impact Assessment) ('EIA') Regulations 2017 (as amended) ('the EIA Regulations'), which relates to urban development projects that include more than 150 dwellings (ii) and where the overall development area exceeds 5 hectares (iii)

The submitted EIA considers the likely significant effects arising during the construction and operation of the proposed development and the potential cumulative effects which may arise when considered with other relevant nearby development proposals. Where significant adverse effects on the environment are identified, the assessment process establishes potential mitigation and monitoring measures to prevent, reduce, and where possible, offset the effects.

Matters that have been addressed within the ES include:

- Transport;
- Ecology
- Ground Conditions;
- Flooding and Water Resources;
- Noise and Vibration;
- Air Quality;
- Landscape and Visual Impact; and
- Socio-Economics.

Following the submission of the planning applications there has been extensive consultation with BCC, North Somerset Council (NSC) and statutory consultees that has led to additional work being undertaken in respect of transport, flooding and ecology matters, as well as a number of amendments to the parameter plans that were tested within the original EIA. In order to present the additional/amended environmental information and to consider whether it had any implications on the assessment or findings presented within the June 2021 ES, a Supplementary ES ('SES') was prepared and submitted to BCC only in June 2022 ('the June 2022 SES'). It is noted, however, that statutory consultees have raised further matters that require consideration within the EIA and therefore this (September 2022) SES has been prepared for submission to BCC and NSC, which supersedes the June 2022 report.

RESPONSE TO PUBLICITY AND CONSULATION

NEIGHBOUR CONSULTATION.

The application was originally advertised by neighbour notification letter, site notice and press advert. Following an amendment to the Environmental Statement the application was re-advertised via press advert on the 15th June 2022 and again on 21st September 2022

A total of 226 representations have been received consisting of 33 letters of support, 189 objections and 4 neutral to the development.

Objectors have raised the following issues:

- Loss of Green Belt
- Impact on wildlife

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- Loss of habitat and impact on SNCI
- Poor drainage and flooding issues
- Alternative brownfield sites should be developed
- Additional pollution
- Impact on highway network and additional congestion
- Loss of public open/green space
- Additional strain on local services
- Potential contamination issues from former tip use
- Loss of privacy
- Increased anti-social behaviour
- Impact on historic views
- Affordable housing offer of 30% is not sufficient
- Not in accordance with Climate and Ecological Emergency Strategies
- Height and scale of buildings not in keeping with surrounding development
- Unacceptable living conditions for future occupants from adjacent trading estate and ETM site
- Application needs to be considered alongside the redevelopment of Ashton Gate (21/031565/F) due to cumulative impacts
- Does not constitute as a Very Special Circumstance for developing Green Belt land
- Biodiversity Net Gain figures not accurate
- In breach of Agent of Change principle in relation to adjacent ETM site
- Energy Strategy not sufficient (Case Officer note: The application is made at Outline meaning these details will be considered as part of any Reserved Matters application).

COUNCILLOR COMMENTS:

Cllr Mark Bradshaw:

“1. I welcome the ongoing dialogue with the applicants and their advisers. This has been mostly online due to the Pandemic. I also note and am pleased that engagement activity has taken place with residents and others in the wider Bedminster area.

2. Unlike many other development proposals, this site is already well served by transport infrastructure – public transport, walking and cycling and direct road links.

3. Although within the Green Belt, the site is severed by both the Metrobus route and the South Bristol Link Road. However, if consented, a green buffer is required between the development area and the Link Road.

4. There is a question about ‘affordability’ in that, while the proposals will be plan compliant, this is an outline application and, if consented, the eventual build out would be undertaken by a housing developer. It is important that the Council seeks clarity on the tenure mix and that firm requirements are put in place to secure these. It is my view that shared ownership while an important option in the housing market does not constitute truly affordable housing.

5. The main area of contention relates to the various ecological corridors nearby and the land under Town and Village Green designation. The TVG land, while privately owned, is not within the development area but the proposals will have an impact on this land, which is already an important site for wildlife given the marshy conditions and its relative isolation. I consider it important that the applicant and any future developer is part of the long-term management for this land. Importantly, residents must have a voice in shaping any options for the future protection and enhancement of this land, together with specialist organisations, such as Avon Wildlife Trust. Although not strictly a planning matter, there is an opportunity to create a friend’s group or similar, with input from local councillors and residents from Ashton Vale (including those from the new development, if consented).

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6. Similarly, the informal pathway along Colliters Brook to the immediate south of the development site provides a valuable route for many people to enjoy. This has been evident during the Pandemic. Some enhancement to improve access for walking is probably required and the status of this path protected.

7. Despite considerable local population growth, particularly families moving into the area, the amount of community space in the area remains poor and the proposed development could help to improve this. Space to be used for community purposes, including healthcare, is a key long-term goal for the local community.

8. In terms of sustainable energy, provision should be made to connect the development site to either the City heat network or another source of green energy, such a ground heat sourcing. The homes should not have gas boilers.

9. Given the good connections to public transport and walking and cycling routes there is an opportunity to make this residential scheme, if consented, less car dependent. This means provision of shared vehicles and enforceable bays to ensure they have priority, but also fewer spaces for privately-owned cars to park elsewhere. Why must every home have a garage and parking for one or more cars/vans?"

Cllr Tessa Fitzjohn:

"I am writing to raise my concerns for the proposed development application No 21/03166/P Longmore Village. For the reasons as stated below:

This site has a complex and controversial history, and has many issues that need to be considered very carefully if it is to go ahead.

As a stand alone application, its in an odd position as its linked to Appl No 21/03165/F for the new sporting quarter at Ashton Gate, that if successful the financial benefit incurred through the sale of the land will provide finance for the additional development in Ashton Gate. So it's necessary to take both applications into account.

The main issue is the fact that the applicant is applying to build on Green Belt land. The site has had planning permission for a football stadium in 2011. Recognized as an exceptional case, which lapsed in 2016 but was included in the local plan 2018 but this was thrown out by the government and is still pending a re-application.

So to be successful, the application needs recognition as 'exceptional', either by the quality of the proposed design, or by sustainable passive haus standards, or for design excellence and innovative approach to place making, creating public space that encourages community cohesion.

All these aspects would help to make this 'exceptional'. Though the fact its an outline planning application makes this unlikely since there will be no controls as it will be sold, and possibly sold again to the highest bidder and residents by that time will have no say in the density, design or heights since those will be agreed at this stage.

Green Belt were set up for the principal of stopping urban sprawl, keeping land permanently open, a buffer between town and countryside. Which is exactly what its doing on the boundary between Bristol and North Somerset providing a natural border between Long Ashton Village and Bristol City.

It will also provide much needed green space for public access, when we have growing evidence of the health benefits of our parks and green spaces in our cities. So this alone is an indication of the importance of this land and why it should be protected.

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Bristol Council is committed to a climate emergency action plan, including delivering a significant low carbon energy infrastructure in the city, which is why the Council should be building on our many brown field sites rather than Green Belt.

The Ashton Vale Town Green lies alongside the site, and if allowed to combine with the Longmore Village site could become a Nature Recovery Network, a wildlife Trusts initiative to protect and join-up important places for wildlife.

There is no evidence to show how this population increase will include new facilities for health or education, and we know its likely to increase noise, pollution and need for car parking.

This application has been objected to on Air Quality grounds by the Programme Coordinator for Sustainable City and Climate Change Service, who has looked at the two applications together has expressed Concern for increasing levels of NO₂ and objected to the increase in NO₂.

English Heritage has objected to the fact it will have negative impact on the historic landscape of Ashton Court.

The Environment Agency has objected to the application with regard to the possibility of flood risk, as well as recommending improving conditions for contaminated land, pollution prevention, and biodiversity

We welcome the inclusion of 150 units of affordable housing, however this is only 30% of the overall development the minimum required by Bristol Council.

This is a significant development of 510 new homes with up to 1500 + new residents, which will have a considerable impact on Ashton Vale residents, and South Bristol unless these issues are fully addressed”.

EXTERNAL CONTRIBUTORS:

In the interests of brevity, these comments have been summarised. Full comments are available on the website

Avon Fire & Rescue Service- NO OBJECTION

“The additional residential and commercial developments will require additional hydrants to be installed and appropriately-sized water mains to be provided for fire-fighting purposes. This additional infrastructure is required as a direct result of the developments and so the costs will need to be borne by developer. Avon Fire & Rescue Service has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat per hydrant. Importantly, these fire-fighting water supplies must be installed at the same time as each phase of the developments is built so that they are immediately available should an incident occur and the Fire & Rescue Service be called”.

Bristol Civic Society- NO OBJECTION

“Bristol Civic Society has no objections to the proposed road access arrangements for this site. We have the following comments on the proposals for pedestrian and cycle access (D&AS 2.7/4.4/6.5.3):

- the proposals (both in diagrams and words) elide together the proposals for pedestrian and cycle access. The two modes of transport have different considerations and the proposals for each should be kept separate. In particular, the access northwards along Colliter's Brook is currently separate for pedestrian and cyclists, and it should be made clear that this will remain so.

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- there is a paragraph in section 6 on parameter plans for pedestrian routes, but not one for cycle routes

- section 6.5.3 rules out a pedestrian route along Longmoor Brook to connect with Ashton Gate, because "pedestrian links, with requirements for external lighting and the like, would adversely impact the neighbouring habitats".

The Society hopes that the development team will encourage Bristol City Council and North Somerset Council to facilitate a walking and cycling route (and a cycling route alongside Longmoor Brook between the Long Ashton Park and Ride and the stadium, as it is such an obvious desire line. The Society is supportive of residential development on the Longmoor Village site. The indicative masterplan is helpful in setting out the direction of travel towards the detailed proposals to come. The Society would not wish the 5 storey height of some of the proposed residential blocks to be taken as a given without further consideration in a full application. We will also be looking for a variety of unit sizes and tenures. The indicated distribution of private and public open space throughout the development is welcome".

Bristol Walking Alliance- NO OBJECTION

"Bristol Walking Alliance (BWA) has no objections to the outline plans for the public realm to be provided within the new Longmoor Village development. However, we believe any such development, since it is designed to enable expansion of the Ashton Gate Stadium site, should be conditional on a route becoming available for a wide pedestrian connection between Long Ashton Park & Ride and the Stadium site".

Bristol Waste- NO OBJECTION

"As site access is the main issue Bristol Waste Company would remind the applicant that it would require a letter of indemnity to be signed by the developer should the whole or parts of the proposed development be non adopted highway. This can be obtained from David Pemble at Bristol City Council".

BS3 Planning Group- OBJECTION

"Links to Ashton Gate

Whilst we are glad that this development, although connected has not been bundled with the Ashton Gate proposals, we are concerned that the two will need to be considered together if they are approved. They will both have impacts on traffic and also water use and sewage output for instance. We would like to see some joint surveys regarding these and any other connected matters should approval be given.

Water

The development affects both Colliters and Longmoor Brooks. (There also seems to be some confusion about which is which on some of the plans). There is a separate group set up to review the plans from the ecology perspective of these watercourses - the Friends of Colliters Brook. They will wish to be consulted on any further development plans should outline planning permission be granted. Any issues of water quality need to be considered alongside the ecology issues below.

Flooding concerns need to be more carefully considered and indeed the Environment Agency has opposed the site on the grounds of flood risk. Water usage and the effects on the local water table and sewage requirements will also need to be considered in more depth for a site of this size.

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Ecology

There are a number of vague points made about the wildlife on the site and surveys that may or may not be completed. We would wish to see the details of exactly what is to be considered, when it will be done, who will undertake this and how and what areas will be reviewed. There seems to be little in the way for surveys and impact prepared to date apart from that relating to bats. This is not the only wildlife in the area.

We would like to see a clear 30 year habitat management plan produced. The site is very close to a local SSI and this needs some protection from pollution during the development process at least. There is provision for 'wildlife corridors' but these simply appear to end at the edge of the development without further consideration. Wildlife does not respect or even have an awareness of human boundaries, what is to happen to any animals getting to the end of a safe corridors? Links across roads and other sites need to be considered in order to ensure a complete solution here. It would appear that a good deal of the land outside the corridor is under the same control as this site so this should not be beyond the realms of possibility.

Once the site is being developed (if permission is given) and when the properties are completed who will be monitoring and looking after the wildlife? A proposal for an independent wildlife organisation to do this work would be considered a positive move here. The Portishead nature reserve may be worth reviewing for information on how this can be done effectively.

Amenity Space

Local residents have commented that they will lose the ability to ramble, play and walk dogs in the area to be developed. This amenity has been available to residents for many years and will be sorely missed. If this space is no longer available then parks nearby will receive a greater influx of people, increasing the pressure on those green spaces.

Obstruction of views

Any final plans for a development here must be considered from the perspective of views up and over to the suspension bridge and Ashton Court. Any views currently enjoyed should not be compromised.

Transport/Footpaths

'It is considered that there is no desire line for residents of the proposed Longmoor site to use the footway along the southern site of the A370 carriageway as a safe and efficient route to Ashton Park School can be provided via Festival Way and more attractive routes to Ashton Gate and the A3029 Winterstoke Road will be available via the Cala Industrial Estate and/or the existing off-road footway/cycleway which runs along the south of the site parallel with the Metrobus route.'

We're not convinced this is accurate. At the very least for part of the site, this will be the most direct route and really N Soms/BCC should be maintaining it, or the development provide an improvement scheme as it does not currently meet design standards due to vegetation narrowing the footway.

'The main access to the site will benefit from a 2m wide footway to the north side of the access road and a 5.5m wide shared footway/cycleway on the south side of the access road and 4m wide TOUCAN crossings across the Longmoor site access road and the unnamed road.'

If providing a shared footway cycleway the developer should justify how this accords to LTN1/20, which states: "Shared use routes in streets with high pedestrian or cyclist flows should not be used." (note the developer argument to get out of this is that table 6.3 of LTN1/20 permits it at a min 4.5m width, but it would be good to see this justified)

Why doesn't the site access design provide a pedestrian/cyclist connection to the Metrobus shared

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use path? Users will have to walk in the carriageway for 20m to enter the Metrobus shared use path which is really disjointed planning

The applicant hasn't clarified if their Trip Rates are total vehicle trip rates or Total People Trips, if they are Total People Trips, the trip rates are very very low.

Local schools/Surgeries/Nurseries

The size of the development would suggest that further pressure would be put on local schools etc. We would be interested to see what provision has been considered for this.

Affordable Housing

Proposals currently include some affordable housing but we are concerned that once permission has been granted that any developer will reduce the level of affordable properties claiming that they are simply not viable given the financial case that will need to be made for the site.

Greenbelt area

We are aware that this development is planned in a green belt. Whilst we understand that Bristol requires more housing building on our green spaces does not seem to be a good option. The Brislington Meadows development was recently denied permission due to issues with the green field site use reducing biodiversity and we would suspect the same case can be made for this proposal. Surely the point of designating an area as green belt is to prevent such or any developments.

Final thoughts

If this area has to be developed we wish it to have the best housing for residents and sustainability that it can possibly have and will review any proposals very carefully. In saying this it would actually appear that the proposed developments could be built at a higher density than that currently being planned - to protect other local green spaces by housing more on this one site. Although we would not wish to see more than 3-5 storeys here".

Business West- SUPPORT

"We would like to offer our strong support for the planning applications pertaining to the redevelopment of the Ashton Gate Sporting Quarter and Longmoor Developments".

Coal Authority- NO OBJECTION (subject to conditions)

"The Coal Authority concurs with the recommendations of the Coal Mining Risk Assessment report; that coal mining legacy potentially poses a risk to the proposed development and that investigations are required, along with possible remedial measures, in order to ensure the safety and stability of the proposed development. As such, should planning permission be granted for the proposed development, we would recommend that conditions are included on the Decision Notice".

Crime Prevention Design Adviser- NO OBJECTION

Advice provided will be considered at the reserved matters stage

Design West- Summary of Comments:

"As at the last review, the panel had serious concerns that the information submitted as part of the outline application with the very high-level parameter plans as shown would be sufficient to create a high-quality urban village with its own identity and community and successful connections to the

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surrounding context on this challenging site. Comments made in the review on 02.11.2020 and subsequent letter therefore still apply.

As discussed last year, the panel therefore still believes that a full planning application would be more appropriate to tie down the quality and key parameters of the scheme. Should this not be feasible due to the development partner not being on board yet, we strongly recommend that further parameters need to be added to the submission such as references to skyline/townscape, roofscape, carbon neutral aims, placemaking etc., and the existing parameter plans be refined with further detail being added regarding massing, accessibility, blue and green infrastructure, and townscape amongst others. The well-developed landscape scheme should also be reflected in more detail in the outline parameters.

The parameter plans shown also need to be more detailed to define a strategic approach for an integrated neighbourhood and evidence that these intentions can be delivered, to avoid a danger of these being lost in translation at a later full plans stage”.

Environment Agency- NO OBJECTION (subject to conditions)

“As you are aware the applicant provided further modelling information to the Environment Agency on the 12 August. At the time of writing, we have not been able to complete our follow-on review of this modelling specifically in regard to the access bridge. We are however satisfied that the wider elements of the proposed development are safe and will not increase flood risk elsewhere. We further advise, following our previous modelling reviews, the latest outputs and technical reporting submitted by the applicant in response give confidence that it is appropriate to secure further review and design details by way of planning condition on the outline consent, as detailed below. This would require a scheme to be submitted to and agreed by the local planning authority prior to any approval of reserved matters.

Environment Agency position: We have no objections subject to the comments outlined in the letter dated 02.02.22 and the inclusion of the advised conditions and informatives”

Historic England- CONCERNS RAISED

“Overall, we feel the proposed development has the potential to cause likely harm to the setting of Ashton Court’s Grade II* Registered Landscape. The harm is likely to be less than substantial, and towards the lower end of that spectrum. It should be possible to mitigate some of the possible negative effects through good design via subsequent reserved matters applications, if you are minded to approve this proposal”.

Natural England- “MAY NEED TO OBJECT”

“As submitted, the application could have potential significant effects on the North Somerset and Mendip Bats SAC. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

- Details of the level of vegetation clearance required for Environment Agency operational and emergency access along the Longmoor Brook

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained”.

(Case Officer note: Discussions are still taking place between parties including. Final comments yet to be received and will be addressed in the forthcoming Amendment Sheet)

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Network Rail- NO OBJECTION.

“Network Rail does not formally object to the principle of this development albeit on the basis that the residential scheme is in outline only the vehicular access through the site could be adapted to be dual function or the layout of the scheme amended to provide a route to the rear of the estate (once designed and submitted at reserved matters). We are fully aware that such a scheme would need to be funded (which it currently isn't) require a separate planning application and landowner agreement and would probably need to be secured through a Transport and Works Act Order, however if the application as currently envisaged is developed the options to provide an alternative access and secure the closure of the level crossing will be more limited and could put a risk the ability for additional train services on the line and the construction of a new railway station to serve this part of Bristol and provide better public transport access to the proposed and existing sporting facilities”.

North Somerset Council- OBJECTION

North Somerset Council object to the application on the following grounds:

Green Belt

This site lies adjacent to the boundary with North Somerset. It lies within the Green Belt and constitutes inappropriate development in the Green Belt. The development of the site for housing will have an impact upon the openness of the Green Belt in both spatial and visual terms. It would result in sprawl of the built-up area towards Long Ashton resulting in a loss of separation between the city and the village and would cause an encroachment of development on a sensitive countryside fringe. Bristol City Council will therefore need to determine whether there are very special circumstances that outweigh the harm to the Green Belt.

Highways and transport

The proposals do not include an access route through the site capable of providing an alternative access to the Aston Vale Industrial Estate. Failure to do this would prejudice the future operation of Metrowest, particularly train frequency, contrary to the Joint Local Transport Plan 4 (JLTP4) and WECA Ten Year Rail Strategy. This is a matter which North Somerset considers to be very significant and would prejudice benefits which the rail link would provide to delivering sustainable development along the rail corridor.

This issue is reflected in Policy LP10 in the recently published North Somerset Local Plan 2038 Consultation Draft Preferred Options which states that: "Land is allocated or safeguarded and defined on the Policies Map for the delivery of the following transport schemes, the improvement of existing services or the creation of sustainable transport links and facilities: (inter alia) Longmoor Village, Long Ashton".

North Somerset Council recommend that Bristol City Council require the following revised plans and information to be submitted:

- Revised plans showing a set aside of 13m width to enable future access to Ashton Vale Industrial Estate
- Revised plans showing a bridge structure capable of serving Ashton Vale Industrial Estate
- Revised plans showing either a shorter pedestrian/ cycle route to Ashton Vale School, or safety measures to minimise shortcuts over the dual carriageway
- Traffic impacts model requires further justification and detail, specifically relating to; -model validation -signal data used -justification of modelling results (betterment and mitigation) - operation capacity parameters for all junction arms -further VISSIM output details.
- Confirmation that a Road Safety Audit (RSA) for the mitigation at the B3128 on-slip to the A370 has been undertaken and that this mitigation is safe and appropriate.

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If the application is approved, North Somerset Council recommend that Bristol City Council include conditions to cover the following:

- Set aside of 13m wide access route for future connection to Ashton Vale Trading Estate
- Main access and structures to be designed to serve a connection to Ashton Vale Industrial Estate
- Agreement in principle to be established with the relevant Highway Authority for the Bridge Structure prior to construction commencing
- Any carriageways and structures to be built to, or upgraded to adoptable standards of the relevant Highway Authority prior to occupation of the development
- Construction Management Plan

(Case Officer note: The issues raised above are considered in the relevant Key Issue sections following in this report)

INTERNAL CONTRIBUTORS

In the interests of brevity, these comments have been summarised. Full comments are available on the website

Affordable Housing- NO OBJECTION

“The site in question falls within the ward of Bedminster, Bristol South, where in accordance with the Core Strategy (2011), any development of above 15 units is required to deliver 30% affordable housing. It’s been noted that a small part of the North-Western most point falls within North Somerset and that consultation has been sought from the relevant authority. Bristol City Council (BCC) is also aware of the intention to sell the site to a residential developer, with the proceeds then being used to fund the Ashton Gate Sporting Quarter (AGSQ).

The submitted planning statement sets out the commitment to deliver policy compliant 30% affordable housing, 153 homes of a scheme proposing 510 residential units, something which the Enabling Team would welcome. It should be emphasised at this stage that the affordable units must be delivered without public subsidy, before being transferred to a registered provider (a member of the Homes West partnership)”.

Air Quality- NO OBJECTION

“For the application 21/03166/P at the Land to the north of Metrobus, Ashton Vale (hereafter referred to as Longmoor Village), the applicant has revised the opening year due to delays in the planning process as described in Technical Note dated 22/12/2021. When the modelling of air quality is conducted for this revised opening year, all receptors modelled show a negligible increase in concentrations of annual mean NO₂. I therefore have no objections to the development on the grounds of air quality”.

Arboricultural Officer- NO OBJECTION (subject to conditions)

“I have reviewed the supporting documentation; the supporting arboricultural report is an initial implications assessments, tree survey with general recommendations. The removals proposed needs to be addressed as well as the provision for arboricultural methodologies in relation to the proposed.

Please can you add advised conditions as reserve matters if you are minded to consent the outline application”.

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Contaminated Land- NO OBJECTION (subject to conditions)

No objections and conditions advised, please see Key Issue for further details.

Ecology- NO OBJECTION (subject to conditions)

No objections and conditions advised, please see Key Issue for further details.

Economic Development- NO OBJECTION (subject to conditions)

No objection. Condition advised requiring the developer to produce a comprehensive Employment, Skills and Business Support Plan

Flood Risk- NO OBJECTION (subject to conditions)

“We are satisfied in principle that the proposed drainage arrangements are sufficient to mitigate the risk of surface water/sewer and groundwater flooding to the site and evidence that it will not cause flooding to surrounding sites. This approval does not infer acceptance of all licences and permits, it is the applicant’s responsibility to ensure all relevant permits and licences are obtained - specifically on applications which include outfalls. We would recommend that our Sustainable Drainage System Condition (B35) is applied to this site”.

Pollution Control- NO OBJECTION (subject to conditions)

No objections and conditions advised, please see Key Issue for further details.

Public Rights of Way- NO OBJECTION

“As the proposal materially affects PROW BCC/207 then this needs to be advertised as such as part of the planning process. BCC/207 currently crosses the site and a T&CP Act Public Path Order to divert this PROW will therefore be required, with the replacement route constructed to a suitable standard”.

(Case Officer note: Details of required works to footpaths will be finalised at the reserved matters stage)

Sustainability- NO OBJECTION (subject to conditions)

“The energy statement does not include any calculations at this stage and therefore does not indicate whether the 20% requirement will be met, nor whether the development will connect to the heat network.

A day 1 connection to the heat network can be provided for this development and this should be secured by S106 as part of the outline consent. If this isn’t possible, please come back to me to discuss an alternative means of securing the connection.

The energy statement identifies a range of suitable renewable technologies, but does not confirm which will be used to meet the 20% requirement.

As such it is not possible to confirm at this stage whether the development complies with the local plan sustainability policies.

I recommend that full detail to demonstrate compliance with the policies is secured through RM conditions”.

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RELEVANT POLICIES

National Planning Policy Framework – 2021

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

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

KEY ISSUES

(A) PRINCIPLE OF DEVELOPMENT

Policy BCS1 states that South Bristol will be a priority focus for development and comprehensive regeneration. Development will be for a mix of uses to include the provision of around 8,000 new homes of a mix of type, size and tenure. The policy states that development in South Bristol will primarily occur on previously developed land. However, the delivery of new homes and regeneration will require the planned release of some open space sites which do not need to be retained as part of the area's green infrastructure provision.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.

Policy BCS5 also details that housing delivery should be primarily on previously developed land, albeit, it acknowledges some Green Belt land may be required as a contingency. As set out in supporting paragraph 4.5.22, this could include land in south-west Bristol, should "a need for additional housing land be established".

The creation of up to 510 new homes would make a substantial and valuable contribution towards housing supply which is compatible with the objectives of Policies BCS1 and BCS5.

Draft Local Plan policies DS10 and DS11 propose that the application site should be removed from the GB and allocated for residential development (500 homes). However these policies are only afforded limited weight at this time due to the prematurity of the Draft Local Plan

On 14th January 2022, the government published the results of its 2021 Housing Delivery Test, which aims to measure how effectively each local authority is delivering housing against NPPF requirement to demonstrate a five-year supply of deliverable housing sites plus five per cent land supply buffer.

Bristol was found to be delivering only 74% of the housing requirement. The penalties for this being that that Bristol is now required to provide a "buffer" of sites for 20% more homes than are needed to meet its five-year target, to produce a Housing Action Plan, and that the presumption in favour of development in the NPPF will apply.

In view of the fact that the LPA is not able to demonstrate a five year housing land supply, paragraph 11(d) of the NPPF is engaged, and the tilted balance applies meaning the presumption in favour of sustainable development as set out in paragraph 11d of the NPPF is applicable. This indicates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a

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whole.

In terms of the benefits of the development, the proposal would make a substantial contribution to the area's housing stock and mix of housing. As the proposed development is considered to accord with the relevant local and national plan policies as detailed in the Key Issues below, the presumption in favour of sustainable development as set out in the NPPF applies, as there are no adverse impacts that would significantly and demonstrably outweigh the benefits of increasing local housing supply.

To conclude, in land use terms, the creation of up to 510 dwellings at the site would represent sustainable development in full accordance with national and local planning policies when the development plan is read as a whole. The principle of residential development in land use terms is therefore considered acceptable subject to other material considerations (including Green Belt policy requirements) as detailed in the following Key Issue sections.

(B) AFFORDABLE HOUSING

Core Strategy policy BCS17 sets out the general approach to the provision of affordable housing in the city. The policy identifies the proportions of affordable housing to be sought from residential developments of 15 dwellings or more, with residential developments in the south of the city being expected to provide 30% affordable housing. For further details please also see the Council's Affordable Housing Practice Note.

The submitted Planning Statement sets out that the proposed development will provide the 30% of affordable housing as expected by policy BCS17 (153 homes of 510 residential units). The BCC Housing Delivery Team is satisfied with this offering meaning it will be secured via s106 in the event of permission being granted. The exact tenure, size and mix of AH units will be finalised at the reserved matters stage. The proposal is therefore considered to accord with policy BCS17

(C) HARM TO GREEN BELT

Policy BCS6 relates specifically to the Green Belt (GB) The policy states that countryside and other open land around the existing built-up areas of the city will be safeguarded by maintaining the current extent of the GB. Land within the GB will be protected from inappropriate development as set out in national planning policy.

The proposal site is currently within the GB. However, the site is allocated for removal from the GB in the Bristol Local Plan review, which first proposed that the application site should be removed back in February 2018. The Bristol Local Plan Review Consultation (Regulation 18 issues paper) suggested in Proposal CDS10 the removal of the land from the Green Belt and identified its potential for residential development.

The proposal to remove the application site from the GB was continued in the second phase of consultation in March 2019 (regulation 18 consultation), where draft policies DM10 and DM11 proposed that the application site should be removed from the GB and be allocated for residential development. The site was referred to as 'land at Ashton Gate' in the consultation document.

The proposed release from GB, identified in Bristol's 2019 Regulation 18 Local Plan, follows from studies of the existing GB around Bristol and its ability to meet the five purposes the GB serves as set out in paragraph 138 of the NPPF:

- a) to check the unrestricted sprawl of built-up areas
- b) to prevent neighbouring towns merging into one another
- c) to assist in safeguarding the countryside from encroachment
- d) to preserve the setting and special character of historic towns

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e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

As a result of studies by BCC and NSC, the application site was recognized within the Green Belt Assessment and the Regulation 18 Plan as a location which makes a *'limited contribution to Green Belt purposes'*. Further conclusions in relation to the outcome of Green Belt Assessment are detailed within the applicant's Planning Statement and Officers are in agreement with the findings.

BCC Policy Officers have indicated that the site's *"limited contribution to the Green Belt purposes"* is in part a result of the construction of the new MetroBus route changing the character of the site since the GB was first designated in the development plan. The MetroBus infrastructure has had the effect of separating this relatively small and narrow area of land from the wider GB countryside. This effect is recognised in the Local Plan review consultation of March 2019

During this 2019 consultation process, 7 responses were received regarding the proposal to remove 'land at Ashton Gate' (i.e. land North of Metrobus at Ashton Vale) from the GB and to allocate it for housing development. It is understood that of the 7 responses received, there were only 2 objections to the site being removed from the GB.

Since the Regulation 18 consultation was undertaken, work on the Spatial Development Strategy (SDS) has been halted and is not being progressed by the West of England Combined Authority. The review of the Bristol Local Plan will continue with further consultation (Regulation 18 stage) expected in the autumn of 2022 and a publication version (Regulation 19 stage) in spring 2023. It is expected that the new local plan will be adopted in Spring 2024.

At the time of writing this Committee Report, the Draft Local Plan has not progressed through the publication stage (regulation 19) or any examination in public. Therefore, in relation to paragraph 140 of the NPPF, a change to the GB boundary cannot currently be said to be irrefutable, albeit the available information and lack of objection suggests it is highly likely that the GB allocation of the site will not endure in this location.

Paragraph 143 (f) of the NPPF states that when defining Green Belt boundaries plans should *"define boundaries clearly, using physical features that are readily recognisable and likely to be permanent"*. The existing Metrobus infrastructure that altered the character of the site since the GB was first designated in the development plan is a considered applicable in this respect.

Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given).

As the Draft Local Plan is yet to progress through the Regulation 19 stage, the intention to remove the site from the GB is a material consideration, albeit one can be afforded limited weight in the planning balance and assessment of this planning application. Therefore, for the benefit of this assessment, the proposal site is within the GB meaning the relevant local and national policy requirements in this respect remain applicable.

(C.1) OPENNESS OF THE GREENBELT AND HARM TO THE PURPOSES

The NPPF at paragraph 137 states that "the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence".

With the exception of the proposed access bridge, the application is made in Outline meaning that no detailed plans of the proposed residential development have been submitted, as these details will be considered at the reserved matters stage in the event of a permission being granted. However, it is considered that the submitted parameter plans provide sufficient certainty to inform a robust

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conclusion on the impact of openness.

However, the applicant has provided a Landscape, and Visual Impact Assessment contained within Chapter J of the ES which relates to Landscape and Visual Effects.

In addition to the LVIA, a number of parameter plans have been provided and are supported by the Design & Access Statement (DAS). The submitted parameter plans are as follows:

Parameter Plan 01 - Development Extents and Land Uses;
Parameter Plan 02 - Heights;
Parameter Plan 03 - Access and Movement;
Parameter Plan 04 - Green Infrastructure.

Both Parameter Plans 01 and 04 demonstrate that the developed areas will be situated away from the site boundaries, with greater separation and landscape buffers provided in key areas such as adjacent to the brooks, SNIC, existing tree line and the ETM site to the north-east.

Proposed heights will vary between 11m (typically 2-3 storeys), with limited areas up to 18m (typically five storey blocks). It is noted that the taller elements will be located within the centre of the site and will form no more than approximately 17% of the overall development. This overall scale is seen as broadly comparable with the scale of the surrounding built form and mix of property types in the wider local area. The specific placement of the higher blocks will be informed via further visual assessment at the reserved matters stage.

The site will be accessed via a new vehicle bridge at the north-west corner of the site adjacent to the highway serving the Long Ashton Park and Ride. The design and scale of the bridge are primarily determined by highway safety and engineering requirements, but the overall appearance is not considered to be an incongruous or discordant addition to the locality when seen in the context of the existing highway network and Metro bus infrastructure in this location.

As previously discussed, Officers agree with the conclusions of the applicant's Planning Statement in relation to the findings of the 2015 Green Belt Assessment and the 2019 Regulation 18 Plan which confirms that the application site makes a "limited contribution to Green Belt purposes" when assessed against the 5 Green Belt objectives set out in paragraph 138 of the NPPF.

It is considered that the openness of this part of the Green Belt has already been reduced by the development of the Metrobus infrastructure, which has had the effect of separating this relatively small and narrow area of land from the wider Green Belt countryside to the west of the site.

Further to this, the proposal site is also seen within the context of the adjacent Long Ashton Park and Ride, the A4174 Colliters Way, surrounding commercial development to the immediate north and east and the residential development to the immediate south.

It is also to be noted that the 2009 Committee Report for the previously approved stadium application on this site states:

"The site of the stadium is clearly open land with some significant tree planting along part of its northern boundary, highly valued by local people, but its role as Green Belt is compromised to some extent by being surrounded on its east, north and north west sides by urban development. Development here would clearly remove the openness of this particular area of land but in view of the visual context provided by adjoining development, the park and ride site and a major highway the impact on the purpose of the Green Belt on this part of the site is less harmful than it would for a site that is more generally open land adjoining the urban area and better connected to open countryside"

Members are to be aware that the previously approved application was significantly larger in height

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and scale than the current application and therefore had a much greater impact on the openness on this of the Green Belt.

On balance, taking into account the existing built form of the area, the findings of the LVIA and the details contained within the parameter plan drawings, including the proposed siting, height and scale of the development, the proposal is supported and not considered to have an unacceptable level of detrimental impact on the openness of this part of the GB.

(C.2) VERY SPECIAL CIRCUMSTANCES (VSC)

As the proposed development does not meet the exception list for development within the GB it is not appropriate development as set out in para 149 of the NPPF and, in accordance with para 147 the proposal should not be approved except in Very Special Circumstances (VSC). VSC will not exist unless the potential harm to the GB by reasons of inappropriateness and any other harm resulting from the proposal is clearly outweighed by other considerations.

The applicant details and justifies the VSC in relation to the proposed development within the submitted Planning Statement and subsequent Planning Statement Addendum dated 29th June 2022. There are a number of considerations which taken together make the VSC case. The primary reason given by the applicant relates to the proposed development being intrinsically linked to the proposed development at the existing Ashton Gate stadium site (Ashton Gate Sporting Quarter (AGSQ) application ref: 21/03165/F). Specifically, the VSC relates primarily to the development of the Sports & Convention Centre (SCC) that will become the new home of the Bristol Flyers basketball team, in addition to hosting a variety of events and providing a number of community outreach programmes to be facilitated by Bristol Sport and its sister charities.

Other material planning benefits that would arise from both the Longmoor and AGSQ developments which also make the VSC case are recognized. These include a substantial increase in housing supply including affordable units, improvements to existing pedestrian/cycle linkages, increased sport participation with associated health benefits, economic impact & employment opportunities

The applicant asserts that the applications are intrinsically linked because the receipt from the sale of the Longmoor site to a residential developer, with the benefit of outline planning permission, will help enable in the form of financial contribution the delivery of the AGSQ. The total cost of construction of the AGSQ is stated as being £126.5 million with the sale of the Longmoor site anticipated to provide around £24.1 million towards this total (less costs of realisation and taxation).

The applicant proposes that these funds (£24.1million) are placed into an Escrow account controlled by BCC. Funds within that account will only be made available to the applicant through the phased development of the SCC.

Legal advice and Counsel's opinion sought by BCC has confirmed that it is the SCC element of the proposed AGSQ development that can be considered to provide the community benefit which contributes to this part of the VSC required to justify inappropriate development within the GB. This is because the SCC is considered to provide a city-wide community benefit through increased sports participation and associated outreach programmes. In addition, it is considered that the SCC facility will generate further opportunities for cultural contribution and enrichment through the new events which it will attract to the city.

So that the Longmoor development can contribute to the SCC and so be a consideration of weight in the VSC case, the funds raised from the sale of the Longmoor site with outline permission (some £24million) have to be spent only on the SCC element, as this provides the required community benefit. The applicant's case is that this arrangement is the financial linkage that justifies the development in relation to the VSC requirements

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However, Counsel's opinion sought by BCC has referred to relevant case law (please see Supreme Court decision R (Sainsbury's Supermarkets Ltd) v Wolverhampton City Council [2011] 1 AC 437 (herein 'Sainsbury's') which demonstrates that in addition to a financial linkage, there must also be a material and real connection between the proposed Longmoor development and the SCC, in order for the VSC requirement to be fully satisfied.

The applicant has further responded to this issue by demonstrating that the future residents of the proposed Longmoor development will directly benefit from the proposed SCC. This will be achieved by way of the Bristol Sport Foundation (BSF) and its sister charities that will use the SCC to provide engagement programmes for the residents of the proposed Longmoor development. This will include discounted access to the activity-based clubs and the SCC roof top gym.

In addition to this, BSF and its sister charities will take the services provided at the AGSQ out to Longmoor and utilise the proposed heart-space within the development to stage events, all designed to encourage engagement with healthy living and sporting activity, which the applicant believes to constitute a significant and direct benefit of the SCC development to Longmoor residents.

To ensure that the proceeds from the sale of the Longmoor site are spent on delivering the SCC which forms part of the VSC element, it is necessary to limit the development of the AGSQ site so that the SCC forms the first phase (post enabling works). This will not only require a phasing condition in the event of a permission being granted, but also a legal agreement to ensure that the proceeds of sale from the Longmoor development are applied solely for the construction and development of the SCC.

The s106 will also stipulate that there shall be no commencement of development on the Longmoor site until a legally binding arrangement has been entered into by the applicant on terms agreed in writing by BCC for the application of the Proceeds of Sale towards the construction and development of the SCC (including for the avoidance of doubt all enabling works).

The agreement will also specify that the proceeds of sale from the Longmoor site will be held in an Escrow account controlled by BCC, with funds only being released a key-stages in the development of the SCC. An indicative timetable for this is as follows, but Members are to be made aware that it is yet to be fully agreed between parties at the time of writing this Committee Report

Proceeds of Sale released (%)	AGSQ/SCC Phase
30%	On letting of the enabling works contract for the SCC
25%	On letting of the construction contract for the SCC
25%	On completion of the sub-structure of the SCC
20%	On completion of the SCC roof

As previously detailed in this report, Officers are yet to receive final legal opinion on the acceptability of the applicant's VSC justification and the proposed financial linkage arrangement between the two applications. However, based on the current advice provided by Counsel and BCC Solicitors, at this time Officers are confident that the application can be determined, but Members are advised that this situation may change prior to the scheduled Committee Meeting. Any update on the recommendation will be fully detailed in the forthcoming Amendment Sheet.

Summary of Green Belt issue

The proposal site is within the GB. In accordance with paragraph 148 of the NPPF Officers advise substantial weight is given to any harm to the Green Belt as also required by policy BCS6

However, it is acknowledged that the site is allocated for removal from the GB in the Bristol Local Plan

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review, which first proposed that the application site should be removed back in February 2018 and has progressed through the Regulation 18 consultation with minimum objection.

Draft Local Plan policies DS10 and DS11 propose that the application site should be removed from the GB and allocated for residential development (500 homes)

However, as the Draft Local Plan is yet to progress through the regulation 19 stage, the intention to remove the site from the GB is a material consideration, albeit one can be afforded limited weight in the planning balance and assessment of this planning application. Therefore, the site is currently within the GB and the relevant policy considerations apply.

The application site was recognized within the Green Belt Assessment and the Regulation 18 Plan as a location which makes a *'limited contribution to Green Belt purposes'*. This is in part a result of the Metrobus infrastructure which has had the effect of separating this relatively small and narrow area of land from the wider GB countryside.

Further to this, the proposal site is also seen within the context of the adjacent Long Ashton Park and Ride, surrounding commercial development to the immediate north and east and the residential development to the immediate south.

Taking into account the existing built form of the area, the findings of the LVIA and the details contained within the submitted Parameter Plan drawings, including the proposed siting, height and scale of the development, the proposal is considered to be acceptable and only to have a limited impact on the openness of this part of the GB and also the five purposes the GB serves as set out in paragraph 138 of the NPPF.

It is considered that the proposed SCC element of the AGSQ development would deliver significant community benefits to both the future residents of Longmoor and also the wider city and therefore in part provides the VSC that justifies residential development in this part of the GB. This is because the Longmoor and AGSQ sites are intrinsically linked both financially and materially, with the former acting as an enabling form of development for the latter.

Other material planning benefits that would arise from both the Longmoor and AGSQ developments which also make the VSC case are recognized. These include a substantial increase in housing supply including affordable units, improvements to existing pedestrian/cycle linkages, increased sport participation with associated health benefits, economic impact & employment opportunities

The linkage between the two sites will be secured via s106 legal agreement and phasing conditions which will ensure that the SCC forms the first phase of development (post enabling works) on the AGSQ site and that it will be part funded by the proceeds of sale from the Longmoor site

Funds will be placed in an Escrow account controlled by BCC and will only be released at agreed key stages of SCC development.

Therefore, subject to final Legal opinion being received, on balance the proposal is considered to be an acceptable development in the GB and to satisfy the requirements of policy BCS6 and the relevant sections of the NPPF.

(D) HERITAGE ASSESSMENT

A 'heritage asset' is defined in the NPPF (Annex 2) as:

"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)"

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'Significance' is defined (also in Annex 2) as *"the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."*

As advised by Historic England, any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (in particular sections 16, 66 and 72) as well as satisfying the relevant policies within the National Planning Policy Framework and the Local Plan.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The Local Planning Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of R (Forge Field Society) v Sevenoaks DC [2014] EWHC 1895 (Admin) ("Forge Field") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48].

Section 16 of the national guidance within the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification.

Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The setting of a heritage asset is defined within the NPPF (Annex 2) as:

"The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, and may affect the ability to appreciate that significance or may be neutral".

Policy BCS22 states that development will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including historic buildings both nationally and locally listed and conservation areas.

Policy DM31 requires development that has an impact upon a heritage asset will be expected to conserve and where appropriate enhance the asset or its setting. The policy then details various requirements in relation to different types of heritage assets including:

Listed Buildings

Alterations, extensions or changes of use to listed buildings, or development within their vicinity will be expected to have no adverse impact on those elements which contribute to their special architecture or historic interest, including their settings.

Conservation Areas

Development within or which would affect the setting of a conservation area will be expected to

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preserve or where appropriate enhance those elements which contribute to their special character or appearance

Registered Historic Parks and Gardens

Development will be expected to have no adverse impact on the design, character, appearance or setting of registered historic parks and gardens and to safeguard those features which form an integral part of their character and appearance.

There are no statutory designated heritage assets (listed buildings or scheduled monuments) within, or in close proximity to the Longmoor site. However, the site forms part of the wider setting of elevated heritage assets to the north and west comprising Ashton Court Registered Park and Garden (Grade II*) which lies approx. 300m to the north of the site, the Long Ashton Conservation Area and some listed buildings within them both including the Ashton Court Mansion House and Stables (Grade I) and the Church of All Saints (Grade II*). These listed buildings are approximately 900m north and 700m west of the proposed site entrance serving the Longmoor application site.

Despite not formally objecting to the proposal, the comment provided by Historic England (HE) raises concerns and does identify harm to the setting of Ashton Court's Grade II* Registered Landscape which lies approximately 400m to the north of the proposal site beyond the A370. HE has confirmed that the identified harm "*is likely to be less than substantial, and towards the lower end of that spectrum*". Their comment also confirms that it should be possible to mitigate some of the possible negative effects through good design via subsequent reserved matters applications in the event of the application being approved. HE has also considered the potential impacts of the proposed development on the Long Ashton Conservation Area, and the Grade II* listed Church of All Saints but have not identified any level of harm to these heritage assets.

As a less than substantial harm to the setting of Ashton Court's Grade II* Registered Landscape has been identified, in accordance with para 202 of the NPPF it is necessary to balance this harm against the public benefits of the proposal, including securing its optimum viable use.

Pre-application discussions between the applicant and BCC Officers confirmed the scope and location of key representative views which have been included in the LTVIA Chapter of the ES. HE has commented that extra views should be provided, but as these viewpoints were considered acceptable during the pre-application stage by both BCC Landscape and Conservation Officers, it is not considered necessary at this stage for the applicant to provide any additional views. The LTVIA that has been submitted is considered to adequately assess the impact of the development on the agreed viewpoints from the surrounding historic landscape and elevated positions within the Ashton Court Registered Park and Long Ashton Conservation Area.

The viewpoints that have been provided are specified in Figure J8 of the LTVIA and are as follows:

- V 1 Entrance to Long Aston P&R
- V 2 PRoW adjacent Long Ashton Road
- V 3 PRoW rear of Parsonage Road
- V 4 PRoW adjacent to Yanley Lane
- V 5 South Bristol Link Road
- V 6 Yanley Lane
- V 7 South Bristol Cemetery
- V 8 Junction of Ashton Drive & Silbury Rd
- V 9 Silbury Road
- V 10 Ashton Park
- V 11 Ashton Court
- V 12 A38 Bridgewater Road

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In accordance with para 194 of the NPPF, the applicant is required to describe the significance of any heritage assets affected, including any contribution made by their setting. Further to this, para 195 details that local planning authorities should:

“Identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. Local planning authorities should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal”.

As a response to the comments received from both HE and also local residents who objected in relation to the impact on heritage assets, the applicant has provided an assessment of the effect of the proposed scheme at Longmoor on the setting and significance of the surrounding heritage assets being:

1 Ashton Court Registered Park and Garden (Grade II*), including listed buildings within it such as the Mansion House and Stables (Grade I)

2 Long Ashton Conservation Area, including the Church of All Saints (Grade II*) within it.

The applicant states that the methodology used to assess the significance of these heritage assets accords with IEMA/IHBC/CIfA’s guidance the ‘Principles of Cultural Heritage Impact Assessment in the UK’ (July 2021) which sets out a broad methodology for understanding heritage assets and evaluating the consequences of change. In addition, the applicant states that their approach to considering the effect of changes to setting upon significance has been carried out in accordance with Historic England’s The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), 2017. Officers consider that this methodology is acceptable.

The assessment details that Ashton Court Registered Park and Garden (RPG) is of historic, archaeological and architectural significance as a landscape designed by Humphry Repton in c1802 for the 15th century former mansion house (Grade I). The park was laid out on an earlier deer park and there is evidence of human occupation within the park dating from the Bronze Age to the present. It has communal value having functioned as a public park since the 1960s. Ashton Court RPG (Grade II*) and mansion house and stables (Grade I) are of high heritage importance.

The RPG is located on a prominent location, west of the River Avon. The dramatic topography within the park and surrounding area is undulating but generally rises to the inclined plateau of the Avon Gorge and falls to the Long Ashton Valley and Cumberland Basin to its south. The park benefits from wide ranging views across Long Ashton and the City of Bristol, reaching across to the Dundry Ridge to the south of the City. The borrowed views of the dramatic land form and surrounding landscape were an important part of Repton’s naturalistic landscape design and these views make an important contribution towards the park’s significance and visual prominence throughout Bristol

The site is located approx. 400m south of the RPG, where it is separated from the park by development within the Long Ashton Park & Ride, the David Lloyd Centre, A Roads and in the context of the Cala Trading Estate. Due to the elevated position and undulating topography of the RPG, there are glimpsed views towards the site from some locations, but from the majority of the park it is screened by intervening trees and development.

Taking the above into account, it is considered that the significance of the relevant heritage assets and the contribution made by their setting has been adequately assessed as per the requirements of NPPF para 194. Further to this, the assessment details the effect of the proposed development on the setting and significance of the identified heritage assets. In accordance with para 195 of the NPPF, Officers have taken this into account in considering the impact of a proposal on a heritage asset in order to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of

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the proposal.

The assessment concludes that the proposal site makes a limited contribution to how the significance of the RPG is understood and appreciated. A negligible harm to the setting and significance of the RPG is identified, but the assessment states that this would equate to less than substantial harm at the lowest end of the scale in accordance with the HE comments. In addition, the assessment specifies that the proposal would be substantially screened from the setting of the 15th century mansion house and stables (Grade I) therefore preserving the setting and significance in line with s.66 of the 1990 Act, national and local policy.

Further to this, the assessment concludes that the presence of the A370 Long Ashton bypass and tree screening alongside the road means that there is little intervisibility between the Long Ashton Conservation Area and the proposed development. The assessment details that the proposal would result in a slight extension of Bristol at its western fringe, but this is considered to be an acceptable change to the setting of the Long Ashton Conservation Area and the Grade II* listed Church of All Saints. It is also noted that HE has not identified any level of harm to these heritage assets.

The BCC Conservation Officer has confirmed that the degree of harm identified above is considered to fall within the less than substantial degree, as defined by the NPPF. On a sliding scale, the harm is towards the lower end of that spectrum; however, it's posed to the highest grade of Listed buildings being the Grade I Listed Ashton Court Mansion House and Stables. This is the heritage asset considered to be most sensitive to inappropriate development meaning the local planning authority is required to place the greatest weight in the conservation of this asset and its settings.

The Mansion, stables and surrounding RPG are visible when viewed from the south across the proposal site, especially from View 12 (A38 Bridgewater Road) contained within the LTVIA which shows the maximum height parameters. It is acknowledged that the proposed development is made in Outline and that the proposal would not likely fill the full extent of the parameters shown.

Whilst the proposed development will be marginally visible when viewing these heritage assets, it will be seen in the context of the existing mixed-use development surrounding the proposal site. The proposed Parameter Plan drawings indicate that the scale and massing will be at an appropriate level so that the proposal does not appear as visually discordant or incongruous in the locality. Whilst being identified as having some impact on the setting of these heritage assets, HE has commented that it should be possible to mitigate some of the possible negative effects through good design via subsequent reserved matters applications in the event of the application approved. This will require another level of assessment to be secured by planning condition that will seek to ensure high quality design features that will preserve and where possible enhance the character, appearance and setting of these identified heritage assets.

As a less than substantial harm to these assets has been identified, in accordance with para 202 of the NPPF it is necessary to balance this harm against the public benefits of the proposal. Paragraph 200 of the NPPF is also material, as it requires decision-makers to require clear and convincing justification for any harm to the significance of a designated heritage asset

Public benefits will flow from this development, including social and economic benefits associated with the provision of up to 510no. new homes, including the 30% affordable homes that will be secured by s106 Agreement.

The commercial/community floorspace (Use Classes E and F.2), as proposed would also deliver economic and social benefits to the area, through employment, business rates, customers purchasing goods or services and also through an increase in community facility floorspace in the local area. Economic benefit would also be delivered in the short term though jobs created during the construction phase of the development.

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The quantum and scale of development in this instance is considered to be justified when considering the financial and viability requirements associated with the development of the SCC which has a significant community benefit as previously detailed in Key Issue C of this report.

Accordingly, Officers have weighed the identified public benefits that would flow from this development against the less than substantial harm to the identified designated heritage assets. In undertaking this balancing exercise, Officers have attributed considerable importance and weight to the protection of the affected heritage assets, and this has been weighed against the identified public benefits.

Officers consider that the public benefits that would flow from this development, would outweigh the less than substantial harm the proposal would represent to the identified designated heritage assets. The proposal is therefore considered to be satisfactory having regard to para 202 of the NPPF and also Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and all other heritage considerations. The positive weight associated with this development is also considered to accord with the of expectations policies BCS22, DM26, DM3.

(E) URBAN DESIGN

Policy BCS21 advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

Policies DM26-29 of the Site Allocations & Development Management Policies require development to contribute to the character and distinctiveness of an area through its layout, form, public realm and building design.

Policy DM26 expects developments to contribute towards local character and distinctiveness by restoring the local pattern and grain of development, responding appropriately to the height, scale, massing, shape, form, and proportion of existing buildings, building lines and setbacks from the street, as well as reflecting locally characteristic architectural styles, patterns and features.

Policy DM27 expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting. Development should provide a coherent, interconnected and integrated built form that relates to its immediate context.

The detailed design, including siting, layout and landscaping does not form part of this planning application, and will be dealt with through the future reserved matters submissions. However, the principles and the character and context that has informed the Parameter Plans and an illustrative masterplan have been detailed within the Design & Access Statement (DAS), which also assesses the principles against the objectives prescribed within the Urban Living SPD.

The indicative masterplan demonstrates that the site would have a density of 67 units per hectare. This falls within the requirements of the UL SPD which stipulates that proposals in outer urbane settings (such as the proposal site) shall have an optimum density of 100 units/ha. It is also to be noted that the proposal exceeds the Local Plan minimum indicative net density of 50 dwellings per hectare

Urban Design Officers had previously raised concerns in relation to the proposals lack connectivity with the wider city at a basic strategic level. As a response, the applicant has sought to maximise pedestrian and cycle linkages through the site.

The DAS identifies the amenities within the 800 -1500m radius stipulated in the Urban Living SPD Fig

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4. 'Accessibility Criteria' enabling the delivery of a 20-minute neighbourhood. Parameter Plan 3 – Access & Movement indicates the existing PROW and footpath network which surrounds and dissects the site. It is also recognised that the 'Metrobus Corridor' provides frequent M2 route services every 20 mins with a journey time of only 15 minutes into the city centre.

The site is within 400m of the Silbury Road and Long Ashton P&R BRT stops respectively from the centre of the site and as close as 180m at the site's eastern edge. The pedestrian and cycle pathway from Long Ashton P&R to Winterstoke Road and beyond provides a safe route for pedestrians and cyclists to Winterstoke Road and the Cumberland Basin. Pathway BCC/ 422/ 20 alongside this provides a pathway through existing Green Infrastructure along the 'Metrobus Corridor'. The detailed vehicular access to the site from the west incorporates cycle and pedestrian connectivity (including toucan crossing points) and integration with the footpath and PROW network (NCR33) to the west toward Ashton Court & Ashton Park School. It is also proposed to improve lighting along the Metrobus pedestrian/cycle route and this will be controlled via the s106 legal agreement.

Further to this, Parameter Plan 03 - Access & Movement states: *'The development layout will provide a pedestrian / cycle link between points H and J into the adjacent land parcel to safeguard for future development connectivity.'* This safeguards without ransom future pedestrian and cycle connections into the adjacent commercial land should that come forward for redevelopment in the future.

Therefore, it is considered that at a strategic level is the site is well connected and future residents will not be solely reliant on the car to access a range of services and facilities.

In terms of street layout, as the application is made in Outline it is not possible at this stage to assess the proposal against the full range of requirements usually sought via the UL SPD. However, Parameter Plan 04 – Green infrastructure describes the location for the green infrastructure. The open space areas within the green infrastructure will accommodate the following: SuDS, play areas, natural and semi-natural green space, and amenity green spaces.

Discussions between the applicant and Officers have resulted in a revised parameter at the eastern gateway which would allow the incorporation of the woodland belt into the green corridor. This aligns with the requirements of the UL SPD in that the proposal would strengthen the neighbourhood's green and blue infrastructure network, with high quality green walking and cycling routes linking doorstep play areas with pocket parks, larger parks and green space. This would also contribute to the character and distinctiveness of the area through its layout, form and public realm in accordance with policy DM26

Overall, Officers advise that the development does represent a suitable approach to realising the effective and efficient use of this site, in a manner that is broadly consistent with its setting. Considering the proposed density, pedestrian access and linkages across the site, green and blue infrastructure and overall development parameters, the application is considered to respond positively to the locality and to provide a coherent, interconnected and integrated built form that relates to its immediate context.

As discussed in Key Issue C, the height, scale and massing of development as shown on Parameter Plan 02 - Height, are all considered be appropriate to the immediate context and existing development surrounding the proposal site. The final layout at reserved matters stage would be informed through additional LVIA appraisal which is to be secured via a planning condition.

The proposed development is therefore considered to accord with the requirements of policies BCS1, DM26, DM27 and DM29

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(F) LIVING CONDITIONS FOR FUTURE OCCUPANTS

Noise

The proposal site lies adjacent to the ETM waste processing facility which is positioned approximately 45m to the north-east on the other side of Longmoor Brook.

As existing, the ETM site is permitted to undertake waste collection and transfer in Bristol and the wider south-west of England. Planning conditions applied to the ETM permission 17/06938/F stipulate requirements relating to the amount of waste that can be processed from the site, noise from plant & equipment and also the hours of operation (06.00 to 18.00 Monday to Saturday). It is noted that there is a current undetermined application on that site (ref: 21/01169/X), that seeks to modify the existing operational planning permission at the ETM site both by extending the operating hours (24hrs) and the doubling of the allowable waste capacity onsite.

ETM have raised concerns with the proposed residential development at Longmoor in relation to the acceptability of locating residential dwellings adjacent to their facility which may result in poor living conditions for future occupants. ETM feel that this in turn may lead to potential complaints that could jeopardise their existing and proposed operation. The agent acting on behalf of ETM has also raised criticisms of the mitigation proposed by the applicant to limit noise levels within the proposed properties at the north-eastern corner.

Local Plan policies are explicit in expecting development to deliver high-quality environments for future occupiers (BCS21, DM27, and DM29). The Development Plan also expects the locating and design of new developments to consider existing sources of noise, including the impact of the new development on the viability of existing uses by reason of its sensitivity to noise or other pollution (policy BCS23). Policy DM33 reinforces policy BCS23, stating that:

“In areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.”

Policy DM35 adds further expectations for noise-sensitive development, highlighting the need for such developments to provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers of the proposed development where they are likely to be affected by existing sources of noise. In assessing such a scheme of mitigation, policy DM35 expects account to be taken of:

- i. The location, design and layout of the proposed development; and*
- ii. Measures to reduce noise within the development to acceptable levels, including external areas where possible; and*
- iii. The need to maintain adequate levels of natural light and ventilation to habitable areas of the development.*

Finally, policy DM35 advises that proposals should not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design.

National planning guidance in the form of the NPPF and PPG is consistent with the policy expectations set out above. Specifically, paragraph 187 of the NPPF states:

“Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an

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existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."

From the NPPG, paragraphs 009 (ref. ID: 30-009-20190722), 010 (ref. ID: 30-010-20190722), and 011 (ref. ID: 30-011-20190722) are all relevant to this application and the understanding of paragraph 187 of the NPPF.

Accordingly, the proposed development at Longmoor is the Agent of Change in respect of ETM when operating in accordance with permission 17/06938/F, meaning the onus is solely on the applicant to demonstrate that the proposal will meet the policy and guidance expectations set out above. The applicant must evidence the following in respect of noise from the adjacent ETM site:

- The development will provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers; and
- The development will not threaten the ongoing viability of the existing operation at ETM through the imposition of undue operational constraints.

The application is supported by a noise impact assessment contained within Chapter H of the ES. The results of the study details that if ETM operate in accordance with their extant planning permission (ref 17/06938/F), including the reasonable restrictions set by condition 15 of the Decision Notice, then the impact of noise across the Longmoor site is minimal and can be adequately mitigated.

The proposed mitigation includes the north-eastern corner of the proposal site being excluded from the development extent as shown on Parameters Plan 01- Development Extents and Land Use. This is an additional concession made by the applicant from the original scheme parameters where development was proposed to be positioned closer to the site boundary. This ensures that any residential development will be outside of the 55dB range but within the 50Db range as shown on the predicted daytime noise levels map (from both ETM and surrounding traffic) as detailed in Figure H5.2 of Chapter H

Paragraph 2.35.5 of the supporting text for policy DM35 specifies that the following values will be sought for residential development:

- i. Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms and 50 dB in outdoor living areas.
- ii. Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours and LAm_{ax} less than 45 dB in bedrooms.

Further to this, ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise New Residential Development (May 2017) details that this 55dB range for noise risk assessment in relation to indicative daytime falls within the low risk category. ProPG does however still state that a good acoustic design principle should be followed:

"At low noise levels, the site is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed and is demonstrated in an ADA which confirms how the adverse impacts of noise will be mitigated and minimised in the finished development".

In relation to night-time levels, this 55dB range will be a medium risk and Pro PG guidance states that:

"As noise levels increase, the site is likely to be less suitable from a noise perspective and any subsequent application may be refused unless a good acoustic design process is followed and is demonstrated in an ADS which confirms how the adverse impacts of noise will be mitigated and minimized, and which clearly demonstrate that a significant adverse noise impact will be avoided in the finished development."

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(Case Officer note: The current ETM operation as permitted under application 17/06938/F is only permitted to only operate between the hours of 06.00 to 18.00 Monday to Saturday meaning this nighttime level is only considered applicable for the first hour of operation as per the requirement set out above in Paragraph 2.35.5 of the supporting text for policy DM35)

In relation to the proposed residential development at Longmoor, the further mitigation as advised by ProPG can be provided via a detailed scheme of noise mitigation measures for the proposed residential use. Chapter H of the ES details that the proposed residential buildings will be designed to achieve the internal noise criteria and to achieve a very low magnitude of impact. Embedded mitigation measures to the proposed development include the outline external ventilation and glazing requirements set out in the noise assessment.

Further to this, it is material to consider paragraph 009 (ref. ID:30-009-20190722) of the PPG, where it acknowledges that whilst the Agent of Change must provide mitigation to address any significant adverse effects that are identified, it may not prevent all complaints from new residents about noise.

However, the paragraph goes on to state that suitable mitigation can help to achieve a satisfactory living environment, and importantly “...*help to mitigate the risk of a statutory nuisance being found if the new development is used as designed (for example, keeping windows closed and using alternative ventilation systems when the noise or other effects are occurring)*”.

As the application is only made in Outline, the exact mitigation details are not currently available and will be sought via a pre-commencement condition, with a further additional assessment of noise impacts being provided at the Reserved Matters stage when layout, design, façade, insulation measures and ventilation of buildings are all considered.

Members are advised that a pre-commencement condition (as advised the BCC Pollution Control Officer) in this respect is considered necessary and reads as follows:

Acoustic Design Statement & Noise Mitigation Measures

Prior to the commencement of the development hereby permitted an Acoustic Design Statement, in accordance with ‘ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise - New Residential Development (May 2017)’ and a full scheme of noise mitigation measures for the development shall be submitted to and approved in writing by the Council.

The Acoustic Design Statement and Scheme of Noise Mitigation Measures shall be prepared by a suitably qualified acoustic consultant/engineer and shall take into account the best available current information on environmental noise levels affecting the development and shall take into account any future developments permitted at the time of submission.

The approved scheme of noise mitigation measures shall take into account the provisions of ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise - New Residential Development (May 2017), BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings, Acoustics Ventilation and Overheating Residential Design Guide 2020 and BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.

The scheme of Noise Mitigation Measures shall be implemented in full prior to the commencement of the use permitted. The residential accommodation, hereby approved, shall not be occupied until an assessment to demonstrate the effectiveness of the approved noise mitigation measures has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of ensuring that noise levels at the residential accommodation hereby approved will be acceptable and not harmed by noise from nearby commercial, including ETM. Further, to ensure that the ongoing viability of nearby businesses, such as ETM, will not be prejudiced

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by the approval of residential accommodation in their vicinity.

The noise mitigation condition as advised will need to be implemented in full prior to the commencement of development and is to be permanently maintained. Therefore, in accordance with the requirements of para 187 of the NPPF, it is considered at this stage that the applicant has demonstrated suitable noise mitigation to ensure that the proposed new development can be integrated effectively with the existing business on the adjacent site.

Paragraph 187 of the NPPF is clear that it is the operation of an existing business that must be considered under the Agent of Change Principle. However, the undetermined application at the ETM site (ref: 21/01169/X), which seeks to increase the capacity and hours of operation of that facility is also a material consideration.

At the time of writing this report it is understood that there remain various unresolved matters in relation to the determination of application 21/01169/X. Further information in relation to air quality, noise and transport issues has been sought from ETM but the applicant is yet to provide this information for consideration by Officers. As such, whilst being a material consideration, it is not considered that application 21/01169/X is suitably progressed towards determination so that it can be afforded significant weight in the assessment of this application. It is also to be noted that further assessment of the relationship between the two sites will be undertaken at the reserved matters stage and that any permission for extended operations will be subject to planning conditions.

On balance, subject to pre-commencement conditions it is considered that the proposed noise mitigation measures are in accordance with policy DM33, DM35, paragraph 187 of the NPPF, and paragraph 010 (ref. ID: 30-010-20190722) of the NPPG

Dust

Concerns have also been raised by objectors in relation to the impact that dust nuisance associated with the operation of the ETM may have on the living conditions of future residents of the Longmoor development.

Like the noise issue discussed above, the Agent of Change Principle is also considered applicable in this respect. As the Agent of Change, the Longmoor applicant is required to demonstrate that the two adjacent uses can co-exist without there being any significant adverse effect from dust and odour on the new development and to demonstrate that suitable mitigation is provided before the development has been completed.

The application is supported by an Air Quality assessment contained within Chapter I of the ES. The assessment identifies that the existing ETM operation (ref 17/06938/F) is regulated in terms of dust and emissions by both planning conditions and an Environment Agency Permit.

Condition 17 of permission 17/06938/F states that the ETM premises shall only be operated in accordance with the approved Dust Management Plan submitted with the application. Further to this, the EA Permit stipulates that ETM operate in accordance with certain requirements relating to “*emissions of substances not controlled by emission limits*” and also odour.

The Air Quality assessment contained within Chapter I of the ES in support of this application confirms that:

“The EMT facilities would be operated in accordance with a fully comprehensive Environmental Management System (EMS), an A11 Tier 3 Bespoke Environmental Permit (EP), and in accordance with the Dust Management Plan submitted with the application. The ETM facilities would therefore be expected to be compliant with the planning conditions imposed by BCC, the EP and the Dust Management Plan. Dust emissions and amenity impacts and associated effects from operational

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activities ETM site are considered to be not significant and have therefore not been considered further as part of this ES Chapter”.

Therefore, it is evident that no assessment of the impact of dust has been undertaken from any receptors within the proposal site. However, given that the ETM site is controlled by a number of existing operational restrictions in relation to dust and other airborne emissions (imposed by both BCC and the EA), in principle, it is considered that there is adequate existing protection in place to potentially limit and mitigate any harmful impact on the future residents of the Longmoor site.

However, it is noted that the Dust Management Plan only considers the impact of dust on existing dwellings which are positioned approximately 265m to the north and on Silbury Rd 320m to the south. Both of these locations are considerably further away from the ETM facility than the dwellings proposed at the north-eastern corner of the proposal site.

Therefore, Officers advise Members that it is considered reasonable and necessary for additional mitigation measures (as required by NPPF para 187 in relation to the Agent of Change Principle) to be secured via pre-commencement condition in the form of an additional dust assessment to be undertaken from various receptors within the proposal site.

Members are advised that a pre-commencement condition in this respect (as advised the BCC Pollution Control Officer), reads as follows

Assessment on the potential for dust from the neighbouring ETM Waste & Recycling facility

Prior to the commencement of the development hereby permitted an assessment on the potential for dust from the neighbouring ETM Waste & Recycling facility affecting residential properties as part of this development shall be submitted to and approved in writing by the Council. The assessment shall be carried out by a suitably qualified consultant/engineer and if necessary shall include a scheme of dust mitigation measures.

Any approved scheme of dust mitigation measures shall be implemented in full prior to the commencement of the use permitted.

Reason: In the interests of ensuring that the residential accommodation hereby approved will be acceptable and not harmed by dust from nearby commercial properties including ETM. Further, to ensure that the ongoing viability of nearby businesses, such as ETM, will not be prejudiced by the approval of residential accommodation in their vicinity

This would inform any further mitigation measures required to limit the potential impact on the living conditions of future residents to be made at the reserved matters stage when the siting, layout, orientation and built form of the proposed dwellings are finalized.

Therefore, subject to pre-commencement conditions the proposed development is considered to provide acceptable living conditions for future residents in accordance with the requirements of policies BCS21, BCS23, DM27, DM29, DM33, DM35 and also para 187 of the NPPF.

(G) IMPACT ON NEIGHBOURING PROPERTIES

This Key Issue considers the proposal's impact on neighbouring properties in accordance with Development Plan policies, which require consideration to matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space (see policies BCS20, BCS21, DM27, and DM29).

The proposal site is a significant distance away from the nearest residential properties (approx. 70m), which are located along Silbury Rd to the south-east beyond the MetroBus highway infrastructure. As such, it is not considered that the proposed development will have a significantly adverse impact on

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these properties in relation to an overbearing impact or any loss of privacy, outlook or natural lighting.

Chapter H of the ES relates to noise and vibration. The assessment confirms that there will be noise and vibration effects during the construction period, although these are considered to be negligible to minor following mitigation such as the use of 'best practicable means' of construction and site management and noise monitoring to be controlled through a CEMP condition.

Objectors have also highlighted an increase in air pollution resulting from additional vehicle movements associated with the 500 dwellings as proposed. Chapter I of the ES relates to air quality. The potential impacts and likely effects of the proposed development on air quality and the suitability of the site for the proposed development have been assessed. Potential sources of emissions have been identified and assessed in the context of existing air quality and the nature and location of receptors. It is also to be noted that the proposal site lies outside of the Air Quality Management Area.

The BCC Air Quality Officer has assessed the submitted information and has commented that all receptors modelled show a negligible increase in concentrations of annual mean NO₂ and therefore has no objection to the proposed development

As such, it is considered that the proposed development is considered acceptable in relation to the impacts on residential amenity and is therefore in accordance with policies BCS20, BCS21, DM27, and DM29

(H) ECOLOGY AND TREES

The NPPF requires the decision-making process to contribute to and enhance the natural and local environment, by recognising its character, minimising the impacts of development and by requiring remediation and mitigation where appropriate. It states that planning permission should be refused where significant harm to biodiversity cannot be avoided, adequately mitigated or, as a last resort, compensated for.

Policy BCS9 states that individual green assets should be retained wherever possible, and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size.

Policy DM15 highlights the importance of sustaining and enhancing the natural environment and encourages developments to contribute towards the Green Infrastructure Network. The policy sets out the health benefits of green infrastructure provision and includes the provision of additional and/or improved management of existing trees to assist in mitigating run-off and flood risk, providing shade and shelter to address urban cooling, and creating a strong framework of street trees to enclose or mitigate the visual impact of a development.

Policy DM17 seeks to protect Important Open Spaces, Unidentified Open Spaces, Urban Landscape and Trees and recognises the role these features have in providing landscape and visual amenity quality.

Policy DM19: Development and Nature Conservation states that: "development which would be likely to have any impact upon habitat, species or features, which contribute to nature conservation in Bristol will be expected to:

- Be informed by an appropriate survey and assessment of impacts; and
- Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance
- Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.'

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Further to this policy DM19 specifies that protected species are subject to separate legislation which determines appropriate development and approaches to mitigation. Protected Species legislation will need to be met before planning permission can be granted.

The majority of the application site is designed as a Wildlife Corridor – “Land N of Ashton Vale Fields” and Ashton Vale Fields SNCI is located partially in the southern section of the Site. The site is predominantly occupied by an area of semi-improved grassland, which is grazed by cattle. Dense scrub is located around the margins of the raised field which is a former landfill.

Chapter E of the ES relates to Ecology matters and includes various surveys in relation to Great Crested Newts & Reptiles, Birds, Water Voles, Bats and Phase 1 Habitat survey. In addition, the application is supported by a Habitat Regulations Assessment Screening Report, Biodiversity Net Gain Assessment Report and Lighting Assessment and Strategy.

It is noted that the development has sought to avoid areas with the highest ecological value. This includes the mosaic of scrub habitats and the semi-improved grassland field in the west of the site around Longmoor Brook and those in the south next to the Metrobus corridor. In addition, no development is proposed in the SNCI to the south of the site and a suitable buffer will be provided to the development edge at this location

The Biodiversity Net Gain (BNG) Assessment Report details that it is possible to achieve a BNG on site, with the calculated change being 13.23% (3.29 BU) net gain for area-based habitats and a 80.69% net gain (1.68RUs) for watercourses. This demonstrates a net gain for the biodiversity of the site and is above the 10% net gain that will be required in future by the Environment Act 2021.

It is to be noted that as the application was submitted in June 2021 prior to the Environment Act receiving Royal Assent in November 2021, a BNG Assessment Report was not a validation requirement but in any event was provided by the applicant.

The Bristol Tree Forum have commented the BNG Assessment should be updated following the release of a new version of the Natural England BNG metric in July 2021. However, as the application was submitted and validated prior to his date, the version that has been used is considered acceptable.

Further to this, the BTF have raised concerns with the BNG metric methodology and how it works out the area occupied by individual trees. The applicant’s Ecological consultant Ramboll subsequently responded to this query and submitted additional information on the 17.12.21. Ramboll have confirmed that the concerns raised by the BTF relate to the in and out workings of the BNG metric, rather than the assessment undertaken by Ramboll, who have confirmed that they are unable to alter the way the metric works and that they have followed the methodology developed by Natural England.

It is also to be noted that a further BNG assessment will be required at the reserved matters stage once layout and landscaping details has been finalized

The consultant BCC Ecologist originally advised a holding objection based on the findings of the ES and BNG report not being considered sufficient and requested additional details be provided. As stated above, the applicant’s Ecological consultant Ramboll subsequently responded to this objection and submitted additional information on the 17.12.21. Based on the findings of this response letter, the consultant BCC Ecologist withdrew their objection and advised various pre-commencement conditions relating to the submission of a construction management plan, method statement for control and removal of invasive species, external lighting, landscape ecological management plan, living roofs details, ecological mitigation & enhancement strategy, wildlife corridor protection and habitat management plan.

Objectors have drawn attention to the fact that the consultant BCC Ecologists who provided the

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consultation input detailed above have now left the Council. It is to be noted that BCC has now employed a permanent Ecologist. For clarification purposes the current Ecologist was re-consulted on the submitted BNG and has assessed it against the BNG Metric 2.0 User Guide. The full response is shown in an email on the website dated 26.09.22 but can be summarized as follows:

“The four habitat parcels in the habitat enhancement page of the metric should therefore be assigned the same strategic significance as those habitats in the baseline page: “Area/compensation not in local strategy/no local strategy”. Their BNG assessment is therefore currently not correct and I advise it is amended to reflect the actual BNG achievement of the development. I have played around with the applicant’s BNG metric and if I make the correction I have outlined above then they achieve a 5.77% gain in area habitats (instead of 13%). This is still a gain and as 10% is not mandatory yet, it can still be approved (though it is obviously a shame the gain is small).

Confirm if we are to proceed based on the attached Ecology conditions – Yes if the application is approved as it is, the conditions listed by Lyndon are appropriate, I have just changed the wording of the LEMP section slightly (see attached). If the applicant amends their BNG report as I advise they do, the conditions are still appropriate.

Is there a net gain as a result of the proposed development? – they are achieving a net gain in area habitat and linear (river) habitat units (there are no hedgerow units on site) whether you look at their current BNG assessment or they amend it as I advise. The difference will be that their BNG score overall is lower if they amend their report. Overall they are still achieving a biodiversity gain”.

Therefore, as the submitted BNG Assessment demonstrates a net gain of at least 5.77% and the net gain requirement of 10% is not yet mandatory, it is considered that the application is acceptable in respect of BNG.

Natural England (NE) have raised a number of concerns throughout the application process, primarily concerning the impacts of the proposed development to the North Somerset and Mendip Bats SAC.

The most recent response letter from NE dated 22.09.22 confirms that the revised light modelling that has been provided demonstrates that the proposed lighting will not sever the horseshoe bat commuting corridor along the Longmoor Brook to the north of the application site.

Further to this, Natural England have stated:

“However, the further information submitted on 20th September has raised a concern regarding the feasibility of the proposed woodland planting adjacent to the Longmoor Brook to the north of the site due to Environment Agency access requirements. The Longmoor Supplementary Es Appendix 4.3 Annotated Plan shows the location where operational and emergency access would be required for the Environment Agency. From the Environment Agency’s comments it appears that a vehicular access would be required along this route which would require an 8m access track to be cleared.

The Phase 1 Habitat Survey Plan (Ramboll, March 2021) shows scrub in this area which is contributing to the habitat structure of the horseshoe bat commuting corridor along the Longmoor Brook. It is our understanding that there will be a 10m offset between the development and the brook which is proposed to be enhanced through wet woodland planting. The proposed woodland planting in this area is mitigation for the loss of the cattle pasture, an important horseshoe bat foraging habitat, resulting from this proposal.

If this planting cannot be delivered the proposal could result in a significant impact to the North Somerset and Mendip Bats SAC through a loss of foraging habitat. Furthermore, if scrub clearance would be necessary for the access requirement then this could impact the horseshoe bat commuting corridor along the Longmoor Brook. Although I note that the Environment Agency has suggested that details of operational and emergency access is conditioned, certainty regarding habitat proposals for

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SAC bats is needed at outline stage. I understand that the applicant is currently looking into the Environment Agency's access requirements and the level of vegetation clearance required".

Members are reminded that the application is submitted in Outline, meaning the final soft landscaping details including levels of vegetation clearance are yet to be finalized and will need be conditioned for approval at the reserved matters stage. The submitted parameter plans do show a 10m landscape buffer along the northern site boundary running parallel to the Longmoor Brook. It will also be possible to secure additional ecological mitigation measures and survey work to be undertaken as part of the reserved matters.

At the time of writing this report it has not confirmed between parties how and where the required EA operational and emergency access points can be successfully integrated into the proposed scheme. Discussions are progressing but will not be resolved by the time this report is submitted. Any further information or scheme amendments will be included in the forthcoming Amendment Sheet provided to Members prior to the Committee Meeting. However, Members are advised that Officers remain confident that a workable solution can be identified and that this matter can be suitably resolved prior to determination. As such it is not considered necessary to include this issue as a reason for refusing the application.

Trees

Policy DM17 states that where trees are present on a development site a British Standard 5837 Tree Survey 'Trees in relation to Construction survey' and related survey information should be submitted along with an application for planning permission.

The submitted Arboricultural Impact Assessment (AIA) & Tree Protection Plan (TPP) details that seven trees and part of one tree-group will need to be removed for the proposed development. However, as the application is only made at Outline, the AIA acknowledges that:

"An application for full planning permission will need to be accompanied by an arboricultural impact assessment and tree protection plan based on a more detailed topographical survey and development plan that will include full details of trees that will need to be removed and the compensation calculated in accordance with the Bristol Tree Replacement Plan".

The BCC Arboricultural Officer is satisfied with the findings of the AIA as it is considered that there is ample room within the application site to accommodate any replacement tree planting required to mitigate against any that are to be removed. The Officer has advised pre-commencement conditions to secure Arboricultural Implications Assessment, Arboricultural Method Statement & Tree Protection Plan and a Hard/Soft Landscape Plan.

As such the proposals are considered to be acceptable with regard to this issue

(I) FLOOD RISK

Policy BCS16 states that all development will be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems ("SuDs").

Chapter G of the ES relates to Flooding and Water Resources. It provides an assessment of impacts and effects in relation to surface water and groundwater quality, surface water and groundwater resources (in terms of water quantity) and flooding both during the construction and once the development is completed and operational.

A Flood Risk Assessment is also provided as part of the planning application. The site is located predominantly within Flood Zone 2 (Medium probability of flooding), with land along the south

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boundary and adjacent to the new Colliter's Brook and Longmoor Brook shown to be located within Flood Zone 3 (High probability of flooding). It is noted that land in the centre of the site is raised above surrounding land and, as a result, had been designated as being within Flood Zone 1 (Low probability of flooding) over the last 10 years. However, the EA has subsequently changed its policy such that any land which is within a mapped zone of historical flooding is now automatically designated as being within at least a Medium probability flood zone (Flood Zone 2).

Parameter Plan 01 (development extents and land uses) shows that all buildings would be located in areas outside those where flood water is predicted to encroach by flood modelling. In particular, the residential areas of the site would not be impacted during floods including the 1 in 1,000 year return period as shown in the land use parameter plan.

In addition, a Drainage and SuDs Strategy Report has also been submitted. The surface water drainage for the site would be designed to attenuate surface water on site with a gradual discharge into the adjacent Longmoor and Colliter's Brooks at a greenfield run off rate. The surface water modelling has incorporated a 40% climate change allowance for the 1 in 100 year storm event in accordance with BCC and NPPF requirements. On site attenuation measures would be set out at reserved matters stage and are likely to include permeable paving, swales, rain gardens and ponds in accordance with the Ciria SuDS Manual and best practice.

The NPPF states that a Sequential Test is required for sites within Flood Zones 2 and 3. Despite the fact that the majority of the site has been found to be at the same level of risk as Flood Zone 1, the land is still classified as Flood Zone 2 and in part Flood Zone 3 meaning the applicant has provided a Sequential Test in this instance.

The Sequential Test considers whether there is a sequentially preferable site available that could deliver the same quantum of development in a lower flood risk zone. As set out in para 162 of the NPPF: *"Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding"*.

In ordinary circumstances, the Sequential Test would review a defined search area for land able to accommodate the same development, determining whether land in a lower flood risk zone was available. The site search would review land with the potential to deliver the same quantum of development, in lower flood zones and consider whether it is:

- Reasonably available; and
- Appropriate for the proposed development

However, in this instance the applicant maintains that the Sequential Test does not necessitate a review of all other available land. This is because no other land can be considered both available and appropriate for the proposed development. The development at Longmoor is a form of enabling development for the proposed regeneration scheme at the AGSQ. As previously detailed in Key Issue C, the receipts gained from the sale of Longmoor with the benefit of planning permission will be used to deliver the AGSQ development and without it the AGSQ would not be able to go ahead.

Given that the applicant does not own any land with a lower flood zone classification or of a scale capable of delivering this quantum of development, there can be no reasonable available or appropriate sites. This principle that the Sequential Test cannot be undertaken in the usual way is accepted by Officers.

The BCC Flood Risk Officer has confirmed that subject to the standard SuDs condition being applied to any permission they have no objection to the proposal. The Officer has commented that they are satisfied in principle that the proposed drainage arrangements are sufficient to mitigate the risk of surface water/sewer and groundwater flooding to the site and evidence that it will not cause flooding to surrounding sites.

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The Environment Agency have been formally consulted as part of the application. Initially they objected to the proposed development, raising concerns that the correct Strategic Flood Risk Assessment (SFRA) modelling had not been undertaken and that the proposed site access bridge structure across Longmoor Brook would also need to be incorporated into the model. Further to this, concerns were raised in relation to the proposed development not being appropriately set back from the Longmoor and Colliters Brook and also that continuous planting along the Main River watercourses would obstruct EA operational access. In addition, the EA were concerned that proposed bridge crossing drawings were not shown in-situ compared to the existing river-bank line

Following extensive discussions between the applicant and the EA, additional details were submitted for consideration. In a response letter dated the 02.09.22 the EA have confirmed that:

“As you are aware the applicant provided further modelling information to the Environment Agency on the 12 August. At the time of writing, we have not been able to complete our follow-on review of this modelling specifically in regard to the access bridge. We are however satisfied that the wider elements of the proposed development are safe and will not increase flood risk elsewhere.

We further advise, following our previous modelling reviews, the latest outputs and technical reporting submitted by the applicant in response give confidence that it is appropriate to secure further review and design details by way of planning condition on the outline consent, as detailed below. This would require a scheme to be submitted to and agreed by the local planning authority prior to any approval of reserved matters”.

Both the BCC Flood Risk Officer and EA are satisfied and it is not considered that the proposed development would result in any unacceptable degree of additional flood risk in the locality. It is therefore considered that the proposed development accords with the requirements of policy BCS16

(J) LAND CONTAMINATION

The NPPF requires developers or landowners to be responsible for securing a safe development, where a site is affected by contamination or land stability issues.

Planning decisions are required to ensure that sites are suitable for the use proposed, including ensuring proposals for mitigation and remediation are secured. Following remediation, land should not be classed as contaminated land under Part IIA of the Environmental Protection Act 1990.

Policy DM34 relates to contaminated land and requires development to employ suitable mitigation to ensure the site is suitable for the proposed use, to ensure there is no unacceptable risk of pollution within the site and to ensure that the proposed development would not cause the land to be contaminated.

A Geoenvironmental and Geotechnical Desk Study has been prepared as part of the planning application. The documents summarize the various historic site investigations undertaken across the site and the more recent extensive ground gas monitoring. With mitigation measures proposed in the desk study and the ES Chapter on ground conditions, the site is considered to be suitable for residential development

The Council's Land Contamination Officer has reviewed the proposals and has no objections, subject to a standalone verification report condition being secured in the event of an approval being granted. This would be in addition to the conditions as advised by the EA in relation to ground conditions.

The proposal is therefore considered acceptable in relation to policy DM34.

(K) SUSTAINABILITY AND CLIMATE CHANGE

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

An Energy and Sustainability Statement has been prepared as part of the planning application. To create a sustainable development and meet the reduction in CO2 emissions required by BCC policies/Building Regulations, the development will seek to employ a design strategy as follows:

- A fabric first approach with low 'U values' and airtightness levels;
- Incorporate highly efficient LED lighting; and
- Incorporate electric vehicle charging points for all houses

Section 13.9 of the submitted Planning Statement states that the detailed proposal will also explore the use of:

- *Heat pumps for individual dwellings;*
- *Solar thermal hot water generation;*
- *PV (Photovoltaic) or BIPV (Building Integrated Photovoltaics);*
- *CHP (Combined Heat and Power) connected to a site wide heat network – Gas/Heat pump; or*
- *Connection to the Bristol District Heating Network although it is noted that the infrastructure to achieve this is unlikely to be available within the Site's delivery timescales.*

The overall sustainability of the development will be required to achieve the following:

- *Commercial uses will be required to meet the BREEAM 'Excellent' requirement"*

The Planning Statement confirms that the detailed design of these matters will be developed at the reserved matters stage.

The BCC Sustainability Officer has confirmed that the Energy Statement that has been submitted contains information relating to BCS14, however no information on policies BCS13 nor BCS15 has been provided. Further to this, the Energy Statement does not include any calculations at this stage and therefore does not indicate whether the 20% requirement will be met, nor whether the development will connect to the heat network.

The Energy Statement identifies a range of suitable renewable technologies but does not confirm which will be used to meet the 20% requirement. As such, it is not possible to confirm at this stage whether the development complies with the local plan sustainability policies. However, Officers advise that it is acceptable to seek these details via a range of conditions to meet policy requirements in the event of an approval being granted.

(L) HIGHWAY SAFETY

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable and/or unsafe highway impacts. Development should be designed and located to ensure the provision of safe streets. With regards to parking and servicing, Policy DM23 specifies development proposals will be expected should provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the Council's parking standards contained within in the parking schedule at Appendix 2 of the SADMP

Paragraph 111 of the NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual

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cumulative impacts on the road network would be severe”.

Paragraph 112 then goes on to clarify 5 points (a-e) that development proposals should accord with. TDM Officers have provided a response to each of these 5 points as follows:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”

TDM response- There is good opportunity at this site to provide good quality walking and cycling links and the site is adjacent to the Long Ashton Park and Ride with access to the M2 bus. Requests for contributions to improve the bus service and to address the impact on the P & R with the cumulative impact of the AGSQ application were not supported by the applicant. However, it was agreed the issues and requests will need to be revisited with any reserved matters application in the context of planning applications

“b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport”

TDM response- The application made no serious proposals to address disability equity of movement improvements to walking, cycling and PT. However, it was agreed that the issues and requests will need to be revisited within any reserved matters application.

Case Officer note: Despite the application only being made in Outline, it is to be noted that Parameter Plan 03- Access and Movement details that there will be improvements made to existing routes and links to strengthen the pedestrian / cycle network across the proposal site. In accordance with the Equalities Act 2010, these pedestrian/cycle access routes and linkages will need to comply with the relevant requirements in relation to the needs of people with disabilities and reduced mobility.

“c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards”

TDM response- This will be addressed with the reserved matters application

“d) allow for the efficient delivery of goods, and access by service and emergency vehicles”

TDM response- A parking, servicing and delivery plan will be required with the reserved matters applications

“e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

TDM response- Applicant has agreed this and car club facilities

As such, it is considered that the requirements of para 112 of the NPPF are satisfied, subject to details being secured by condition and to be addressed in full at the reserved matters stage.

TDM Officers has also confirmed that subject to conditions and planning obligations, the proposed access bridge is acceptable in terms of highway safety and that the development is acceptable in terms of the parking requirement and the impact it will have on the surrounding road network.

As the proposed access bridge at the north-western corner of the site provides access to the site from land outside of the Bristol City limits, an Approval in Principle (AiP) will be required by North Somerset

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Council (NSC) who have indicated that they will adopt and maintain the bridge.

However, NSC have objected to the proposed development on three grounds; Green Belt, Heritage and Highways & Transport issues (Green Belt and Heritage impacts have been covered in the relevant Key Issue sections of this report).

In terms of Highways & Transport issues, NSC are objecting as the proposal does not include an access route through the site capable of providing an alternative access to the Aston Vale Industrial Estate. NSC feel that this failure to provide a safeguarded route would prejudice the future operation of Metrowest, specifically in relation to train frequency (the re-opening of the Portishead Rail line to a half hourly passenger service which NSC believe to be contrary to the Joint Local Transport Plan 4 (JLTP4) and WECA Ten Year Rail Strategy.

TDN Officers have responded to this by confirming that the MetroWest Phase 1 project is proposing to re-open the Portishead rail line to passenger train services and to enhance local passenger train services on the Severn Beach and Bath to Bristol lines.

However, the Secretary of State has announced a further delay to consent for construction of MetroWest Phase 1 until 2023.

The project does not include a station at Ashton Gate, although there is a desire it will be considered for safeguarding in the BCC Local Plan Review. This would include the creation of a good quality walking and cycling connection from the Long Ashton Park and Ride which is within NSC's authority.

TDM officers consider that this application for outline planning will not preclude this opportunity and can be revisited with any reserved matters application subject to its status at the time.

The Council as Transport Authority has taken the position that a safeguarded route is not required as part of this application. This is because there is not a clear policy basis for requiring a safeguarded route at this point in time, the frequency of rail service that may justify an alternative route is greater than that currently proposed by the Metrowest project, and that there are other alternatives for access if this was required in future.

In summary, subject to conditions and planning obligations TDM Officers do not oppose the proposed development at the Longmoor site. The proposal site is considered to be a sustainable location for residential development as it allows the opportunity to provide good quality walking and cycling links and the site is adjacent to the Long Ashton Park and Ride with access to the M2 bus.

The proposed access bridge structure is considered to be acceptable in highway safety terms, in that it allows safe access for both domestic and emergency vehicles subject to planning obligations required to secure various highway infrastructure works, signalling and approvals from NSC and the EA

As the application is only made in Outline it is not possible to assess the internal road layout, parking, cycle, waste and recycling storage provision. However, it is deemed reasonable that these details can be secured at the reserved matters stage.

Therefore, the proposed development is considered to satisfy the requirements of policies BCS10, DM23 and the relevant sections of the NPPF.

(M) EQUALITIES ASSESSMENT

The Equalities Act 2010 sets out the Public Sector Equalities Duty ("PSED"). Case law has established that this duty is engaged when planning applications are determined and consequently this duty has to be taken into account in the determination of this application.

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

(N) PLANNING OBLIGATIONS

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

The legislative framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 as amended by Section 12 of the 1991 Planning and Compensation Act. Further legislation is set out in the Community Infrastructure Levy CIL Regulations (2010) (as amended). The NPPF at paragraph 56 details the tests that are required to be met when planning obligations are sought, namely that they should be necessary to make the development acceptable in planning terms; directly related to the development and, fairly and reasonably related in scale and kind to the development.

Supplementary Planning Document entitled 'Planning Obligations' (2012) sets out the Council's overall approach to planning obligations and the types of obligation that the Council may seek to secure and complements BCS11.

Draft Heads of Terms for necessary planning obligations, which are to be secured via section 106 agreement, are listed as follows but Members are to be aware that these are yet to be agreed and finalised between parties

- 1) Legally binding arrangement for Proceeds of Sale (net of taxation and after costs of realisation e.g. agent's fees, legal fees etc.) towards the construction and development of the AGSQ (including for the avoidance of doubt all enabling works).
- 2) Proceeds of Sale shall be applied solely for the construction and development of the AGSQ, including all enabling works and the Sports and Convention Centre (SCC) will be delivered in the first phase (post enabling works).
- 3) Proceeds of Sale to be held in an account separately and securely by BCC and to accrue a market rate of interest. This will be subject to various requirements
- 4) Affordable Housing provision (30%)
- 5) The extent and scope of any S278/ S38 works with both Bristol City Council and North Somerset as the relevant highway authorities.
- 6) Contributions of £220 per residential unit for travel plan delivery and management
- 7) Car club membership – residents to be offered 3 years membership

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- 8) Contribution for the design, modelling and consultation of the signal and access arrangements required to make safe access and egress to the highway. (the delivery of this will be part of the S278 attached to the reserved matters)
- 9) Contribution of £120k towards the lighting of the metrobus cycleway/footway to the east of Longmoor.
- 10) Contribution for updating TRO's £31k
- 11) Pedestrian and cycle improvements – improvements to link to the Festival Way cycle route as set out in the Transport Assessment (works within NSC's administrative area).
- 12) Improvement works to A370 on-slip (including Safety Audit) as set out in the Transport Assessment (works within NSC's administrative area).
- 13) Avon Fire & Rescue Service has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat per hydrant (x3 required)
- 14) Commitment that the bridge providing access to the site will be delivered in accordance with Environment Agency requirements.
- 15) The Council's legal costs associated with the formulation of the section 106 agreement.
- 16) District heating connection

The developer is in principle agreeable to the contributions set out above, and if planning permission is granted the section 106 agreement will be tied to the decision.

PLANNING BALANCE AND CONCLUSION

In determining an application at a local level, it is the role of the local planning authority (or authorities) to exercise their judgement in weighing up the relevant factors in the context of Section 38(6) to decide whether or not to grant planning permission.

This exercise, known as the planning balance, requires weight to be apportioned to a scheme's benefits and to any harm caused and a judgement to be made as to whether the harm, as weighted, sufficiently outweighs the benefits so as to require refusal of the planning application

Members are advised the development of the Longmoor site will not only provide up to 510 new homes (30% affordable) and 5,000 sq.m of commercial/community space but will also act as an enabling form of development for the proposal at land west of Ashton Gate Stadium site known as the Ashton Gate Sporting Quarter (AGSQ).

In view of the fact that the LPA is not able to demonstrate a five year housing land supply, paragraph 11(d) of the NPPF is engaged, and the tilted balance applies meaning the presumption in favour of sustainable development as set out in paragraph 11d of the NPPF is applicable. This indicates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. Officers advise that on balance, the benefits of the scheme outweigh the limited adverse impacts that have been identified in the previous Key Issue sections of this report.

Officers acknowledge the level of concern raised by local residents and other interested parties in relation the loss of GB land in this location. However, Members are advised that the proposal site is considered to only make a *"limited contribution to Green Belt purposes"*, as recognized within the

Development Management Committee A- 5th August 2022
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Green Belt Assessment and Regulation 18 Plan which proposes to remove the site from the GB.

Officers advise that this “*limited contribution to Green Belt purposes*”, is in part a result of the construction of the new Metrobus route changing the character of the site since the GB was first designated in the development plan. The Metrobus infrastructure has had the effect of separating this relatively small and narrow area of land from the wider GB countryside. This effect is recognised in the Local Plan review consultation of March 2019 where only 2 objections to the site being removed from the GB were received.

However, at the time of writing this Committee Report, the Draft Local Plan has not progressed through the publication stage (Regulation 19) or any further examination in public. Therefore, in relation to paragraph 140 of the NPPF, a change to the GB boundary cannot currently be said to be irrefutable, albeit the available information and lack of objection suggests it is highly likely that the GB allocation of the site will not endure in this location.

The proposal site is also seen within the context of the adjacent Long Ashton Park and Ride, surrounding commercial development to the immediate north and east and the residential development to the immediate south. Members are also reminded that the previously approved 2009 Stadium application was significantly larger in height and scale than the current application and therefore had a much greater impact on the openness on this of the GB.

As detailed the Key Issue C, Officers advise that the submitted LVIA and details contained within the parameter plans, including the proposed siting, height and scale of the development, demonstrate that the proposal is not considered to have an unacceptable level of detrimental impact on the openness of this part of the GB.

As the proposed development does not meet the exception list for development within the GB as set out in para 149 of the NPPF, in accordance with para 147 the proposal should not be approved except in VSC.

Officers are confident that in principle the VSC has been adequately justified in this instance (subject to final Counsel's opinion and confirmation being received). It is considered that the proposed SCC element of the AGSQ development would deliver significant community benefits to both the future residents of Longmoor and also the wider city and therefore provides the VSC that justifies residential development in this part of the GB.

The Longmoor and AGSQ sites are intrinsically linked both financially and materially, with the former acting as an enabling form of development for the latter. Other material planning benefits that would arise from both the Longmoor and AGSQ developments are also recognized. These include a substantial increase in housing supply including affordable units, improvements to existing pedestrian/cycle linkages, increased sport participation with associated health benefits, economic impact & employment opportunities

The linkage between the two proposed developments will be secured via s106 legal agreement and phasing conditions which will ensure that the SCC forms the first phase of development (post enabling works) on the AGSQ site and that it will be part funded by the proceeds of sale from the Longmoor site. Funds will be placed in an Escrow account controlled by BCC and will only be released at agreed key stages of SCC development.

At time of writing this Committee report Officers are yet to receive final legal opinion on the acceptability of the VSC justification and the proposed financial linkage arrangement between the two applications. However, based on the current advice provided by Counsel and BCC Solicitors, at this time Officers are confident that the application can proceed to determination, but Members are advised that this situation may change prior to the scheduled Committee Meeting. Any update will be fully detailed in the forthcoming Amendment Sheet. Further to this, the final wording and exact level of

Development Management Committee A- 5th August 2022
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financial contribution sought in the draft Heads of Terms as detailed in Key Issue N are still to be agreed between parties.

In relation to the concerns raised by Historic England, the public benefits that will flow from this proposed development are considered to outweigh the less than substantial harm the proposal would represent to the identified designated heritage assets. The proposal is therefore considered to be satisfactory having regard to para 202 of the NPPF and also Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990

In design terms, Officers advise that the development does represent a suitable approach to realising the effective and efficient use of this site, in a manner that is broadly consistent with its setting. Considering the proposed density, pedestrian access and linkages across the site, green and blue infrastructure and overall development parameters, the application is considered to respond positively to the locality and to provide a coherent, interconnected and integrated built form that relates to its immediate context.

Subject to pre-commencement conditions seeking additional details of noise, dust and odour mitigation measures at the reserved matters stage, the proposed development is considered to provide adequate living conditions for any future occupants regarding the close proximity of the site to the adjacent ETM waste transfer facility. Further to this, the proposal is not considered to give rise to any significantly adverse impact on the nearest residential properties in terms of any overbearing impact, loss of privacy, outlook or natural lighting.

The application has demonstrated a small biodiversity net gain on site and subject to conditions is supported by both BCC Ecology and Arboricultural Officers. Members are reminded that further ecological survey work and BNG Assessment will be required at the reserved matters stage.

At the time of writing this report Natural England still have concerns with the proposal. It has not yet been confirmed between parties how and where the required EA operational and emergency access points can be successfully integrated into the proposed scheme. Discussions are progressing but will not be resolved by the time this report is submitted. Any further information or scheme amendments will be included in the forthcoming Amendment Sheet provided to Members prior to the Committee Meeting. However, Members are advised that Officers remain confident that a workable solution can be identified and that this matter can be suitably resolved prior to determination. As such it is not considered necessary to include this issue as a reason for refusing the application.

The BCC Flood Risk Officer has confirmed that subject to the standard SuDs condition being applied to any permission they have no objection to the proposal. The Officer has commented that they are satisfied in principle that the proposed drainage arrangements are sufficient to mitigate the risk of surface water/sewer and groundwater flooding to the site and evidence that it will not cause flooding to surrounding sites. Further to this, subject to conditions the the Environment Agency are in support of the proposal, stating that they are satisfied that the wider elements of the proposed development are safe and will not increase flood risk elsewhere.

The proposal site is considered to be a sustainable location for residential development as it allows the opportunity to provide good quality walking and cycling links and the site is adjacent to the Long Ashton Park and Ride with access to the M2 bus. The proposed access bridge structure is considered to be acceptable in highway safety terms, in that it allows safe access for both domestic and emergency vehicles. Subject to conditions TDM Officers are in support of the application.

On balance, the benefits of the proposed development carry substantial weight in the overall planning balance and are considered to outweigh the limited harm caused. The balance is further tilted in favour of approval due to the implications of paragraph 11 (d) of the NPPF and the emerging Local Plan.

**Development Management Committee A- 5th August 2022
Application No. 21/03166/P- Land West of Silbury Road**

As such Members are advised that the proposal complies with the relevant local and national planning policies meaning it is a sustainable form of development that should be approved subject to conditions and planning obligations.

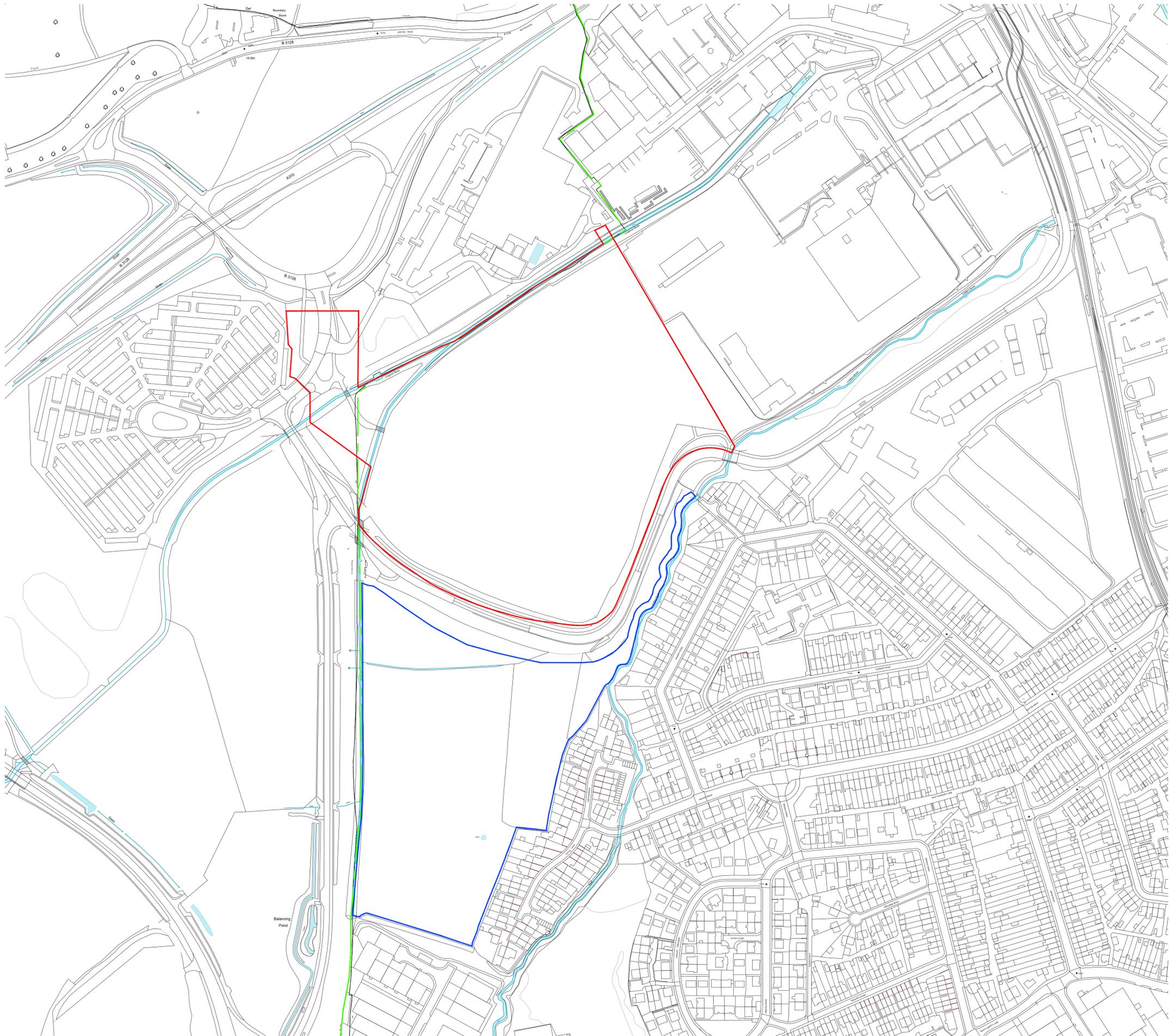
The Officer recommendation is to grant planning permission subject to HoTs set out above and conditions which are to follow.

DRAFT LIST OF CONDITIONS TO BE INCLUDED IN THE AMENDMENT SHEET

Supporting Documents

2. Land West Of Silbury Road.

1. Planning Application Boundary
2. Parameter Plan 1 -A02 Development Extents Land Use
3. Parameter Plan 2 – A03 Height
4. Parameter Plan 3 – A04 Access Movement
5. Parameter Plan 4 – A05 Green Infrastructure
6. Proposed Access General Arrangement Plan
7. Proposed Access Road Plan
8. Indicative Masterplan
9. Illustrative Landscape Plan
10. Habitat Creation Plan



- KEY**
- ▬ Application Boundary
Gross Area (10.53 Ha / 26.02 Ac)
 - ▬ Land within Applicants Ownership
 - ▬ NSC / BCC Boundary



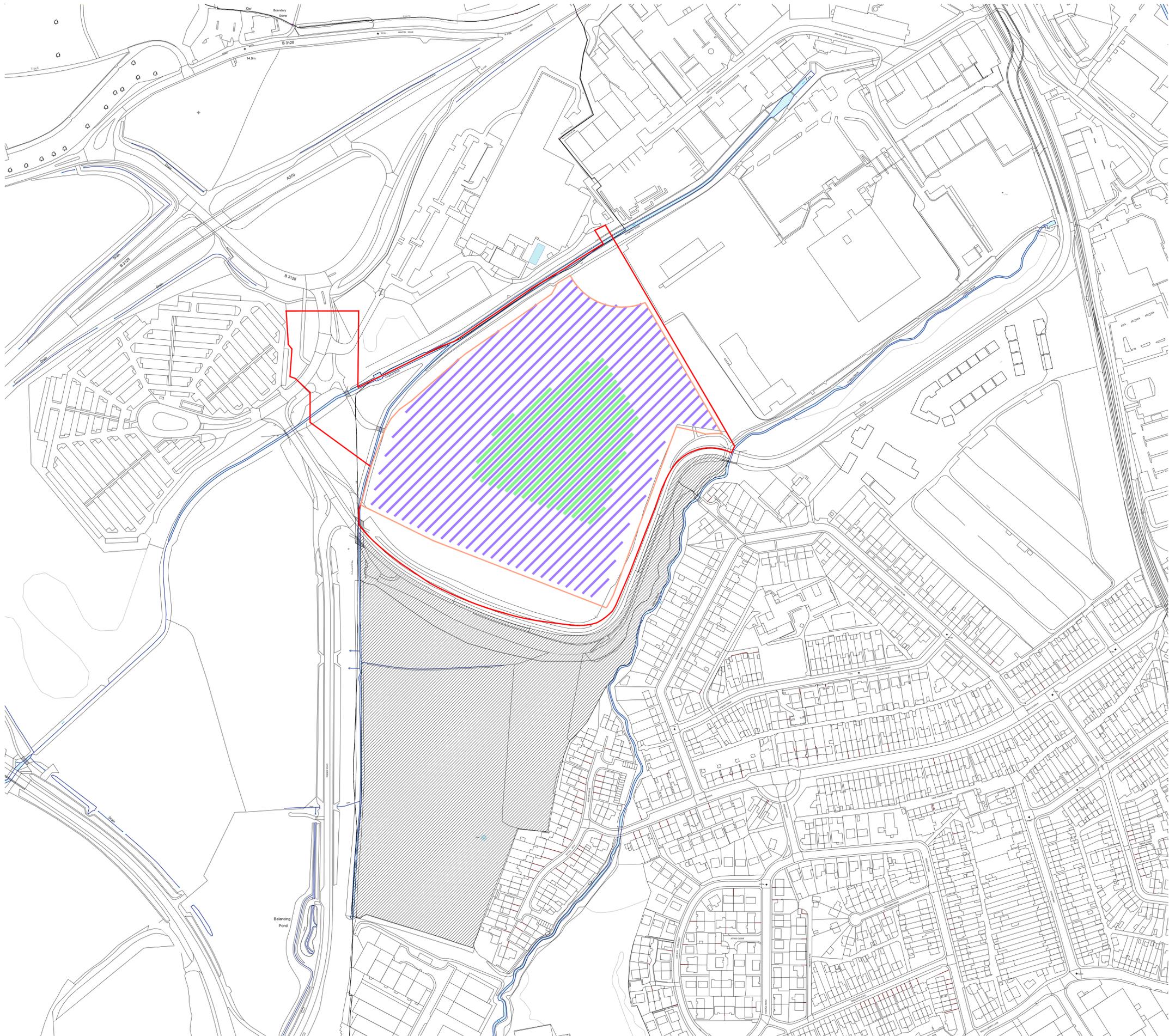
contract **LONGMOOR**
STRATEGIC MASTERPLAN
drawing **PLANNING APPLICATION**
BOUNDARY



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drawn	DT	checked	CL	approved
scale	1:2000@A1	date	13 / 01	cad file
job no.	4615	dwg no.	A01	revision
				P8



- KEY**
- Application Boundary (10.53Ha/26.02Ac)
 - Maximum extent of development (Net Area (7.23 Ha /17.86 Ac))
 - Zone for Class C3 provision
 - Zone for Class E provision and/ or Class F2
 - Town & Village Green (TVG)

NOTES

The solid light brown colour line denotes the maximum extent of development. This area does not include structures or any form of building unless overlaid by uses highlighted in zones on the plan and laid out in further detail below. This area will include ancillary uses, and public and private landscaping works including SuDS.

Within the purple hatched zone that overlays the development extents area, provision will be made for residential use (Use Class C3) including affordable housing.

Within the green hatched zone that overlays the extents area, provision will be made for up to 5,000sq.ft. NIA of community and commercial uses (Use Class E & / or Use Class F2).

Outside the development extents area and within the site boundary, features and 'development' that may take place will include: cycleways, footpaths, private gardens, lighting, roads, junctions, street furniture, infrastructure, SuDS, landscaping works, fencing, parking, and parking equipment.

Boundaries between the light green and purple hatched zones will allow for a limit of deviation of 10m either side of the line. This plan should be read in conjunction with Green Infrastructure Parameter Plan 4 for further information regarding treatment of the boundary with existing development.

Zone for Class C3 provision is limited by 2020 flood extents data. Limitations on provision is checked for consistency with the most recent flood work.



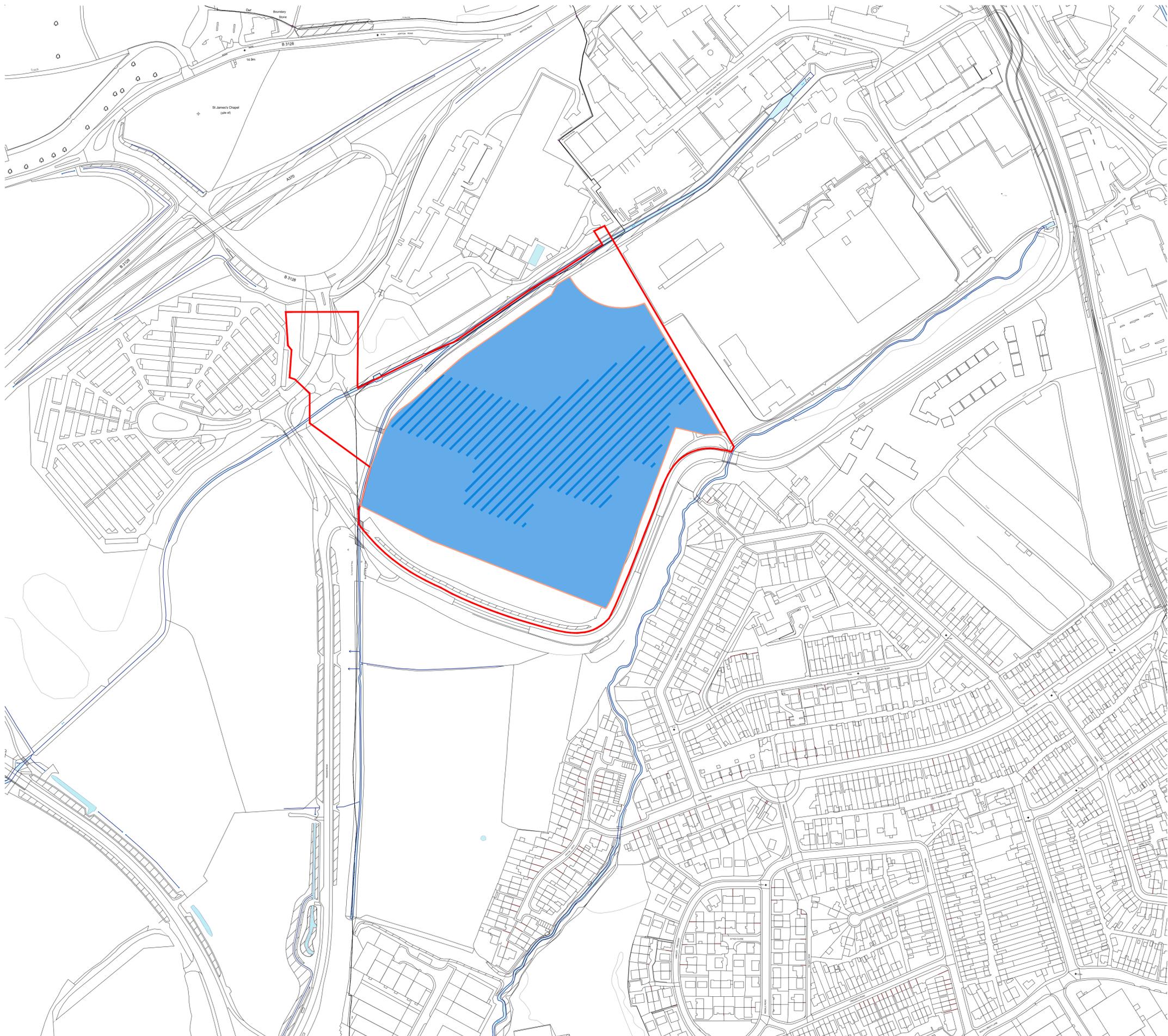
contract
LONGMOOR STRATEGIC MASTERPLAN
drawing
PARAMETER PLAN 1
DEVPT. EXTENTS & LAND USES



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		revision	P13



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revision	date	description	sig	checked



KEY

- Application Boundary (10.53 Ha / 26.02 ac)
- Up to 11m (ridge height or equivalent)
- Up to 18m (ridge height or equivalent)

NOTES

The Heights Parameter Plan prescribes the maximum heights of buildings across the development site.

The heights enable the provision of 2,3 and up to 5 storey residential and non-residential equivalent buildings.

No more than 17% of the total buildings footprint on the site are to be developed at the upper height parameter (18 metres).

To enable variety to be introduced across the development, up to 10% of dwellings within the 3 storey height zone can be developed at up to the higher height of its neighboring height band, where buildings perform a particular role within the layout, such as to aid legibility or to define a space. Further analysis through Visual Impact Assessment to be undertaken at the Reserved Matters stages to inform the placement of the four/ five storey buildings on the site to ensure no effects on key local views.

Building heights are in metres to parapet (or equivalent) from finished floor level (FFL). FFL to be no more than 1m above the existing ground level. The heights exclude chimneys / flues.



contract **LONGMOOR STRATEGIC MASTERPLAN**
drawing **PARAMETER PLAN 2 HEIGHTS**

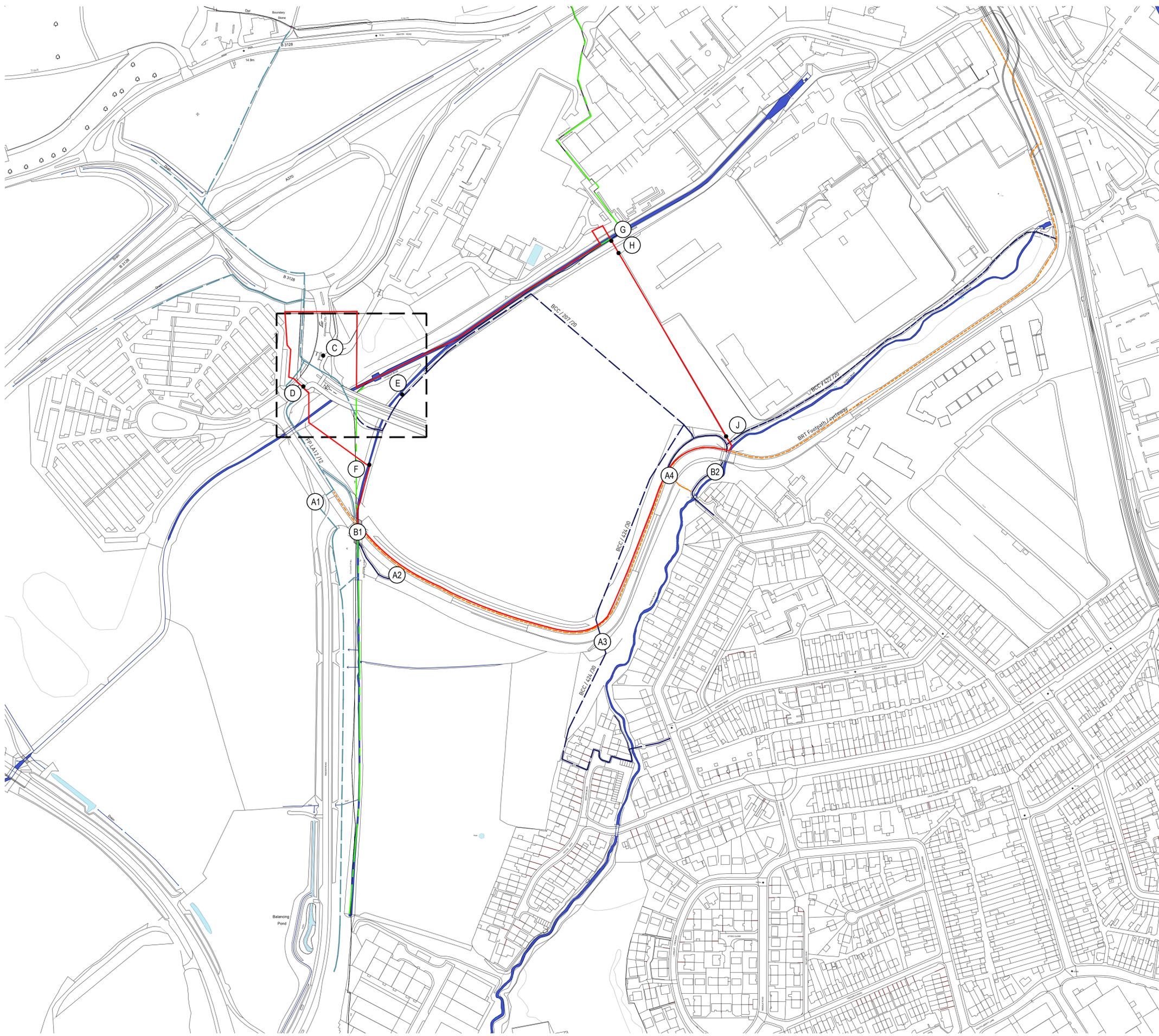


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				P14

SITE PLAN- PARAMETER PLAN 02 - HEIGHTS - (1:2000@A1)



NOTES

- 1) A new access road is required to connect from point C and D on B3128 to a point between E and F along the Maximum extent of Developable Area Boundary.
- 2) For details of site access please refer to: CDI Transport drawing 1297/L/Acc/01 & Ramboll Civils drawing LMV-RAM-XX-XX-DR-C-00501 P02 LMV-RAM-LV-ZZ-DR-C-00511 P02
- 3) The development layout will provide for a pedestrian / cycle link between points H and J into the adjacent land parcel to safeguard for future development connectivity.
- 4) The development will provide for a pedestrian / cycle link at point G along Longmoor Brook, to safeguard for future development connectivity along the site Blue & Green Infrastructure
- 5) Where PROWs require diversion, these **will** be accommodated by appropriate replacement pedestrian routes throughout the site as part of the development. Maintaining the exact route of PROWs as part of the design is not required.
- 6) This plan **should** be read in conjunction with Green Infrastructure Parameter Plan 4 for further information regarding the treatment of land within the developable area.
- 7) A pedestrian & cycle route **will** be accommodated between crossing point A2 & Points G to H
- 8) BCC/424/30 North of crossing point A3 will be integrated within future landscape proposals for Landscape Buffer BU2
- 9) At point J there will be improvements to the existing Metrobus route as a connection to the proposed Ashton Gate Sporting Quarter.
- 10) At points A4 and B2 there will be improvements made to existing links to strengthen the pedestrian / cycle network.



KEY

- Application Boundary (10.53 Ha / 26.02 Ac)
- NSC Boundary
- BCC PROW (Public right of way footpath & Metrobus crossings)
- NSC PROW (Public right of way footpath & Metrobus crossings)
- Existing BRT Footpath / cycleway

Existing Metrobus Pedestrian Crossing Points

- Ⓐ F.PLA12 across busway junction
 - Ⓑ North / South crossing point between BRT pathway & TVG
 - Ⓒ F.P.424/30 crossing onto BRT pathway
 - Ⓓ F.P.422/30 informal crossing onto BRT pathway
- Existing Metrobus Pedestrian Subway Points
- Ⓔ F.P.12/44 beneath BRT bridge
 - Ⓕ F.P.422/30 from Silbury Road beneath BRT bridge



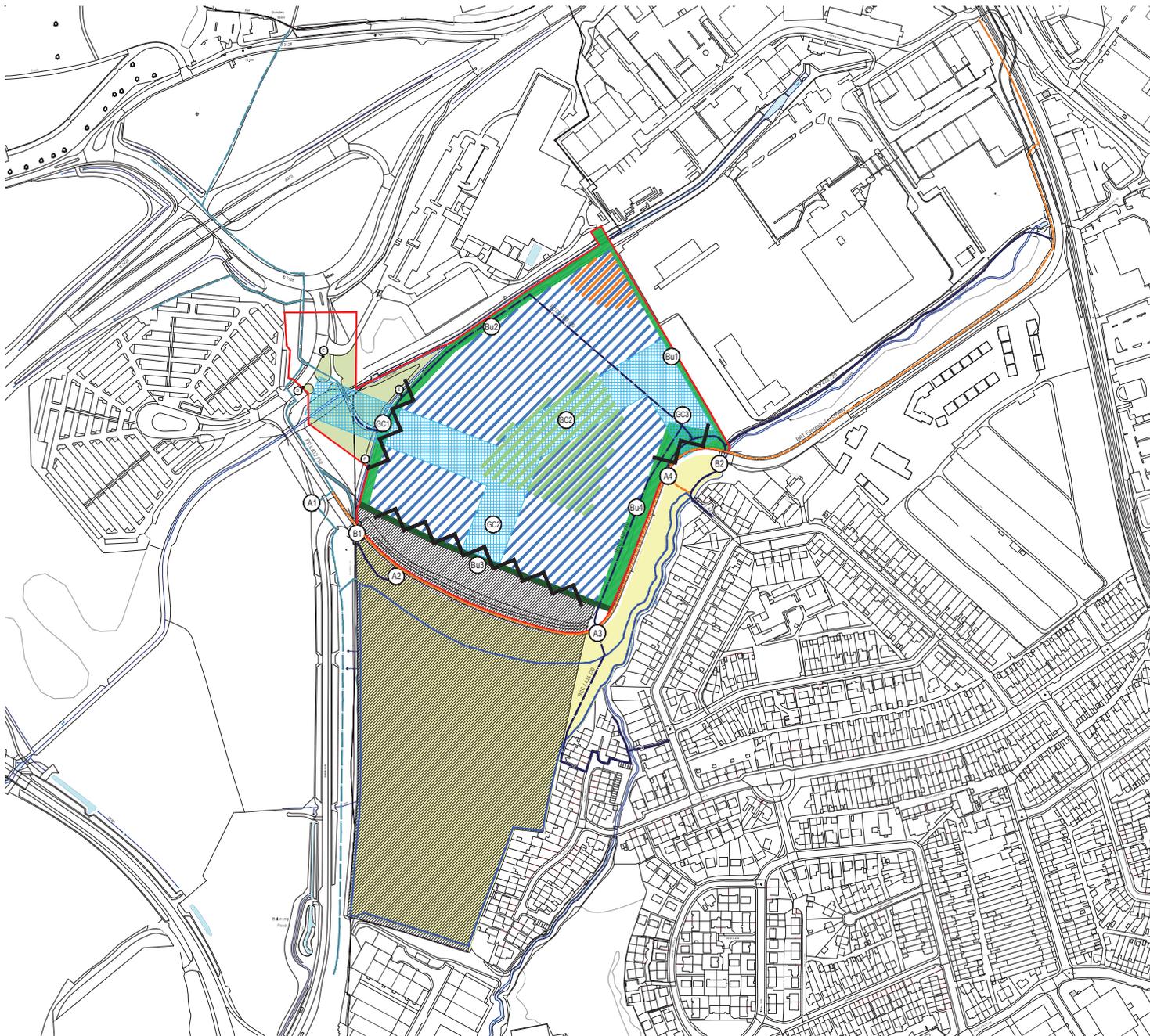
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PARAMETER PLAN 3 ACCESS & MOVEMENT



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- KEY**
- Application Boundary (10.53 Ha / 26.02 ac)
 - Land within Applicants Ownership
 - BCC PROW (Public right of way footpath & Metrobus crossings)
 - NSC PROW (Public right of way footpath & Metrobus crossings)
 - Existing BRT Footpath / cycleway
 - Green Corridors - As described
 - 5 metre offset to SNCI
 - Landscape Buffer - As described
 - Open Space Zone - As described
 - Site of Nature Conservation Interest (SNCI)
 - Northern Amenity Space
 - General vicinity of 'Heart Space' zone
 - Town & Village Green (TVG)
 - Existing Natural Green Space
 - Active Frontage Locations (see note 10)

NOTES

- 1) This Parameter Plan describes the location for the green infrastructure. The open space areas within the green infrastructure will accommodate the following: SuDS, play areas, natural and semi-natural green space, and amenity green spaces.
- 2) Green corridors comprising access routes, blue / green infrastructure will be accommodated within the zone indicated.
- 3) A number of Green Corridors will be provided through the site. The width of these routes can vary but will be a minimum of 6m.
- 4) GC1 encompasses the new access road required to connect from point C and D on B3128 to a point between E and F
- 5) GC2 will provide a "green spine" across the site connecting the SNCI/TVG to the south of the boundary and the north-landscape buffer. This corridor will also serve as an opportunity for a link into the adjacent land parcel to safeguard for future development.
- 6) GC3 will provide a "green spine" connecting Ashton Vale with the main green corridor and serve as an opportunity for a link into the adjacent neighborhood via the BRT subway crossing.
- 7) The general vicinity of the intersection between GC1 and GC2 will provide a 'Heart Space'.
- 8) The landscape buffer(s) may contain:
 - 1.1) Bu1: Minimum 5 metres deep area consisting of SuDS, and private gardens containing shrubs/ tree planting, fencing and no ancillary structures. This buffer should maintain the opportunity for a pedestrian/ cycle/vehicular link into the adjacent land parcels to safeguard for future development connectivity.
 - 1.2) Bu2: An area up to 10 metres, and minimum of 3 metres in depth consisting of SuDS, and private gardens containing shrubs/tree planting, fencing, and no ancillary structures.
 - 1.3) Bu3: Minimum 5 metres deep consisting of SuDS, shrub / tree planting and no ancillary structures. This area consists of public shared surface / shared space / tree planting, fencing, SuDS, and no ancillary structures.
 - 1.4) Bu4: An area up to 10 metres, and minimum of 5 metres in depth.
- 9) All landscape buffers should provide access for the maintenance of landscape boundary conditions.
- 10) The development will positively address the green & blue infrastructure of BU2 and BU3 in the locations indicated. (Refer to key)
- 11) All PROWs as marked should be accommodated unless satisfactory alternative routes form part of the development
- 12) The SNCI to the south of the application boundary is also designated as a Town and Village Green (TVG).
- 13) Northern amenity space with landscape screening to Cala Industrial Estate - provides opportunity for natural acoustic screening from neighbouring uses.
- 14) This plan should be read in conjunction with Parameter Plan 1 - Development Extents & Land Uses, Parameter Plan 2 - Heights and Parameter Plan 3 - Access & Movement.

- Existing Metrobus Pedestrian Crossing Points
- Refer to Parameter Plan 3 - Access & Movement for references
- Existing Metrobus Pedestrian Subway Points
- Refer to Parameter Plan 3 - Access & Movement for references



consult
LONGMOOR STRATEGIC MASTERPLAN
and
PARAMETER PLAN 4 GREEN INFRASTRUCTURE



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scale	1:2000@A1	date	13 / 01	ref No.
job no.	4615	drawn by	ABS	revision
				P14

SITE PLAN- PARAMETER PLAN 04 - GREEN INFRASTRUCTURE - [1:2000@A1]

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 - FOR PROPOSED HORIZONTAL AND VERTICAL ALIGNMENTS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00511.
 - FOR PROPOSED CROSS SECTIONS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00512.
 - THE TECHNICAL SPECIFICATION OF THE ACCESS ROAD & BRIDGES SHOULD BE SUBJECT TO CONDITION.

KEY:

- APPLICATION BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- NSC NORTH SOMERSET COUNCIL
- BCC BRISTOL CITY COUNCIL
- CARRIAGEWAY
- FOOTWAY
- EMBANKMENT (SEE NOTE 8)

P03	ISSUED FOR PLANNING	06.05 2021	JE JW	PC
P02	ISSUED FOR PLANNING	08.03 2021	JE JW	PC
P01	PRELIMINARY ISSUE	22.12 2020	JE JW	EK
Rev	Description	Date	By	App
			Chn	

PLANNING

LONGMOOR

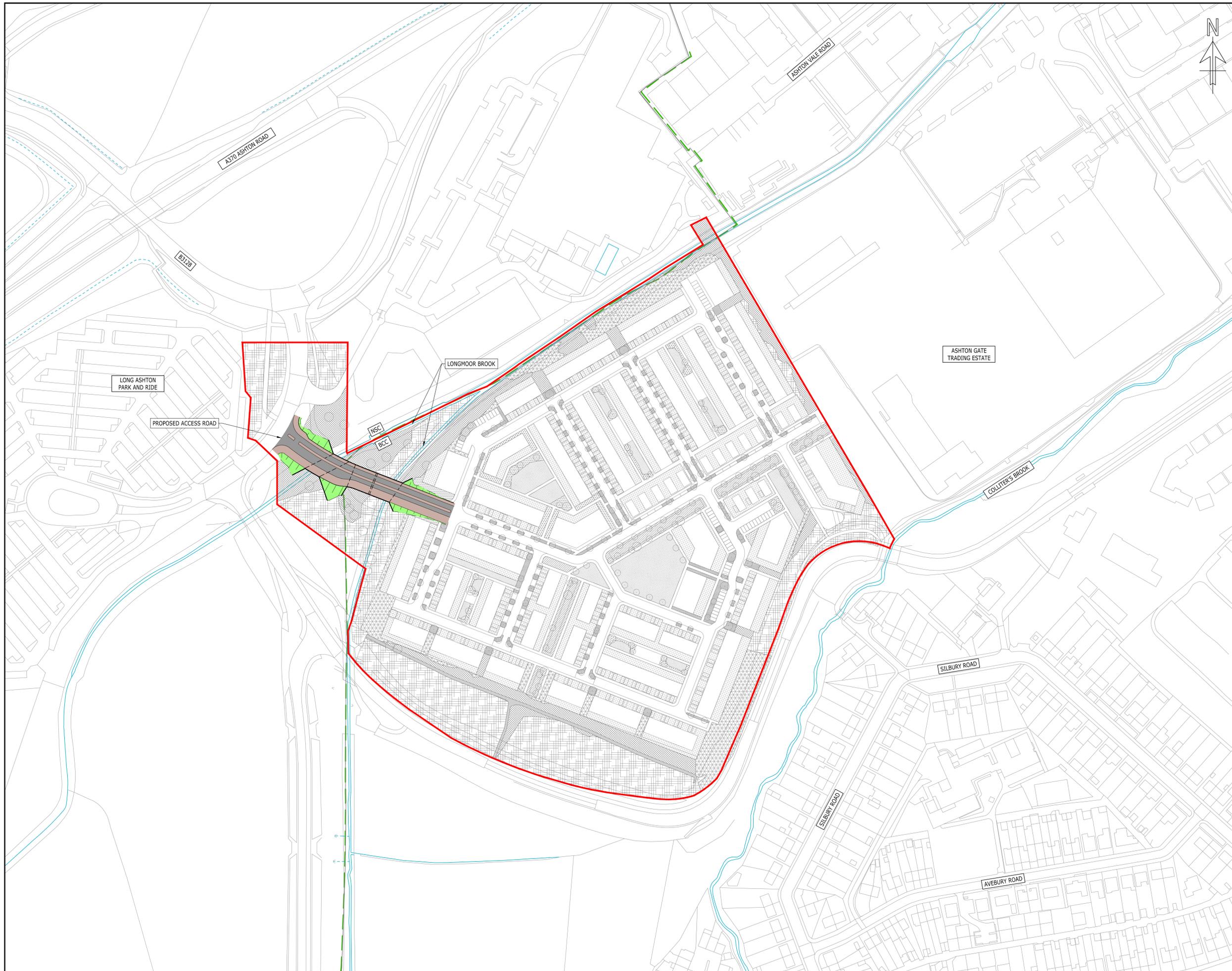


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PROPOSED ACCESS GENERAL ARRANGEMENT

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 - FOR PROPOSED HORIZONTAL AND VERTICAL ALIGNMENTS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00511.
 - FOR PROPOSED CROSS SECTIONS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00512.
 - THE TECHNICAL SPECIFICATION OF THE ACCESS ROAD & BRIDGES SHOULD BE SUBJECT TO CONDITION.

- KEY:
- APPLICATION BOUNDARY
 - LOCAL AUTHORITY BOUNDARY
 - NSC NORTH SOMERSET COUNCIL
 - BCC BRISTOL CITY COUNCIL

P04	ISSUED FOR PLANNING	06.05.2021	JE	PC
P03	ISSUED FOR PLANNING	26.03.2021	JE	PC
P02	ISSUED FOR PLANNING	08.03.2021	JE	PC
P01	PRELIMINARY ISSUE	22.12.2020	JE	EK
Rev	Description	Date	By	App
			Chk	

PLANNING

LONGMOOR



ACCESS ROAD PLAN

Project No:	Scale (@A1):	Drawn:	Date:
1620003531	1:1250	JE	MAR' 21
Drawing No:	Rev:		
LMV-RAM-XX-XX-DR-C-00500	P04		



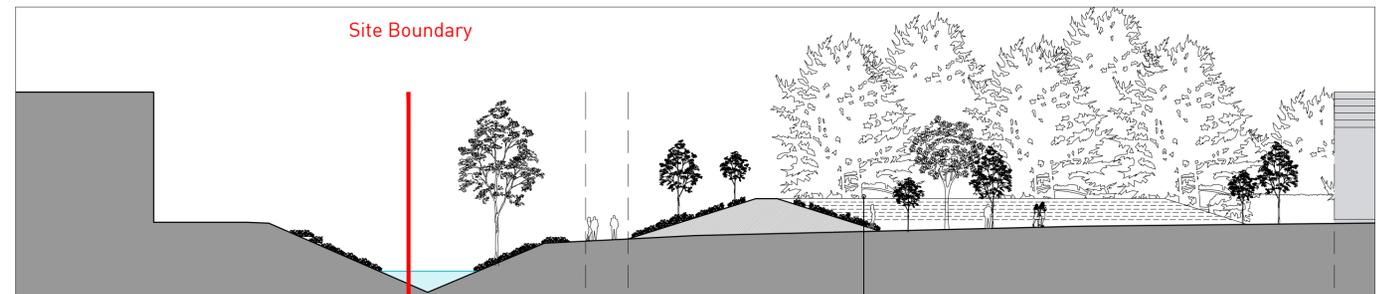
Design Approach

Eastern Gateway - Creates physical connection between Longmoor masterplan and existing PROW / BRT paths to connect with Ashton Vale, Ashton Rise, Silbury Road stop and Winterstoke Road from Colliters Brook. Increased massing at the gateway

Community & Commercial uses centered around heart space. 5 Storey flatted accommodation surrounds heart space. Heart space provides some play / amenity space

Existing BRT footpath / cycleway connections with central green corridor

- N
- Esteban ownership boundary
- Application Boundary (10.53 Ha / 26.02Ac)
- Existing Watercourses
- Indicative Landscaping
- Commercial / Community
- Residential Flatted Accommodation
- Residential Housing Accommodation
- ETM Facility - 55Db Noise constraint
- NSC Boundary
- Existing BCC PROW (Public right of way footpath & Metrobus crossings)
- Existing NSC PROW (Public right of way footpath & Metrobus crossings)
- Existing BRT Footpath / cycleway
- Pedestrian Access Point
- BRT stop
- AGSQ Supercrossing
- Existing Metrobus Pedestrian Crossing Points
 - A1 F.PLA12 across busway junction
 - A2 North / South crossing point between BRT pathway & TVG
 - A3 F.P.424/30 crossing onto BRT pathway
 - A4 F.P.422/30 crossing onto BRT pathway
- Existing Metrobus Pedestrian Subway Points
 - B1 F.P.12/44 beneath BRT bridge
 - B2 F.P.422/30 from Silbury Road beneath BRT bridge
- Proposed Pedestrian Crossing Points
 - C New bridge link from B3128 feeder road



David Lloyd Gym Longmoor brook Potential Footpath Raised Landscape Bund to create acoustic buffer formed with site spoil height & spec tbc. Dwellings

Illustrative Site Section AA 1:200

Site boundary



Do not scale drawings. All dimensions to be checked on site.
Errors to be reported immediately to landscape architect.
To be read in conjunction with all relevant architects, Services and engineers drawings.

Revision Tracker	Status	Date
01 - DRAFT issue for discussion	S0	15.01.2021
02 - DRAFT issue following arch update	S0	01.02.2021
03 - Background update	S0	12.02.2021
04 - Issue for Planning	S0	14.05.2022

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Date 14.05.2022
Scale 1:1250/A1
Drawn GG/DF
Location Bristol, Ashton Gate
Client Bristol Sport

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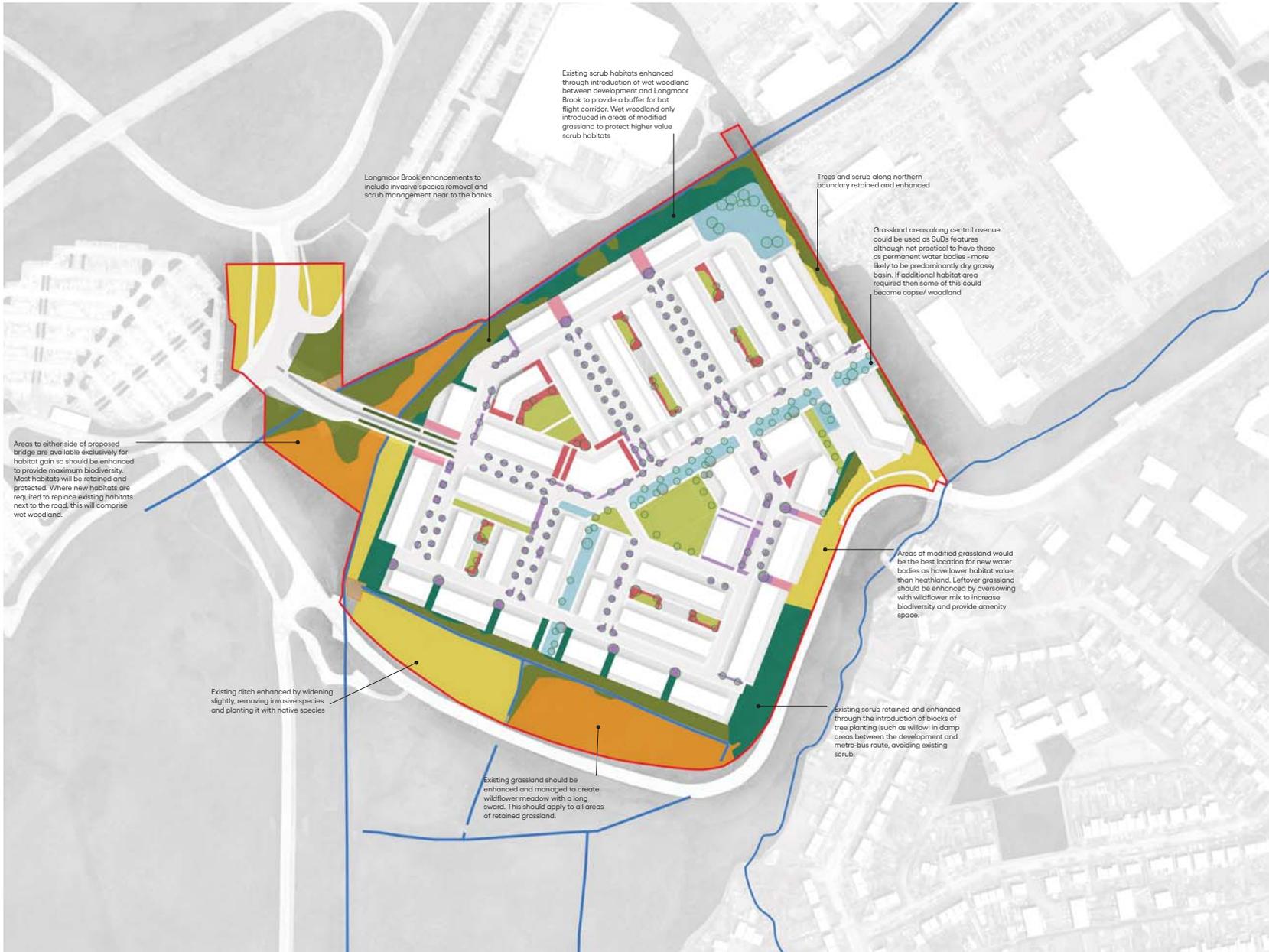
Longmoor Village

Illustrative Landscape plan
578-CTF-XX-XX-DR-L-1000

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Status
S0
Revision
P04



- Existing heathland and scrub
- Existing neutral grassland
- Existing modified grassland
- Existing sparsely vegetated land
- Existing ditch/ brook
- Proposed woodland/ heathland
- Proposed permanent water feature (on current plan)
- Proposed permanent water body required to meet net gain numbers
- Proposed meadow grassland
- Proposed shared gardens (including grass and shrub habitats)

Areas to either side of proposed bridge are available exclusively for habitat gain so should be enhanced to provide maximum biodiversity. Most habitats will be retained and protected. Where new habitats are required to replace existing habitats next to the road, this will comprise wet woodland.

Existing ditch enhanced by widening slightly, removing invasive species and planting it with native species

Existing grassland should be enhanced and managed to create wildflower meadow with a long sward. This should apply to all areas of retained grassland.

Existing scrub habitats enhanced through introduction of wet woodland between development and Longmoor Brook to provide a buffer for bat flight corridor. Wet woodland only introduced in areas of modified grassland to protect higher value scrub habitats

Longmoor Brook enhancements to include invasive species removal and scrub management near to the banks

Trees and scrub along northern boundary retained and enhanced

Grassland areas along central avenue could be used as SuDs features although not practical to have these as permanent water bodies - more likely to be predominantly dry grassy basin. If additional habitat area required then some of this could become copse/ woodland

Areas of modified grassland would be the best location for new water bodies as have lower habitat value than heathland. Leftover grassland should be enhanced by oversowing with wildflower mix to increase biodiversity and provide amenity space.

Existing scrub retained and enhanced through the introduction of blocks of tree planting (such as willow) in damp areas between the development and metro-bus route, avoiding existing scrub.

Do not scale drawings. All dimensions to be checked on site. Errors to be reported immediately to landscape architect. To be read in conjunction with all relevant architects, Services and engineers drawings.

Revision Tracker	Status	Date
01 - DRAFT issue for discussion	SO	15.01.2021
02 - DRAFT issue for discussion	SO	02.02.2021
03 - Annotation updates	SO	11.02.2021
04 - Longmoor Brook crossing update	SO	05.03.2021
05 - Issue for planning	SO	14.06.2022

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Date: 14.06.2022
 Scale: 1:1250/A1
 Drawn: GG/DF
 Location: Bristol, Ashton Gate
 Client: Bristol Sport

**Longmoor Village
 Habitat Creation Plan**
 578-CTF-XX-XX-DR-L-1001


 Status: **S0**
 Revision: **P05**