

WARD: St George West

SITE ADDRESS: Land At Derby Street Car Park Derby Street Bristol BS5 9PH

APPLICATION NO: 22/03490/F Full Planning

DETERMINATION DEADLINE: 16 September 2022

**Installation of 8 modular homes (Solohaus) with associated on-site services, landscaping and amenity space to include bin store and cycle parking, remodelling of existing car park, and adjustment of existing access.**

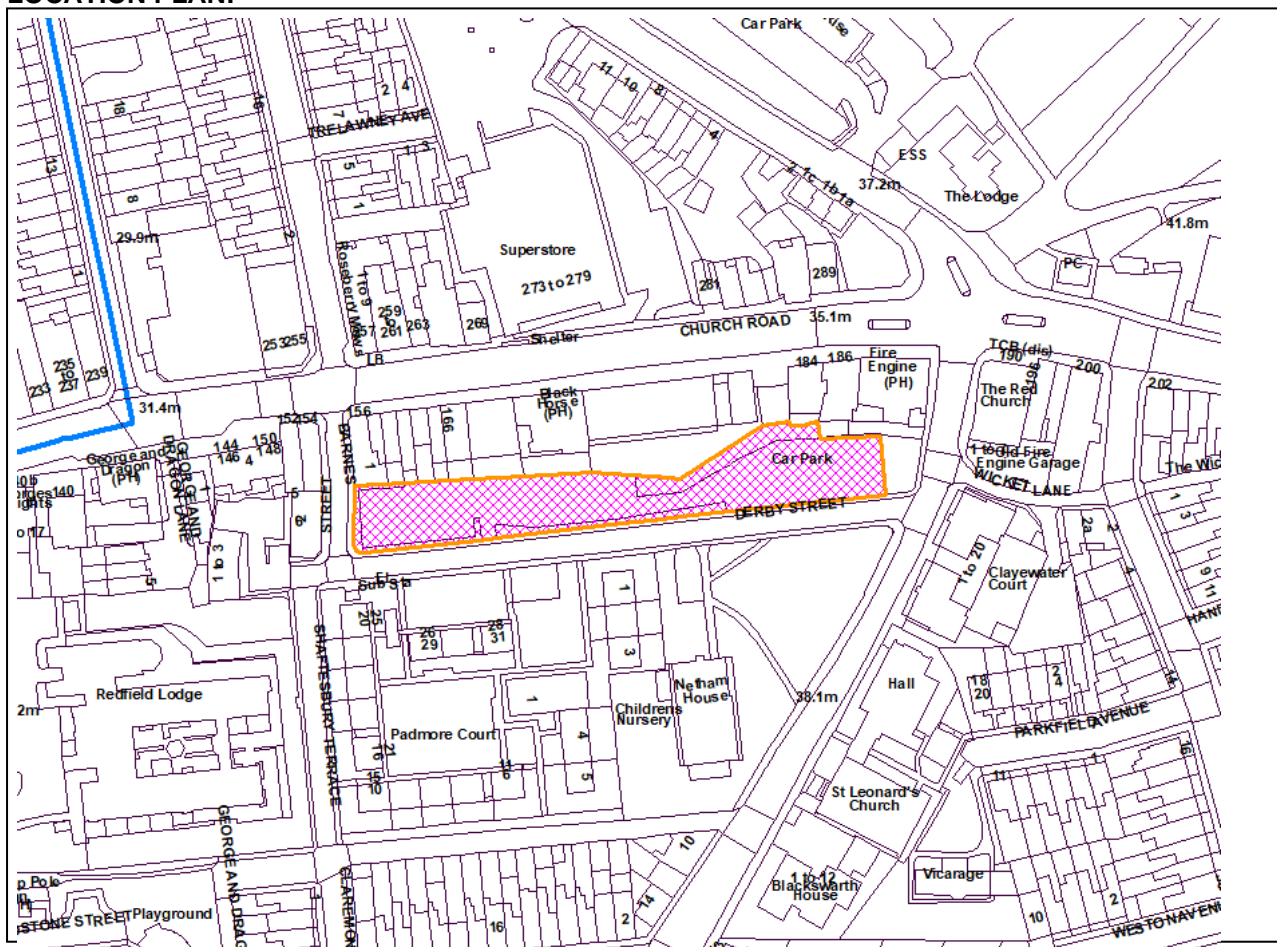
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Barton Willmore  
101 Victoria Street  
Bristol  
BS1 6BU

APPLICANT: Hill Residential Ltd  
The Power House  
Gunpowder Mill  
Powdermill Lane  
Waltham Abbey  
EN9 1BN

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

**LOCATION PLAN:**



**Development Control Committee B – 7 December 2022**

**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

**SITE DESCRIPTION**

This application relates to the site known as Derby Street Car Park in St George West, east Bristol.

The site is currently a free, public car park with 45 parking bays and 3 disabled parking bays. There are 3 trees on the site as well as some peripheral soft landscaping.

The surrounding area is largely commercial, with shops, pubs and restaurants immediately to the north of the site. The Dark Horse pub has an informal access arrangement through the site. To the south is St George Preschool. To the southwest is Redfield Lodge, an assisted living home. To the north of the site, there is a three-storey block of flats with ground floor retail.

The site is nearby to St George's Park and Netham Park. The site is located within a Coal Authority High Risk area.

Three telegraph poles and one streetlight are located along the frontage with Derby Street.

**RELEVANT HISTORY**

There is no relevant planning history associated with this site.

**APPLICATION**

This application seeks full planning permission for residential development (Use Class C3), proposed for use as temporary move-on accommodation by the Salvation Army in partnership with Bristol City Council.

Move-on accommodation is transitional housing for former rough sleepers. The aim, as set out by the Applicant, is to provide secure accommodation for a period of up to two years for tenants to provide stability for them to develop independent living skills before moving on to longer term housing solutions. It is understood that the site will be managed by the Salvation Army on a 30-year lease.

The proposed development would consist of eight, one storey modular units. These modular units would be of a standard typology implemented in other local authorities by the applicant.

The proposed development would be split into two groups of four, each facing south. An area of open space would be located between the two groups of units.

Each unit would be 2.7 metres high, 7.9 metres deep and 3.8 metres wide, providing a total of 24 square metres of floorspace. The units would include a living and kitchen area to the front of the unit, a shower room located centrally, and a bedroom to the rear. The bedroom would only be wide enough for a single bed.

The units would be constructed in black metal cladding, with coloured panel detailing to the front. The precedent examples in the applicant's design and access statement include an outside light, letterbox, full-height window, glass sign panel and portico.

The proposed development would have semi-private spaces to the front of each unit, with low timber fencing. To the rear of the units would be gardens with concrete slabs and grass. There would be a grassed area with planting in between the two groupings of residential units.

**Development Control Committee B – 7 December 2022**

**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

To the east of each grouping would be bin storage and cycle parking, as well as communal air source heat pumps.

Two of the existing trees would be retained, one would be felled.

The car parking at the eastern and western ends of the site would be retained. The proposed development would result in the loss of 22 of the 45 parking bays. The remaining 23 car parking bays would be reconfigured to reflect the reduction in the available parking.

**RESPONSE TO PUBLICITY AND CONSULTATION**

**PUBLIC COMMENTS**

40 public comments have been received on this application, of which 3 were in support and 37 in objection to the proposed development. The following planning issues were raised:

- Concerns that the proposed development could increase anti-social behaviour.
- Concerns that the proposed development would increase density of housing in the area.
- Concerns that the proposed development is not an adequate response to St George's housing needs.
- Objection to the loss of parking and the impact this would have on local businesses and residents.
- Concerns regarding the adequacy of the parking and traffic assessment.
- Concerns that the proposed development would result in traffic congestion on Derby Street.
- Objection to the proximity of the proposed development to St George Preschool and Redfield Lodge.
- Concerns that the proposed design is out of character with the surrounding area.
- Concerns about noise from the nearby uses and roads affecting future residents.
- Concerns about the consultation, or lack of, undertaken by the applicant.

**INTERNAL CONSULTEES**

Contaminated Land – No objection

Conditions are requested for the submission of a formal remediation strategy, implementation of the remediation strategy and reporting of unexpected contamination.

Flood Risk Manager – No objection

The approach to the drainage strategy overall is acceptable from the LLFA perspective. The increased green space and permeable paving will provide wider sustainability benefits. Confirmation of the detailed design will be required following the further investigatory survey works on site that are planned. Approval from Wessex Water for the proposed sewer connection is also essential.

Housing Strategy and Enabling – No objection

The application is below the threshold for affordable housing; however it is the intention for all homes to be 'affordable'.

It will provide 8 affordable homes to support the Project 1000 target.

**Development Control Committee B – 7 December 2022**

**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

The proposed units would be specifically for people who have experienced homelessness, with dedicated support to achieve a successful reduction in rough sleeping.

The units donated by Hill Group and revenue provided by DLUHC, meaning that the scheme is excellent value for BCC/ taxpayers.

Strategy and Enabling support this proposal.

Pollution Control – No objection

Whilst I appreciate the need for this development I do have some concerns with the western block as this backs onto the Dark Horse PH, 172-172 Church Road. The pub is licensed to be open until 01.00 during the week and 02.30 on Friday & Saturday nights and has an outdoor terrace at first floor level which has the same opening hours as the pub.

I therefore have concerns regarding the potential of noise from the pub, including the terrace, affecting residents of the proposed development particularly as the bedrooms are located to the rear of the modular homes with windows facing the rear of the pub. I can't see that this has been mentioned in the application and it has implications not only for future residents of this development but also potentially the future viability of the pub.

I would therefore like to see inclusion of a condition for a noise sensitive premises assessment to be added to any permission.

Sustainable Cities – No objection

The proposals are compliant with BCS14 by providing good energy efficiency and air source heat pumps.

The air source heat pump prioritises hot water but also provides heat for the radiators as second priority – this is to be expected in such small units where hot water demand likely exceeds space heating demand.

Conditions are requested for compliance with the submitted sustainability statement and for provision of further details of the air source heat pumps.

Transport Development Management – No objection

In response to the application as originally submitted, Transport Development Management (TDM) requested that the boundary fence line fronting onto Derby Street was adjusted to ensure that sufficient space would be provided for pedestrians on the footway along Derby Street. Further information was also requested for details on the suspension of parking bays, the provision of swept path analysis, details of servicing for the development and the Dark Horse pub and details of cycle and refuse storage.

A revised package of information was submitted by the applicant, and the following comments were provided by TDM:

The proposal seeks to remove 22x spaces from Derby Street Car Park, which is governed by an Off-Street Parking Spaces Order. The applicant shows at p.7 of its parking survey that a minimum of 25% (33x spaces) of all parking spaces across the three existing public car parking areas, including at Chalks Road, was available at any given time of day during the surveys, and the median availability over the course of the busiest day – Saturday – was 44% (58x spaces). This

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

demonstrates that, even with the proposed reduction in overall spaces, the Chalks Road Car Park would be able to accommodate existing demand and is only 3x minutes' walk from the town centre and primary shopping areas at St George (Church Road).

While TDM acknowledges that the new arrangement may be less convenient for some drivers, when considering the results of the parking survey and the proposed installation of new signage directing drivers to Chalks Road when Derby Street is full, the reduction is not considered to constitute a significant barrier to public parking in the area. The swept path analysis provided by the applicant confirms that the proposed spaces would be useable and the process for suspending bays is agreed.

The proposed solutions for bins and cycle storage are acceptable given the constraints to accessing the shops to the north and subject to the provision of a lighting scheme, secured via condition. Each dwelling must be provided with storage for 2x dry-recycling boxes (44L & 55L), 1x kitchen waste bin (23L) and 1x cardboard waste sack (90L). In addition, 4x general waste bins (240L) must be provided at the site.

The proposed adjustment to the fence line on the Derby Street frontage would be sufficient to allow pedestrians to use the footway unimpeded.

The narrow footway at Derby Street and traffic sensitive status of Church Road and Blackswarth Road require that the applicant submit a construction management plan before commencing development. The plan/statement must provide for the restriction of loading or receiving deliveries between the hours of 7-9:30am and 3:30-6pm on weekdays, and detail any required highway closures, hoardings, temporary parking restrictions.

**EXTERNAL CONSULTTEES****The Coal Authority**

The proposed development lies within an area that has been defined by the Coal Authority as containing potential hazards arising from former coal mining activity. These hazards can include: mine entries (shafts and adits); shallow coal workings; geological features (fissures and break lines); mine gas and previous surface mining sites. Although such hazards are seldom readily visible, they can often be present and problems can occur in the future, particularly as a result of development taking place.

It is recommended that information outlining how the former mining activities affect the proposed development, along with any mitigation measures required (for example the need for gas protection measures within the foundations), be Protecting the public and the environment in mining areas 3 submitted alongside any subsequent application for Building Regulations approval (if relevant).

Any intrusive activities which disturb or enter any coal seams, coal mine workings or coal mine entries (shafts and adits) requires a Coal Authority Permit. Such activities could include site investigation boreholes, digging of foundations, piling activities, other ground works and any subsequent treatment of coal mine workings and coal mine entries for ground stability purposes. Failure to obtain a Coal Authority Permit for such activities is trespass, with the potential for court action.

Property specific summary information on past, current and future coal mining activity can be obtained from: [www.groundstability.com](http://www.groundstability.com) or a similar service provider. If any of the coal mining features are unexpectedly encountered during development, this should be reported immediately

**Development Control Committee B – 7 December 2022**

**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

to the Coal Authority on 0345 762 6848. Further information is available on the Coal Authority website at: [www.gov.uk/coalauthority](http://www.gov.uk/coalauthority).

**RELEVANT POLICIES**

National Planning Policy Framework – February 2019

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.

**KEY ISSUES**

**A. IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?**

Policy BCS5 of the Bristol Core Strategy sets a target for the delivery of 30,600 new homes within Bristol between 2006 and 2026.

Policy BCS20 states that development should maximise opportunities to re-use previously developed land.

Policy BCS17 sets a target for the provision of 6,650 affordable homes by 2026.

The proposed development would consist of the construction 8 residential units on a car park within east Bristol. The proposed development would result in the existing car parking being split into two, with 22 of the existing parking spaces proposed to be lost.

It is understood that the car park is, at least in part, considered to be surplus to the requirements of the Council's transport assets team.

To demonstrate this, the applicant undertook a parking survey of the Derby Street car park alongside the Derby Street on-road parking, and the nearby Chalks Road car park. This was undertaken on Tuesday 21 and Saturday 25 June 2022.

The results showed that, whilst both on-street and off-street parking on Derby Street was in demand, a minimum of 33 spaces was available within the study area at any time. The median availability over the course of the busiest day, Saturday, was 58 spaces. This demonstrates there would still be more than sufficient parking available in the area if the 22 car parking spaces were lost to the proposed development.

The proposed development would accord with Policy BCS5 by supporting the delivery of new homes and the development would be on previously developed land in accordance with Policy BCS20.

Whilst below the threshold with Policy BCS17 for requiring affordable housing on site, the units would accord with the policy more generally as the intention is for all homes to be affordable.

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH****B. WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND HIGHWAYS ISSUES?**

Policy BCS10 states that developments should be designed and located to ensure the provision of safe streets. Development should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy DM23 states that development proposals will be expected to provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the parking standards, the parking management regime and the level of accessibility by walking, cycling and public transport.

Appendix 2 of the Site Allocations and Development Management Policies Document (SADMP) sets out both the minimum cycle parking requirements for new development in Bristol, and the maximum car parking provision.

Policy DM32 states that all new residential development must provide sufficient space for the storage of individual recycling and ref use containers to reflect the current collection regime.

Transport Development Management was consulted as part of the application process.

The proposed development would result in the loss of 22 car parking spaces. This is considered within Key Issue A as it relates to the principle of the development.

It is proposed that the development would be car-free. The proposed development would provide 8 cycle parking spaces located within two external stores.

The proposal for the development to be car-free is accepted given that the site is located within a sustainable location, with nearby bus stops at a walking distance of approximately 190m on Church Road, with buses to the City Centre and further east towards Hanham, and Kingswood. The site is also close to shops on Church Road, which runs parallel to Derby Street.

Given the type of development proposed, whereby the accommodation would be used by former homeless people, it is not expected there will be any car ownership. This further supports the principle of a car-free development. If a residents' parking scheme was implemented, the residents would not be eligible for permits. This is set out in an advice, attached to the proposed list of conditions.

The proposed solutions for cycle and bin storage are considered to be acceptable, subject to the provision of a lighting scheme via condition.

Concerns are understood to have been raised by the Dark Horse public house during consultation, however they have not made a representation to the application. The proposed development would formalise the existing arrangements (which have not been approved by the highway authority) for the servicing of the pub to the rear via Derby Street. A statement submitted as part of the application demonstrates how this works and it is considered that this solution benefits the pub whilst also ensuring that Church Road, which is a key transport route into and out of the City Centre, is kept free of obstructions.

Transport Development Management has advised that the new car park layout would require alterations to the vehicle crossovers to the car park. The existing crossover resurfaced, and any sections of the kerb no longer required for vehicle access reinstated to full height. Details of this would be secured via a highway agreement and a condition is suggested to be attached to any permission for a plan showing these details.

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

It is considered that the proposed development would be acceptable in terms of its impact upon transport and highways.

**C. IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?**

Policy BCS21 states that new development should be of high quality and should contribute positively to an area's character and identity.

Policies DM26 – 28 require development to contribute to the character of an area through its layout, scale, massing form, public realm and building design and materials.

The application site is not subject to any statutory designations such as a Conservation area and is situated away from Listed Buildings. The surround area is of a mixed character. Building heights range from one-storey (Padmore Court) to three-storeys on Church Road. The surrounding buildings have a varied material palette including; white render, pebbledash, red brick, buff brick and timber cladding.

The proposed development, at one-storey in height, would be lower than the prevailing building heights. This would be consistent with a typical backland site and this subservience would ensure the impact on the character of the area is limited. The one-storey scale and low-density massing of the proposed development would be consistent with the heights of the bungalows opposite at Padmore Court.

The proposed development would provide some urban repair; providing an additional frontage onto Derby Street and increasing the amount of green space on site. The creation of the frontage onto reflects the former street pattern; up until shortly after World War II, Derby Street was fronted with terraced homes of two storeys in height.

The units would have flat roofs, which would act as blue roofs (see Key Issue X). This would again ensure subservience to the surrounding buildings.

The material palette would be dark grey/black steel with coloured panel detailing. This reflects standard modular typology undertaken by the developer elsewhere. Whilst this does not immediately appear to respond to site's context, it does represent a contemporary design response consistent with the modular method of construction and is not considered to detract from the character of the area.

The character of the site would be enhanced with the inclusion of a landscaped area, which would be accessible by the public. This would represent an improvement to the small grass verges on the car park, creating a new, attractive green space for the local area and responding to the existing grassy area opposite the site, outside St George Preschool. The proposed development would be bounded by timber fencing to the front and side, with the existing rear wall retained.

The proposed development is considered acceptable in terms of design as it would have a limited impact on the character of the surrounding area.

**D. WOULD THE PROPOSAL HARM THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS?**

Policy BCS21 requires that development safeguards the amenity of existing development and create a high-quality environment for future occupiers.



**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

Policy DM29 states that new development should ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

*Amenity of existing occupiers*

The proposed development would be one-storey in height. This would limit any overshadowing and would ensure that the buildings would not be overbearing. The proposed development would be a similar height to the rear wall of the site, and this would further limit impact upon neighbours.

A diagram has been submitted by the applicant to show the relationship between the rear windows of the proposed development and the flats to the north on Church Road. This demonstrates that the majority of overlooking would be blocked by the wall to the rear. Any overlooking would require the residents to stand very close to the rear window and look directly up to the second floor of the flats. There would be no overlooking of lower levels due to the wall. Whilst the separation distances are less than the rule of thumb of 22 metres, it is considered that given the limited overlooking available and the typical separation distances within this part of Redfield, there would not be any unacceptable harm to residential amenity.

The proposed development is considered to be acceptable in terms of residential amenity to neighbouring occupiers.

Concerns have been raised within public comments about the potential impact of noise from neighbouring sites such as the Dark Horse public house, which has a roof terrace.

The Pollution Control officer has requested that a noise sensitive premises assessment is undertaken to understand what potential noise impacts there could be from these neighbours. This assessment should be undertaken in accordance with ProPg (Institute of Acoustics Guidance) and include a visit to the site when the pub is likely to be noisiest (Friday or Saturday night). A conversation should be held with the pub over hours of use, when it is most busy and any controls they have in place. If assessed to be a potential issue, mitigation would need to be proposed and implemented.

Concerns were also raised during consultation about existing anti-social behaviour on the car park. The provision of living accommodation on the site would increase the natural surveillance of the area and likely detract from anti-social behaviour. The provision of lighting would also deter

*Amenity of future occupiers*

Each of the proposed units would provide living, kitchen, bathroom and bedroom accommodation. The units would each provide 24sqm of floorspace.

The nationally described space standard for a typical dwellinghouse (use class C3) with one bedspace is 39sqm (37sqm with a shower room). The proposed development would be significantly below this standard. In order to limit the effect of the smallness of the accommodation, it is proposed to limit occupancy to no more than two years per tenant. This is included as a post-occupation management condition to ensure compliance. Given that the alternative option for these residents could be staying in hostels or transient accommodation such as 'sofa-surfing', and ultimately, sleeping on the street, the size of accommodation is considered acceptable. The development would not, however, be acceptable for longer-term full-time accommodation.

The proposed development would face south, with dual aspect windows on the south and north of the units providing light into the interior. The units would maintain airtightness but would be equipped with a Mechanical Ventilation & Heat Recovery system to allow fresh air supply, to

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

minimise the risk of overheating from the south-facing windows. The windows would also be openable to allow for cooling.

The proposed development would provide all the necessary amenities to residents and they would also benefit from some private and shared outdoor amenity space. The development is also in close proximity to St. George's Park, which offers high quality outdoor amenity space.

It is considered that, subject to conditions, the proposed development would provide an acceptable future environment for its proposed occupiers.

**E. DOES THE PROPOSED DEVELOPMENT ADEQUATELY MEET OBJECTIVES OF SUSTAINABILITY AND CLIMATE CHANGE?**

Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions.

Policy BCS14 sets out that development in Bristol should include measures to reduce carbon dioxide emissions from energy use by minimising energy requirements, incorporating renewable energy sources and low-energy carbon sources. Development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

Policy BCS15 sets out that sustainable design and construction should be integral to new development in Bristol. Consideration of energy efficiency, recycling, flood adaptation, material consumption and biodiversity should be included as part of a sustainability or energy statement.

The proposed development includes a number of sustainability measures to reduce energy demand, including high degree of airtightness and insulation and active design measures to reduce energy consumption.

The proposed development would utilise a sustainable source of energy with communal air source heat pumps (ASHP) providing heating and hot water. This would provide 39% reduction in carbon dioxide emissions from residual energy use required by Policy BCS14. Any condition should be attached to any permission for compliance with the submitted sustainability statement and for full details of the communal air source heat pumps.

A blue roof is proposed on each of the units as part of the sustainable drainage strategy. The final sustainable drainage strategy is yet to be fully defined, with both sewer discharge and infiltration considered. A condition should be attached to any permission for full details of the SuDS strategy and for this to be agreed in collaboration with Wessex Water.

The proposed development would provide landscape and biodiversity enhancements by replacing an area of tarmac car parking with a landscaped area, located centrally on the site. This would include species-rich native planting to support wildlife and create an attractive environment.

It is concluded that sufficient consideration is given to sustainable design and construction.

**F. WOULD THE PROPOSED DEVELOPMENT RESULT IN ANY UNACCEPTABLE IMPACTS UPON TREES?**

Policy BCS9 states that individual green assets should be retained wherever possible and integrated into new development.

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

Policy DM15 sets out that new green infrastructure assets will be expected to be designed and located to maximise the range of green infrastructure functions and benefits achieved, wherever practicable and viable. The provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development.

Policy DM17 sets out that where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard.

The proposed development would result in the removal of one tree and the maintenance of the two remaining trees. It is considered that the loss of the tree would not result in any unacceptable harm to the character of the area. The Arboricultural Impact Assessment describes the tree as Category U and so is in poor condition with evident decline and die-back. This conclusion is concurred by the Council's Arboricultural officer.

The provision of street trees on the Derby Street frontage was explored, however this was not feasible due to the position of the streetlight and telegraph poles on site.

It is considered that the proposed development would be acceptable in terms of its impact upon trees.

**EQUALITIES ASSESSMENT**

The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.

"S149 of the Equalities Act 2010 provides that a public authority must in the exercise of its functions have due regard to: -

- (a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) foster good relationships between persons who share a relevant characteristic and those who do not share it.

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The proposed development would provide temporary move-on accommodation to provide much-needed homes for some of the most vulnerable people in society. The management of the accommodation and support provided via the Salvation Army would ensure that residents get the help they require.

Potential impacts upon neighbouring properties including the St George Preschool and Redfield Lodge, which provide care to children and the elderly, have been considered and can be suitably mitigated.

The proposed development would not result in any unacceptable impacts contrary to the Equalities Act.

**Development Control Committee B – 7 December 2022**

**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

**CONCLUSION**

The proposed development would contribute to the delivery of new, affordable homes on previously developed land, and is of an appropriate type and mix given the end users of the proposed development.

The Bristol Housing Delivery Test Action Plan (July 2022) demonstrates that in 2021, Bristol had delivered only 74% of its housing requirement and that it was unable to demonstrate a five year land supply of housing. In view of these facts, paragraph 11(d) of the NPPF is engaged, and the tilted balance applies to applications which result in the gain or loss of housing units.

It is considered that, whilst there would be a loss of parking from proposed development, this is justified through the applicant's parking survey, and outweighed by the benefits of supporting the delivery of affordable housing in accordance with Policies BCS5 and BCS17. The application of the tilted balance enhances this consideration, and it is concluded that the development is acceptable in principle.

The design of the proposed dwellings is considered acceptable.

There would be no unacceptable impacts upon adjoining residential amenity and whilst the units are small, they do offer a better alternative to the proposed residents and any harm to amenity would be reduced by the controls placed on the length of tenancies. This would be secured via condition.

The proposed development would sufficiently reduce CO2 emissions and considers sustainable design and construction.

It is recommended that planning permission is granted subject to planning agreement and conditions.

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH****RECOMMENDED GRANT subject to condition(s)****CONDITIONS****Time limit****1. Full planning permission**

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

**Pre-commencement conditions****2. Construction Management plan**

No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- 24 hour emergency contact number;
- Hours of operation;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.
- Measures to protect nesting birds
- Measures to protect nocturnal mammals

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

**3. Protection of Retained Trees during the Construction Period**

No work of any kind shall take place on the site until the protective fences have been erected around the retained trees in the position and to the specification shown on the Tree Protection Plan (Treework Environmental Practice, October 2022). Once installed photos should be electronically sent to the Local Authority Case Officer, shall be submitted to and approved in writing by the LPA in order that the council may verify that the approved tree protection measures are in place when the work may commence. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are removed. Landscaping works within protected areas is to be agreed with the Local Planning Authority and carried out when all other construction and landscaping works are complete.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area in line with Policy DM17.

**4. Sustainable Drainage Strategy**

No development shall take place until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. This should include confirmation that discharge rates required by Wessex Water have been met or that drainage via infiltration methods is acceptable.

The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

**5. Highway works – General Arrangement Plan**

No development shall take place (excluding any site clearance) until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority:

- Details showing the works to the footway along Derby Street, including changes to any dropped kerbs and reinstatement of any sections of the footway.

Where applicable indicating proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

**Development Control Committee B – 7 December 2022**

**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

**6. Land affected by contamination - Submission of Remediation Scheme**

No development shall take place (excluding site clearance) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

**7. Land affected by contamination - Implementation of Approved Remediation Scheme**

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

**8. Noise Sensitive Premises Assessment**

No commencement of use shall take place until a noise risk assessment, in accordance with ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise New Residential Development (May 2017), has been submitted to and approved in writing by the Council.

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and if necessary shall include a scheme of noise insulation measures. Any approved scheme of insulation measures shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: To ensure the amenity of future occupiers is safeguarded and to apply the agent of change principle, set out in the National Planning Policy Framework.

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH****9. Further details of refuse/recycling storage before relevant element started**

Detailed drawings at the scale of at least 1:20 of fully enclosed and secure refuse and recycling storage shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

Reason: To ensure there is sufficient solutions for refuse and recycling.

**10. Renewable energy – further details**

Prior to commencement of the relevant part of the works, details of the proposed air source heat pumps (including the exact location, dimensions, design/ technical specification) together with calculation of energy generation and associated CO2 emissions to achieve 20% reduction on residual emissions from renewable energy in line with the approved energy statement should be submitted to the Local Planning Authority and approved in writing. The renewable energy technology shall be installed prior to occupation of the development, and thereafter retained.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.

**Pre-occupation conditions****11. Implementation of Approved Remediation Scheme**

No occupation of the development shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced and be approved in writing by the Local Planning Authority, also prior to the occupation of the development.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

**12. Reporting of Unexpected Contamination**

In the event that contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is



**Development Control Committee B – 7 December 2022**

**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

necessary, a remediation scheme must be prepared and submitted for the approval of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

**13. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on approved plans**

No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans.

**14. Completion of Pedestrians/Cyclists Access – Shown on approved plans**

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

**15. Completion and Maintenance of Cycle Provision – Shown on approved plans**

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

**16. Completion and Maintenance of Car/Vehicle Parking – Shown on approved plans**

No building or use hereby permitted shall be occupied or use commenced until the disabled car parking area (and turning space) shown on the approved plans has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard

**17. Artificial Lighting (external)**

No building shall be occupied until a report detailing the lighting has been submitted to and been approved in writing by the Local Planning Authority. Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005.

**Development Control Committee B – 7 December 2022****Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

Reason: In order to safeguard the amenities of adjoining residential occupiers and future occupants.

**Post-occupation management conditions****18. Hard and Soft Landscape Works – Shown**

The landscaping proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory.

**19. Limit on tenancy**

Each of the dwellings hereby approved shall only be occupied by one tenant at any one time and for a period of no longer than two years.

Reason: To ensure that the quality of accommodation provided is acceptable for end users and to encourage availability of move-on accommodation.

**20. Management Plan**

The development hereby approved shall comply with the approved Management Plan (November 2022) throughout the lifetime of the development.

Reason: To ensure that the quality of accommodation provided is acceptable for end users, to encourage availability of move-on accommodation and to safeguard the amenities of adjoining residential occupiers and future occupants.

**21. List of Approved Plans and Drawings**

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

TM569	Landscape Report	received 17 Nov 2022
DSSH-BPTW-ZZ-ZZ-DR-01001-P01-S2	Ground Floor Plan	received 25 Aug 2022
DSSH-BPTW-ZZ-00-DR-A-20001-P01-S3	Proposed Elevations	received 13 Jul 2022
DSSH-BPTW-ZZ-00-DR-A-01001-P03-S3	Proposed Site Plan	received 15 Nov 2022
DSSH-BPTW-ZZ-XX-DR-A-10003	Cycle Storage	received 15 Nov 2022
3121-MHT-CV-XX-SK-003	Vehicle Tracking Diagrams	received 02 Nov 2022
3121-MHT-CV-XX-SK-002	Vehicle Tracking Diagrams	received 02 Nov 2022
220623	Existing Car Park	received 02 Nov 2022
109-05-PA-008	Revised Arboricultural Impact Assessment...	received 01 Nov 2022
Dark Horse	Right Of Way	received 01 Nov 2022
Housing Management Plan		received 01 Nov 2022
Landscape Details		received 01 Nov 2022
Arboricultural Impact Assessment		received 13 Jul 2022

**Development Control Committee B – 7 December 2022**

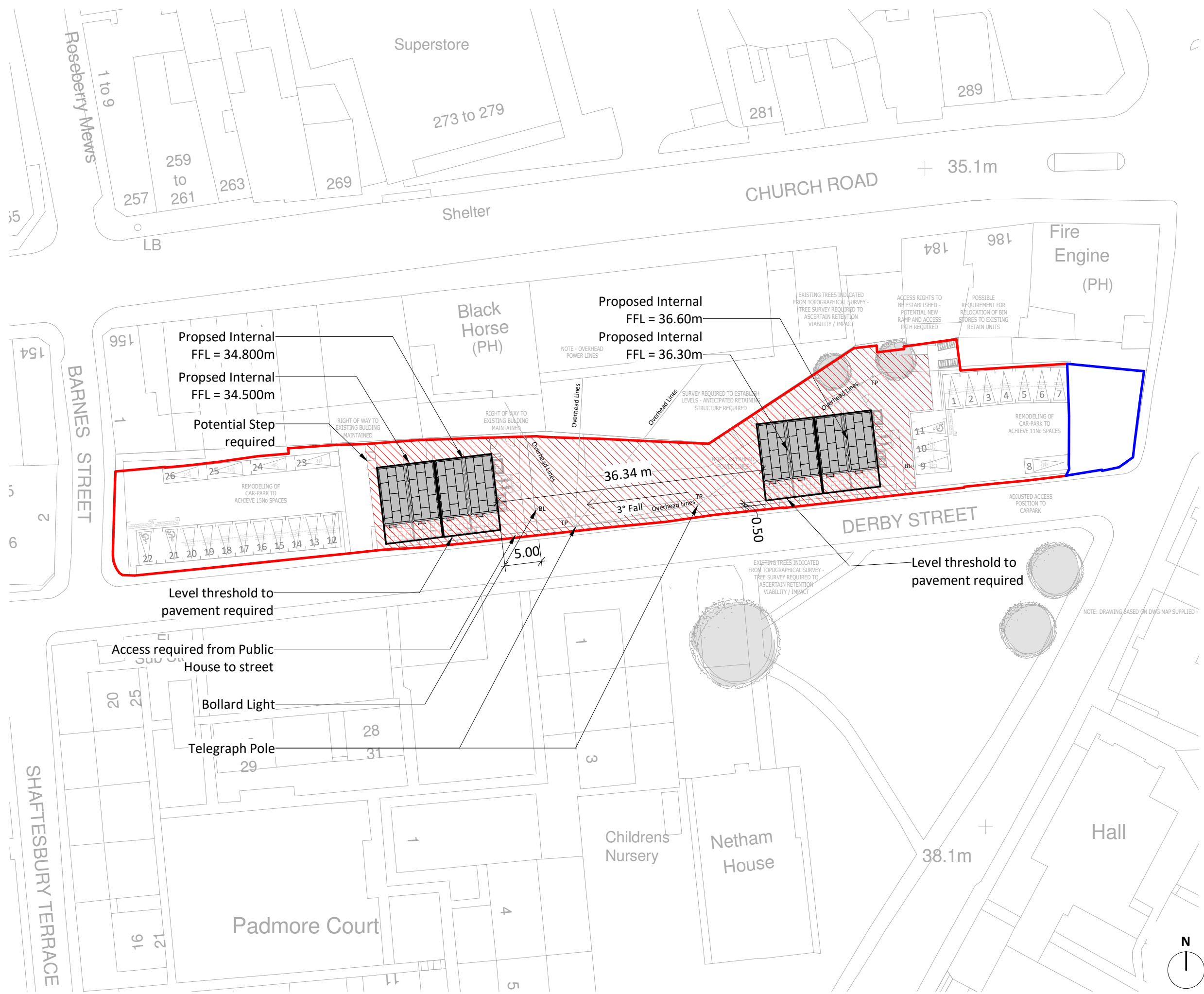
**Application No. 22/03490/F : Land At Derby Street Car Park Derby Street Bristol BS5 9PH**

Coal Mining Report received 13 Jul 2022  
Drainage Strategy received 13 Jul 2022  
Geo-Environmental Report received 13 Jul 2022  
Parking Survey Results received 13 Jul 2022  
Design & Access Statement received 13 Jul 2022  
Coal Mining Risk Assessment received 25 Jul 2022  
Energy Strategy Table received 25 Jul 2022  
Arboricultural Impact Assessment received 13 Jul 2022

Reason: For the avoidance of doubt.

## **Supporting Documents**

- 3.** Land at Derby Street Car Park
  1. Site plan
  2. Ground floor plan



- NOTES:**
- Site Boundary
  - Land Owned by Bristol City Council but not under development
  - // Lease Area to Salvation Army from Bristol City Council
  - TP** Telegraph Pole
  - BL** Bollard Light
- Topographical Survey in drawing on preliminary Survey recieved from Hill -10-05-22
- Site Context as per Hill drawing 109-05-FE-003 pending information from Stage 4 Landscape Architect.
- Spot checks to be carried out on site before fully setting out the grids. Report any discrepancies to the Architect immediately.


**Notes:**

Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

**Revisions:**

Rev	Status	Date	Description	Drn	Chkd
P01	S3	07-07-22	PLANNING ISSUE	MC	
P02	S3	26-10-22	PLANNING ISSUE	MG	
P03	S3	14-11-22	PLANNING ISSUE	MG	

**Client:**



**Client Name:** Hill

**Project Name:** SOLOHAUS - HILL FOUNDATION 200 - DERBY STREET, BRISTOL

**Drawing Name:** SITE PLAN

<b>Drawing Number:</b> DSSH-BPTW-ZZ-00-DR-A-01001	<b>Rev:</b> P03	<b>Status:</b> S3
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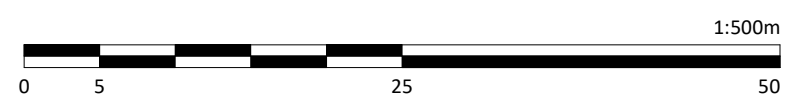
<b>Project No:</b> 22-106	<b>RIBA Stage:</b> 3	<b>Drawn By:</b> MC	<b>Scale:</b> 1:500 @ A3
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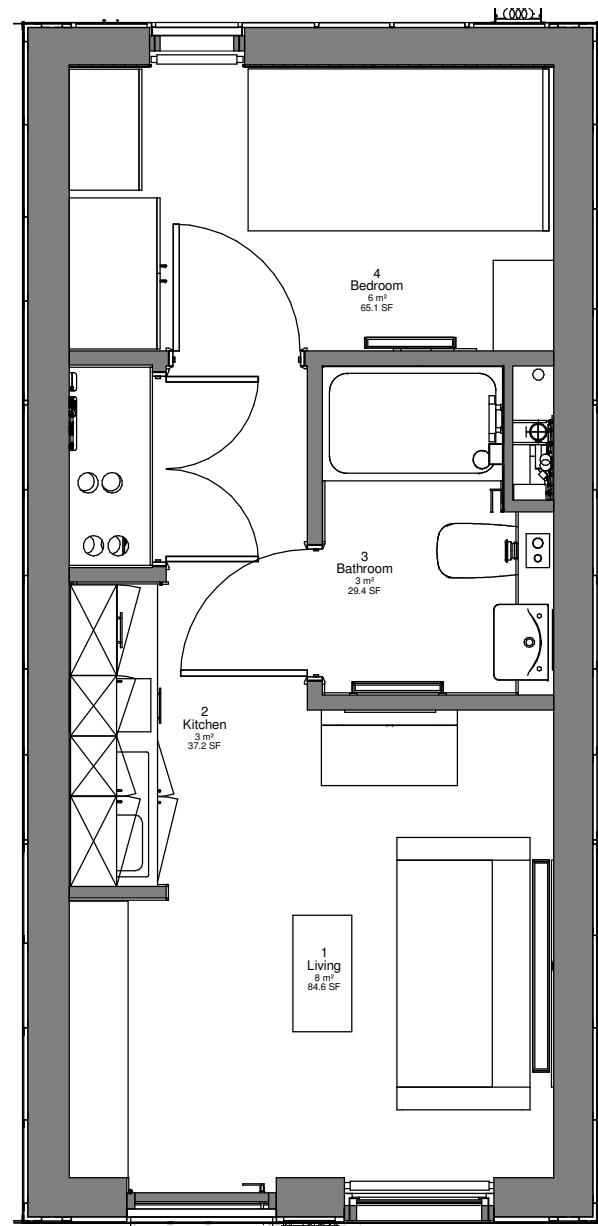
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NOTES:

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Revisions:

Rev	Status	Date	Description	Drn	Chkd
P01	S3	07-07-22	PLANNING ISSUE	MC	

Client:



Client Name: Hill

Project Name: SOLOHAUS - HILL FOUNDATION 200 - DERBY STREET, BRISTOL

Drawing Name: GROUND FLOOR PLAN

Drawing Number:	Rev:	Status:
DSSH-BPTW-ZZ-00-DR-A-10002	P01	S3

Project No:	RIBA Stage:	Drawn By:	Scale:
22-106	3	MC	1:50 @ A3

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