

WARD: Filwood

SITE ADDRESS: 18 - 20 And Land To Rear Of Filwood Broadway Bristol BS4 1JN

APPLICATION NO: 22/03536/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 21 October 2022

Redevelopment of site to provide 30 no. residential dwellings (Use Class C3), flexible commercial floor space (Use Classes E, F1 and F2) and creation of new access onto Filwood Broadway. Provision of associated landscaping, refuse storage and parking.

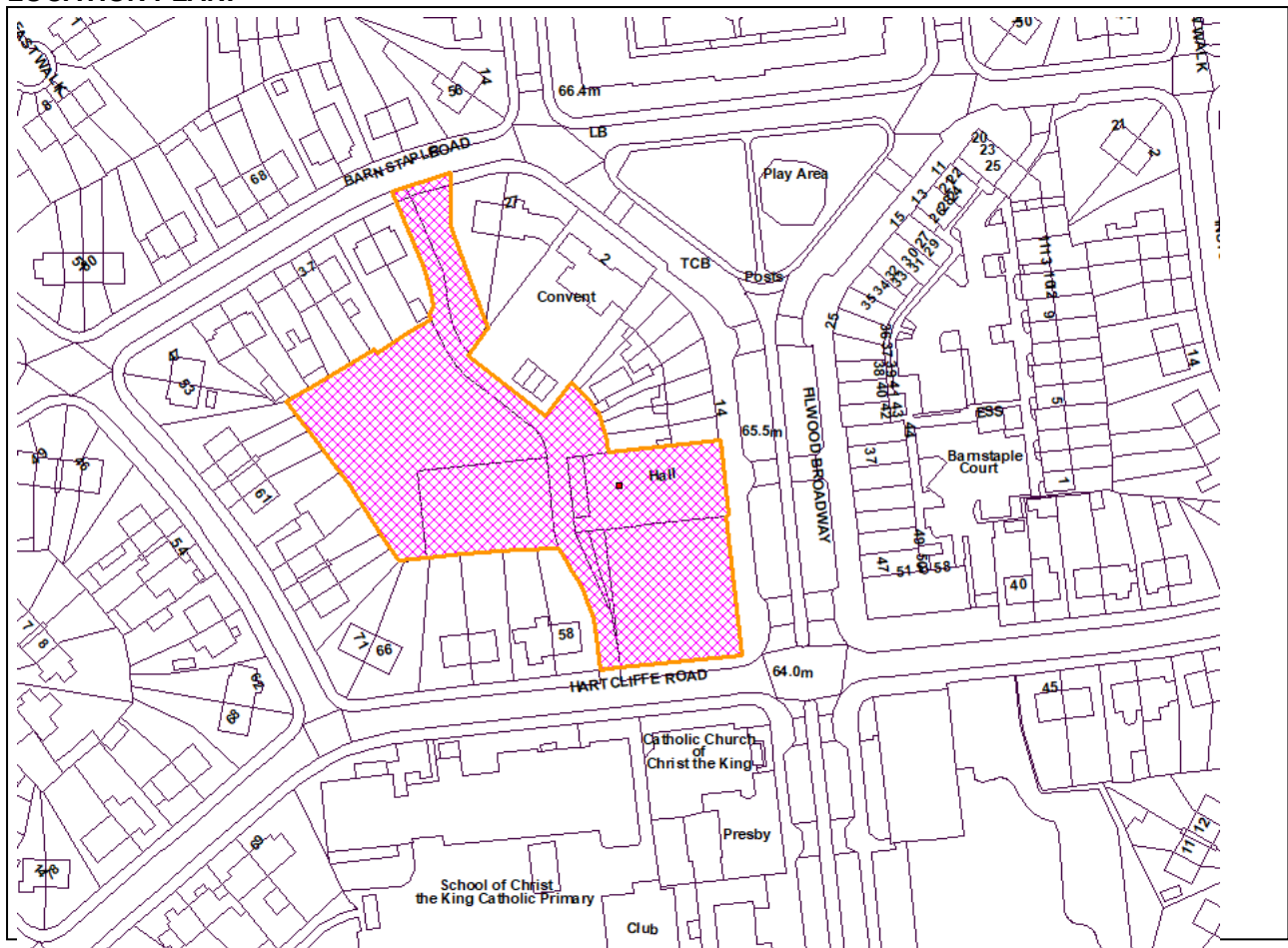
RECOMMENDATION: Grant subject to Condition(s)

AGENT: CSJ Planning Consultants Ltd
1 Host Street
Bristol
BS1 5BU

APPLICANT: Bristol City Council
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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The scheme proposes to redevelopment an area fronting onto and behind Filwood Broadway for 30 dwellings and commercial floorspace.

The developments plot falls within an allocated site in the Local Plan therefore the principle of development is supported.

A total of 8 objections have been received raising concerns with the loss of access to the existing properties, the lack of a supermarket and the overall visual impact of the scheme to the main road. Objections have also been raised to the demolition of the cinema, but this is not under assessment as part of the application- the demolition of the building is permitted development and prior approval granted in 2019.

The proposal is considered to be visually acceptable and would provide much needed (affordable) housing to the area. The scheme also includes commercial floorspace that could be occupied by a variety of end users which would benefit the designated centre (Filwood Broadway).

The application is recommended for approval subject to conditions outlined at the end of this report and the completion of Memorandum of understandings to secure necessary contributions.

SITE DESCRIPTION

The application site consists of an area of land fronting Filwood Broadway

The land is part of an allocated site in the Bristol Local Plan. Allocation BSA1120 which allocates the land for retail, business and housing. The development considerations for the allocation are that any scheme should contribute the following:

- implementation of public realm improvements along the full length of Filwood Broadway, which will include the provision of street trees, paving, bicycle stands, street furniture and car parking.
- be designed so that the buildings fronting Filwood Broadway reflect the existing context of Filwood Broadway, including building line and building heights.
- be designed to safeguard the amenity of neighbouring residential properties.
- provide active ground floor uses where it fronts onto Filwood Broadway.
- ensure the off-street shoppers car park is well connected to Filwood Broadway with strong and safe pedestrian links.

The supporting text for the allocation also states that development would be expected to include 1,000m² (net) of convenience retail floorspace and the estimated number of homes for this site is 20.

It is noted that the site allocation covers all the terrace between 2 to 20 Filwood Broadway while this proposal is just for the section between 18-20 (and the land to the rear).

RELEVANT HISTORY

19/02647/N: Application for prior notification of proposed demolition. - Former cinema and bingo hall attached to rank of 3 storey shops on the north side. Prior notification has been given for the demolition of the Cinema (approved 12.09.2019)

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APPLICATION

Permission is sought for the erection of 30 no. residential dwellings (Use Class C3), flexible commercial floor space (Use Classes E, F1 and F2) and creation of new access onto Filwood Broadway.

A new access road will be provided which runs through the middle of the site as a crescent with a row of 8 three storey dwellings on the west side and 5 two storey dwellings on the east side.

The proposal includes 3 to 4 storey buildings which will front Filwood Broadway and will consist of flats and ground floor commercial/community floorspace.

The development proposes 30 dwellings at a density of 62.26 dwellings per hectare (dph),

A total of 541sqm of net flexible commercial floor space is also included.

See plans for full details.

PRE APPLICATION COMMUNITY INVOLVEMENT

Due to its size, the application is required to be accompanied by a Statement of Community Involvement. Guidance and good practice examples exist to inform the choice of appropriate methods in order to help ensure effective, efficient, transparent and accountable community involvement. Those responsible for undertaking community involvement are expected to reflect such good practice to ensure inclusive, fair and effective initiatives. Failure to do so may limit the validity and relative credibility of the involvement undertaken

The application includes a Community Involvement Statement which sets out how the applicant consulted the community. The applicants had contacted key stakeholders Knowle West Alliance, Filwood Broadway Working Group in addition to consultation with the community via the community group websites and facebook. 880 near neighbours were also consulted by letter drop. A website was also created along with the display of materials in the local library and on fencing around the site.

The proposals were discussed at several meetings of Filwood Broadway Working Group, initially to explain the proposals and the plans for consultation and then subsequently to discuss the proposals in more detail. The ward councillors were also briefed on the proposals

Consultation feedback is included in detail within the statement and the applicant has set out how they have responded to some of the issues raised by the local Community.

RESPONSE TO PUBLICITY AND CONSULTATION

Site notice and press advert issued. 111 neighbouring properties consulted by letter. A total of 8 objections received raising the following points-

Principle

No supermarket is proposed (as referenced in the Knowle West Regeneration Framework 2012) Appears to be no co-ordinated approach to all the site allocations in the area.

Highway safety

Loss of servicing and parking at rear of 4-16 Filwood Broadway.

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No advertisement to the loss of a right of way under section 257 of the TCP act 1990. (Case officer note: Stopping up of the highway is a separate process independent of the assessment of the planning application).

Increase traffic onto main road.

Safety concerns with new dwellings having doors onto the new pavement.

Concerns with refuse collection.

Design

Loss of street frontage on the main road due to new access road.

Other issues

Concerns with management and maintenance of public realm.

Impact on drains

There is a petition with over one thousand signatures against the demolition of the cinema (See heading below regarding the demolition of the church).

Concerns with anti social behaviour along lane that runs between Hartcliffe Road and the new access road.

The Filwood Broadway working group objected on the following grounds

Loss of active frontage from new road.

No input for local residents on masterplan.

Loss of vehicular access to rear of 4-16 Filwood Broadway.

DEMOLITION OF CINEMA

The existing cinema building dates from the 1930s and was sold in the 1980s to become a full time bingo hall. It is understood that the building finally closed to the public in 1994.

The demolition of the cinema is not part of the assessment of this planning application and prior approval has been granted for its demolition under application 19/02647/N. The demolition of the building is classed as permitted development.

A prior approval application considers the potential impact of the demolition works on surrounding properties and any ecological interests. This type of prior approval application does not consider the value of the building in terms of history or its aesthetics.

The cinema is not listed, a scheduled ancient monument, or situated within a conservation area. As such, the buildings have no statutory protection from demolition.

The applicant has advised that the existing cinema building is only a shell of a building, it has been internally dismantled and stripped to remove large amounts of asbestos, the remaining structure has had some temporary support installed to support the walls and roof. The roof itself is incomplete and allows water ingress to the building and that of the adjoining property. The building is awaiting the final demolition of the external elevations. Unfortunately, this element of the work has had to be delayed

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due unforeseen structural works being required to the party wall.

The cinema is beyond economical repair and wholly unsuitable for modern commercial, retail or community use. An application to Heritage England to conserve the building was unsuccessful as was an application to reclassify the building as a Community Asset. Any refurbishment would require extensive remedial work to be carried out to ensure the building meets current Building Regulations before any refurbishment could begin.

OTHER COMMENTS

Air Quality has commented as follows:-

The development is not anticipated to have a significant impact on local air quality once completed and fully occupied. The construction impacts are short term and should be mitigated by a construction plan as per section 6 of the air quality assessment. This should be conditioned as part of planning permission.

Urban Design has commented as follows:-

No objections raised subject to standard detailed design conditions to ensure equality.

Avon Fire& Rescue has commented as follows:-

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. One fire hydrant will be required and secured by memorandum of understanding.

Crime Prevention officer has commented as follows:-

We acknowledge and welcome the early consultation we had with the architects regarding this development.

Gates providing access to the rear of dwellings (including communal gates) must be robust, a minimum of 1.8 metres in height and key operated from both sides.

I note that lighting on the site will meet the requirement of Secured by Design (Homes 2019).

The apartment blocks must have audio access control in line with the BCC document Urban Living SPD (adopted November 2018).

Any communal mail boxes must meet the requirements of TS 009.

I would also like to add that the affordable housing will have to satisfy the LPAs Affordable Housing Practice Note (April 2018) which needs to meet or exceed the standards specified in the former Housing Corporations Design and Quality Standards (published April 2007). This document states, ensure that the scheme design reflects advice obtained from local police architectural liaison officers/crime prevention design advisors prior to detailed planning stage and obtain Secured by Design certification wherever possible. As such we can provide advice on Secured by Design, from the outset.

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National Planning Policy Framework – July 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 Park 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.

KEY ISSUES**PRINCIPLE**

The application is located on an allocated site which promotes retail, commercial and residential development. Therefore, the principle of development is supported.

The Knowle West Neighbourhood Regeneration Framework was published in 2012 and has a 20 year plan for meeting community aspirations for the area. For the Filwood Broadway area the framework indicates that it was to providing a range of major community and retail facilities, businesses and homes in a high-quality street setting, with excellent walking, cycling, and public transport links. It also promotes the creation of a foodstore.

Housing-

Policy BCS5 of the Core Strategy sets out the city's aim to deliver 26,400 homes. Policy BCS20 sets out that new residential development on previously developed land should represent efficient use of land and comprise a density appropriate to the characteristics of the site and local context. The application proposes a density of 62.26 dwellings per hectare (dph), which exceeds the minimum 50dph target promoted by policy BCS20.

The site is located adjacent to a designated centre (Filwood Broadway) where an increase in density is strongly promoted and will deliver effective and efficient use of previously developed land

Commercial uses

Although the proposed 541sqm of commercial floor space is less than the 1,000sqm referenced in the BAS1120, it should be noted that the site allocation includes 8 units (no's 2-16 Filwood Broadway) that are not included in the application site. The development of those units would increase the amount of retail floor space to a net circa 1,000sqm. Therefore the commercial floorspace proposed by this application is considered acceptable and helps to achieve the aims of the Local Plan.

The application proposes 541sqm net floor space and would ensure that the units fronting Filwood Broadway deliver active ground floor uses within the Local Centre. A flexible consent for a range of commercial uses (Use Classes E, F1 and F2) is sought in order to maximise the potential for end users. This approach is considered acceptable as it would help to ensure that potential for vacant units is reduced. The inclusion of community uses is also beneficial as it has the potential to provide much needed community floorspace for the area.

It is considered that the proposed uses are acceptable in principle.

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HOUSING MIX

The affordable housing statement refers to the development being 100% affordable as it is being undertaken by the council in its role as the housing authority.

As the council will retain ownership it will not be possible to have a legal agreement to secure a policy compliant percentage of affordable housing however as the council is acting in its role as housing provider the tenure will be safeguarded. The affordable housing statement will be included in the approved documentation.

The scheme proposes 30 homes with a mix of 17 flats and 13 houses in total :

- 10 x one-bedroom (1b2p apartment);
- 11 x two-bedroom (6 x 2b4p apartment, 5 x 2 bed house); and
- 9 x three-bedroom (1 x 3b6p apartment, 8 x 3 bed house).

The proposed scheme comprises a good mix of housing sizes with a decent amount of 3 bed properties. This approach is supported.

No objections raised to the proposed mix.

SPACE STANDARDS AND ACCESIBILITY

Policy BCS18 requires residential developments should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards

All units will meet the minimum standards required for a 1, 2 and 3 bed unit.

The development is below the number of units which triggers the requirement to provide 2% of units as wheelchair accessible (policy DM4). Therefore this cannot be forced as a requirement by the LPA. Regardless the submission states that 13 of the 17 proposed apartments and all the proposed houses (13 units) will be M4(2) compliant, a total of 26 of the proposed 30 in the scheme. Therefore, the majority of dwellings will be wheelchair accessible housing which is a positive aspect of the scheme.

DESIGN AND IMPACT ON CHARACTER OF THE AREA

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 (inclusive) of the Site Allocations & Development Management Policies require development to contribute to the character of an area through its layout, form, public realm and building design.

The Urban Living SPD requires all major developments to respond positively to its context. This should identify the prevailing height, scale and mass of surrounding buildings, streets and spaces. It further outlines that for tall buildings proposed in sensitive locations particular consideration should be given.

The main road is dominated by large three/four storey buildings with the Cinema building and catholic church making a significant impact on the street scene.

The proposal consists of a mix of design approaches all of which are contemporary compared to the surrounding existing architecture.

The buildings fronting the main road will consist of 3 to 4 storey blocks which are considered to be an appropriate scale which respects the existing building lines and heights along the main road.

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A number of objections have been raised to the new access road impacting on the street frontage. This new road will have an impact by creating a gap in the frontage, but the overall regeneration of the site (in particular the current vacant space next to the cinema) would significantly improve the visual contribution the site makes towards the area.

The proposed 3 storey dwelling houses along the new access road, while larger than the surrounding 2 storey dwellings on neighbouring streets, are of an appropriate scale as they will front a new road. Their materials and design approach appear to be of high quality. Details will be controlled by conditions.

The two storey buildings located opposite the new 3 storey dwellings are also of an appropriate scale and design.

No objections are raised to the appearance of scheme subject to conditions.

IMPACT ON NEIGHBOURING RESIDENTIAL AMENITY

Policy BCS21 sets out criteria for the assessment of design quality in new development. Development will be expected to safeguard the amenity of existing developments and create a high-quality environment for future occupiers. Policy DM30 in the Site Allocations and Development Management Policies (2014) also expresses that alterations to buildings should safeguard the amenity of the host premises and neighbouring occupiers.

The new dwellings along the new access road are a satisfactory distance from the nearest residential properties to not create any unacceptable overlooking to existing windows (over 21m window to window distance).

In terms of loss of light, or overshadowing impacts the houses situated along the new crescent will have some impact on gardens to the north (along Barnstaple Road) but these existing dwellings have decent sized gardens (approx. 17m in length) which will ensure that the gardens will continue to receive a satisfactory level of sunlight throughout the year.

The new ground floor community/commercial building will have access to an outside space which will be adjacent to a neighbour's garden (Creswicke Road). A condition will be required setting out the requirement for a management plan for this space to ensure there is no noise nuisance to this neighbouring property.

Subject to conditions the proposal will have an acceptable impact on the amenity of neighbouring properties.

HIGHWAY SAFETY

Policy BCS10 and DM23 seek to ensure that development will not give rise to unacceptable traffic conditions. The applicant has made a few minor tweaks and the proposal has been reviewed by the Transport Development Management (TDM) and the following includes their assessment.

Local conditions and trip generation

The site is adjacent to the local centre and is within walking distance of a number of other facilities.

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The site has good access to public transport facilities. The metrobus serves Creswicke Road and there are metrobus stops at the south of Filwood Broadway. Filwood Broadway forms part of the Filwood Greenway, a cycle route linking Hengrove with the City Centre. The site is considered to be in a highly accessible location.

It is not considered that the trip generation associated with the development will be significant enough as to cause a concern and is not considered 'severe'.

Adoption / Stopping Up

The access route to the rear is currently adopted. Elements of this will require formal stopping up under the Town and Country Planning Act, as they will no longer have a highway function.

The applicant has submitted a stopping up plan and the stopping up process will follow if this planning application is approved.

The stopping up of the highway is a separate consideration under section 247 and 248 of the Town and Country Planning Act. Highway officers have advised that they are unlikely to object to this stopping up, subject to the appropriate measures for any existing underground services and street lighting being made, as the detour will not be significant, this is not a significant desire line, and there will be improvements to the surrounding streets to compensate.

New plans have been submitted and it has been confirmed that the proposals for stopping up will include the path to the south of the site, and that there is no intention that this will remain as a through route but become a private amenity space for the commercial ground floor use. No objections are raised to this. The final extents of adoption will be confirmed in the formal technical approvals process.

Pedestrian Access

Generally the access for pedestrians to the buildings is acceptable. However, there are concerns about the defensible space in front of the mews type houses to the north/east of the access road. Because these will access directly onto live carriageway, there is a risk that there will be limited intervisibility between people emerging from their homes (particularly children or wheelchair users), and vehicles on the access road. It will therefore be necessary to ensure that this planting is not higher than 600mm, and this should be secured by a condition.

The existing dwellings above 4-16 Filwood Broadway will continue to be accessed from the rear, but through a gated passageway.

Within the site, pedestrians will use the shared surface. Traffic speeds will need to be reduced to ensure that speeds are kept low. Some localised narrowing's or speed reduction measures should be considered to ensure that speeds in the access road are kept low. Such measures could be secured by a condition.

Vehicles

Vehicular access will generally be from the new access road. Parking is available to frontages accessed from this road. The access road is adequate for large vehicles and can accommodate a refuse vehicle, which is generally the largest vehicle using this road regularly.

Vehicular rear access for the existing dwellings and commercial units at 4-16 Filwood Broadway will be lost. Alternative non-allocated parking will be available in the access road. Any servicing for the commercial units will need to be provided for in Filwood Broadway.

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The waste strategy includes the provision of a commercial and residential store for the properties that will lose vehicular access to the rear of Filwood Broadway. The plans incorporate sufficient space for storage. No objections are raised to this.

Layout

No Safety Audit has been undertaken for the internal access road and works to Filwood Broadway and Barnstaple Road. In this instance, as the layout is relatively straightforward, it is anticipated that a Stage 2 SA undertaken at technical approvals will identify any issues over and above those outlined below.

The access from Barnstaple Road is established, but the use will be intensified. Visibility splays are adequate. There will be a new access from Filwood Broadway which is adequate in size and visibility splays are acceptable. Swept paths have been provided for a refuse vehicle entering and leaving the site without needing to turn.

The access into the site from Filwood Broadway would be a left in left out arrangement. There is no objection to this. Both junctions into the site should be vehicular crossovers, rather than radius junctions. The access from Barnstaple Road should be a continuous footway crossover to allow pedestrian priority on footway, with the shared surface treatment starting at the back edge of the footway and setts to signify the change in priority.

Highway works which would be undertaken under a Highway Agreement will consist of the following and secured by a highway works condition (to secure when it will be implemented) and Memorandum of Understanding (to mirror the external highway agreement process). The works would consist of the following:

- . New vehicular crossovers in Filwood Broadway and Barnstaple Road
- . Street lighting on approaches to Filwood Broadway and Barnstaple Road
- . Refurbishment of footway across extents of the frontage of development in Hartcliffe Road and Filwood Broadway
- . Cycle bypass in Filwood Avenue
- . Cycle parking in Filwood Broadway
- . Associated waiting restrictions
- . Any repairs arising from damage (identified in condition survey)
- . Improvements to footpath between access road and Hartcliffe Road (if to be retained as highway)
- . Associated ancillary works

25m visibility splays are normally required for a 20mph road. It is apparent that this forward visibility cannot be achieved within the site, due to the planting to the frontages of the mews houses, should this be allowed to grow too high. It will be essential to restrict the planting to 600mm in height to allow both forward visibility through the access road and prevent conflict with pedestrians and vehicles, and to allow for pedestrians to safely exist their homes (as outlined above). This will be secured by a condition.

The parking spaces to the north of the site have insufficient visibility to allow them to manoeuvre in and out of the site -to ensure adequate visibility to remove conflict and the potential for collisions, visibility must be 2.4m x 25m, which, because of boundaries of existing properties can't be provided. Subject to objections from highway officers the applicant has removed these spaces. This results in a reduction in the number of parking spaces by 5.

These spaces were removed as these are considered unsafe, and would result in conflict between

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vehicles emerging and those travelling along the access road, as well as any pedestrians in the shared surface, to the detriment of safety.

Adoption

New plans have been submitted and it has been confirmed that the proposals for stopping up will include the path to the south of the site, and that there is no intention that this will remain as a through route but become a private amenity space. Officers are satisfied with the proposals. The final extents of adoption will be confirmed in the formal technical approvals process.

Car parking

Following the removal of 5 parking spaces. A total number of 22 parking spaces are shown within the proposals. This is within the maximum standard.

The 3-bed town houses contain on-plot parking. The apartments and mews dwellings would share off-plot spaces within the access road.

There is no detail of how these communal spaces will be managed, but as these will be off the highway, the management and allocation of these spaces will be the responsibility of the landowners. There is space available in nearby streets which can take a small amount of overspill and / or visitors car parking.

As outlined above, the applicant was requested to remove 5 spaces as these do not meet the visibility/safety requirements. The parking would still be within the maximum standard.

At present whilst there is low parking provision in the site compared to the Local Plan maximum standard, unless it were considered that the result of this would create a safety problem, this would not be a reason for refusal. There would be waiting restrictions within the access road which would prevent inappropriate and obstructive parking. Waiting restrictions are also likely to be required on nearby junctions, which will deter obstructive parking. To reduce the on-street impact which may arise should there be any permit scheme introduced in the future, residents would be ineligible from parking permits from such a scheme.

Parking is available on Filwood Broadway for the commercial / community spaces. This will be reduced by the introduction of a new junction on Filwood Broadway. There is capacity in surrounding streets to accommodate displaced traffic.

Travel planning

The submitted travel plan template provided by the applicant has been reviewed and there are some elements missing from the submission. A condition is therefore required.

Memorandum of understanding

As the land is BCC land and the applicants are BCC, a highway agreement for adoption of the new road is not possible, as BCC is not permitted to enter into a legal agreement with itself. A Memorandum of Understanding between departments will therefore be required to secure the delivery of the works to the satisfaction of the Highway Authority. TDM is preparing the draft MoU.

The following will be secured in the MoU:

- TRO fees for 3 TROs (£6310 per TRO)
- Approvals and supervision fees for the new access road approval (tbc)
- Approvals and supervision fees for the off-site highway works (tbc)
- Agreement to construct the new road to an adoptable standard acceptable to the Highway

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Authority.

- Agreement to implement the off-site highway works
- Fees to prepare s278 agreement (Estimated to be £1472 for a minor works agreement)

The highway works on the adopted highway would be secured by a condition, and covered by a separate s278 agreement which would be expected to be signed by the relevant contractor undertaking the works.

It is considered that the proposal addresses issues of highway safety and will provide an adequate level of parking in a sustainable location. Subject to necessary conditions no objections are raised by officers.

CLIMATE CHANGE AND FLOODING

Policies BCS13, BCS14, BCS15 and BCS16 of the adopted Core Strategy give guidance on sustainability standards to be achieved in any development, and what measures to be included to ensure that development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet those standards by means of a sustainability statement.

Ground source heat pumps are proposed for the domestic parts, and air source heat pumps for the non-domestic. This meets the BCS14 heat hierarchy and exceeds the requirement for 20% carbon reduction from renewable energy systems.

The applicants have also provided an overheating assessment which will remove the need for a condition. The assessment concludes that some bedrooms would be subject to overheating, however, this can be addressed via the following:

-window handles on windows that open outwards are not more than 650mm from the inside face of the wall when the window is at its maximum openable angle; and guarding height meets the minimum standards of 1.1m.

These measures can easily be retrofitted to the development in year 2080, although the likelihood is that windows would need to be replaced before this date and window technology will have advanced to reduce overheating in any event.

Subject to conditions securing compliance with the submitted energy strategy the development would have an acceptable impact on climate change.

Flooding

No objections have been raised by the Flood Risk team and recommend that the standard SuDs condition.

TREES AND ECOLOGY*Ecology*

Ecological mitigation is required to meet the requirements of the National Planning Policy Framework (NPPF). The National Planning Policy Framework (2019) states in paragraph 170(d) on page 49 that planning decisions should minimise impacts on and provide net gains for biodiversity.

Policy DM19 of the Local Plan states that where loss of nature conservation value would arise

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development will be expected to provide mitigation on site and where this is not possible provide mitigation off site.

It is currently recommended that all schemes employ Natural England's Biodiversity Net Gain (BNG) biodiversity metric 3.0 to develop ecological mitigation proposals. The resulting assessment are expected to show a positive figure, i.e., a biodiversity net gain

The site is located in an urbanised area and is not within or directly adjacent to any designated wildlife sites. The habitats are not within a nature recovery network, although scrub identified on this site is identified as a priority habitat in the Bristol Biodiversity Action Plan (BBAP).

The Preliminary Ecological Appraisal (PEA) (AECOM, June 2022) and Biodiversity Net Gain Assessment (BNGA) (AECOM, June 2022) satisfactorily inform this development proposal.

The PEA identifies opportunities for ecological mitigation and enhancement on this site for species which are deemed to be present, or which have the potential to use habitats on this site. The results of the latest bat surveys deem the building proposed for demolition to have no signs of bat activity and precautionary measures will be employed during demolition to take in to account the potential presence of bats. There are trees on site with bat roost potential which must only be felled subject to a precautionary method of working. Considering the site holds habitat which has the potential to support species such as slow worms (protected by the Wildlife and Countryside Act 1981) and hedgehog (a priority species in the BBAP) the mitigation and enhancement measures proposed are supported and are conditioned.

The BNGA shows a net loss in habitat units on this site and a gain in hedgerow units (net loss of 0.73 habitat units (-18.35%) and a net gain of 0.07 hedgerow units (+73.70%). It is understood that the design process for this proposed development has explored options for on-site mitigation and has deemed it unviable to retain all habitats on site. Biodiversity offsetting off-site is therefore required to compensate for biodiversity losses and meet BNG trading rules. The loss in scrub habitat is the primary concern as scrub is identified as a priority habitat in the BBAP due to its importance for nesting birds. The proposal outlined in the BNGA is to identify a minimum of 0.20 ha of mixed scrub habitat in poor condition off-site and enhance this to good condition, this would satisfy the trading rules and provide a BNG uplift to the proposed development.

It is recommended that a condition is attached to any approval to require the applicant to provide the off setting on a site that is owned by the Council. Full details of this will be required (by condition) prior to commencement of development.

Trees

Policy DM17 requires all new development should integrate important existing trees. 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 application includes an arboricultural impact assessment which advises that 7 trees will need to be removed in order to develop the site. A total of 7 trees will need to be removed, 3 of which are below a stem diameter of 15cm so would not require any replacement planting in line with the Bristol Tree replacement standard. Therefore, a total of 4 new trees are required but the application includes the provision of 14 new trees. This is acceptable.

No objections have been raised by the tree officer and standard conditions are recommended to protect retained trees during construction (tree protection and supervision)

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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. We have had due regard to the Public Sector Equality Duty contained in the Equality Act 2010 when making the assessment set out in this report.

The proposal will provide a mix of housing size and tenure to reflect identified need, all will be affordable. Continued management of the development will be undertaken by the Council. The proposal will also have the potential to provide additional community floorspace to the area.

It is considered that there will be a positive impact on equalities.

COMMUNITY INFRASTRUCTURE LEVY

The CIL liability for this development is £313,271.65, however social housing relief may be claimed on those residential dwellings included in the development that are to be managed by a Housing Association for the provision of affordable housing.

CONCLUSION

The proposal would provide much needed affordable housing on an allocated site in a highly sustainable location and is compliant with the current adopted site allocation and Local Plan policies

The development will not give rise to any significant impact to highway safety on the surrounding or proposed roads and would not conflict with transport policy. The scheme will also have an acceptable impact on existing neighbouring properties.

Officers recommend approval subject to the conditions at the end of this report and the applicant completing memorandums of understanding to secure necessary highway obligations, one fire hydrant and a local employment skills plan.

RECOMMENDED GRANT subject to condition(s) and completion of memorandums of understanding to secure highway obligations and one fire hydrant.

Time limit for commencement of development

1. Full Planning Permission

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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 condition(s)

2. Renewable energy - ground and air source heat pumps

Prior to implementation, details of the air source heat pumps (including the exact location and design/ technical specification) together with calculation of energy generation and associated CO2 emissions to achieve 22% 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 system shall be installed prior to occupation of the dwellings 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

3. Temporary Access to the Site

No development shall take place until a plan that shows any temporary access from the adopted highway and the routes construction traffic will use has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety.

4. Highway Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- o A plan to a scale of 1:1000 showing the location of all defects identified;
- o A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

5. 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

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throughout the demolition/construction period. The plan/statement shall provide for:

- o 24 hour emergency contact number;
- o Hours of operation;
- o 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);
- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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.

6. Highway to be Adopted

No development shall take place until plans to a scale of 1:200 showing the following information has been submitted to and approved in writing by the Local Planning Authority.

- o Long sections
- o General arrangement
- o Threshold levels to buildings
- o Drainage
- o Structures
- o Swept path for two directional movement of a 11.4m long refuse vehicle passing a 4.98m long large saloon car

Prior to occupation detailed technical plans to a scale of 1:200 setting out how the internal access road(s) will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.

These works shall then be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.

7. Highway works - General arrangement plan

No development shall take place 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.

- . New vehicular crossovers in Filwood Broadway and Barnstaple Road
- . Street lighting on approaches to Filwood Broadway and Barnstaple Road
- . Refurbishment of footway across extents of the frontage of development in Hartcliffe Road and Filwood Broadway
- . Cycle bypass in Filwood Avenue
- . Cycle parking in Filwood Broadway

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- . Associated waiting restrictions
- . Any repairs arising from damage (identified in condition survey)
- . Associated ancillary works

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.

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.

8. Alterations to internal layout

Notwithstanding the plans hereby approved, prior to commencement updated plans showing the following alterations shall be provided and agreed in writing by the Local planning Authority:

- . Indicative street lighting design
- . Provision of protective buffer strip adjacent to 31 Barnstaple Road
- . Removal of parking spaces which do not meet sufficient visibility splay commensurate with 20mph speed limit (2m x 25m)
- . Traffic calming within access road"

The development shall be carried out in accordance with the approved details and maintained thereafter.

Reason: to ensure safe and adequate internal access arrangements

9. Sustainable Drainage System (SuDS)

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. 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.

10. Protection of Retained Trees during the Construction Period

No work of any kind shall take place on the site until the protective barriers have been erected around the retained trees, in the position and to the specification shown on the Tree protection Plan Drawing No. TPP-1 by Bosky Trees dated 23/6/2021 Once installed photos should be electronically sent to the Local Authority Case Officer, to be verified in writing by the Tree Officer. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work

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commences. 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. 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.

11. Arboricultural Supervision

Prior to the commencement of development, a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant and the designated site foreman to discuss details of the working procedures. A schedule of visits shall be drawn up to ensure the Project arboriculturist is present during key stages of the development.

Site visits must be carried out during the key stages identified above. Copies of written site notes and/or reports detailing the results of site supervision and any necessary remedial works undertaken or required shall be submitted to and approved in writing by the Local Planning Authority, prior to occupancy. Any approved remedial works shall subsequently be carried out under strict supervision by the arboricultural consultant immediately following that approval.

Reason: In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.

12. Broadband

Prior to commencement of development, evidence of the provision of 'next generation broadband' shall be provided by providing evidence that the development has been registered with BT on the BT Openreach website, with Virgin Media on the Virgin Media website, or an alternative provider. Registration should show the speed rating/specification of the connection.

Prior to occupation, the development shall be connected to the broadband infrastructure to achieve the speeds stated.

Reason: To show that residents and businesses will have access to ultrafast broadband from occupation.

13. Prior to the commencement of building operations (excluding site clearance, demolition, formation of access roads and the laying of utilities infrastructure), a Public Art Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and

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requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design and build of the development.

14. B15 Further details of Design of New buildings before development starts

Large scale Detailed drawings including plans, sections, and elevations at a relevant scale between 1:50 and 1:10 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The works shall be carried out in accordance with that approval.

- a) Typical brick details including coursing, bonding, pointing and other decorative features.
- b) Typical details of all types of doors and window opening including sills, lintels, surrounds, reveals and design of external doors and windows.
- c) Typical details of all balcony types and treatments
- d) Typical details of shop frontages
- e) Typical details of bay projections, porches, and canopies
- f) Typical details of eaves, soffits, overhangs, ridge, parapets, coping
- g) Typical details of rainwater goods
- h) Typical details of junctions between materials

Reason: In the interests of visual amenity and the character of the area

15. B17 Submission of samples before work starts

Provision of material samples/sample panels on site for inspection: details of all external materials, including hard landscaping, shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. An agreed sample reference panel to include external facing materials and construction details shall be erected on site and approved in writing by the Local Planning Authority. The approved reference sample panel shall be retained on site until the completion of the development. The development will be carried out in accordance with the approved materials and panel

Reason: In order to ensure the quality of the design and external appearance of the building is of high quality, in accordance with quality expectations set out within the approved plans and compliant with the local Plan.

16. B10 Artificial Lighting (external)

No development shall take place until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties 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.

Reason: In order to safeguard the amenities of adjoining residential occupiers

17. Submission and Approval of Landscaping Scheme

Detailed design: Detailed design for hard and soft landscape works for each phase should be submitted and agreed with the Local Planning Authority prior to the commencement of relevant works that incorporates public art as part of the landscape proposals. These works should be

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delivered in accordance with the agreed plan and phasing which is linked to the occupation of the building of the relevant phase.

Landscape Details: Detailed drawings including plans, sections and elevations at a relevant scale between 1:5 and 1:20 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The works shall be carried out in accordance with that approval.

- o Full details of tree pit construction in highway and soft landscape areas showing relationship to the surrounding highway and footway paving, tree grills where used, nature of growing medium, size of pits (Stockholm type pit should be used), tree support, method of anchoring and means of irrigation to ensure the provision of optimum growing conditions for newly planted trees.

- o Construction details for junctions between i) paving materials (showing changes of level) and ii) between areas of hard and soft landscape treatments.

- o Construction details of boundary treatments, retaining walls

- o Details of street furniture including seating, lamps

Landscape Sample Panel: Sample panels of all external surfacing materials including paving, kerbs, edging, showing jointing details shall be erected at an appropriate location on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved sample before the relevant phase is occupied in accordance with the phasing plan submitted. The approved sample should be retained until the completion of works.

Maintenance Plan: A detailed maintenance plan to ensure establishment of the soft landscape works for the scheme over the first 5 years should be provided and agreed with the local planning authority prior to the commencement of soft landscape works. Once agreed, the soft landscape should be maintained in accordance with this plan

Hard and Soft Landscape Works Implementation

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 protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.

18. Prior to the commencement of development hereby approved, including all site clearance and vegetation removal, a method statement for a Precautionary Method of Working (PMW) shall be prepared by a suitably qualified ecological consultant and submitted to and approved in writing by the Local Planning Authority.

The PMW shall include:

- measures to protect badgers and hedgehogs during construction for example by preventing them from becoming trapped in excavations or open pipework. Open pipework larger than 150 mm outside diameter shall be blanked off at the end of each working day;
- measures to protect bats, for example with a sensitive felling methodology for the tree on site with bat roost suitability, as described in section 5.6.4 in the PEA (AECOM, June 2022);
- and measures to protect reptiles such as with sensitive vegetation clearance methodologies, as described in section 5.6.3 in the PEA (AECOM, June 2022);

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The development shall be carried out in full accordance with the approved method statement.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration. And to demonstrate compliance with the 1981 Wildlife & Countryside Act (as amended) and the 2017 Habitats Regulations

19. Ecological mitigation and enhancement strategy (EMES)

Prior to the commencement of the development hereby approved the applicant shall submit an Ecological Mitigation & Enhancement Strategy (EMES). This shall include details of the provision of bird, bat, insect and hedgehog* boxes. One bird box on each proposed residential property is deemed appropriate due to the loss of scrub habitat on this site (priority habitat in the BBAP for nesting birds). The location, specification, height and orientation of these features shall be shown on a site plan.

The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by Bristol City Council.

Reason: (1) The Natural Environment and Rural Communities (NERC) Act 2006 (Section 40) obliges the LPA '... in exercising its functions, [to] have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. In order to discharge its biodiversity duty, the LPA must satisfy itself that all developments deliver ecological enhancement wherever reasonably possible; (2) Ecological enhancement is a requirement of the revised National Planning Policy Framework (2021) which states (in paragraph 174) that 'Planning policies and decisions should contribute to and enhance the natural and local environment...'.

20. Lighting Plan

Prior to the commencement of the development hereby approved, details for any proposed external lighting shall be submitted to and agreed in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details. This shall include a lux level contour plan, and shall seek to ensure no light spill outside of the site boundaries. The lux contour plan shall show lux levels at frequent intervals (lux levels at 0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels shall be superimposed on a site plan which includes all land that is affected by raised light levels (including potentially land outside the red line planning application area) and shall reflect the use of any proposed mitigation, e.g visors.

The lighting plan produced should follow guidance within the Bat Conservation Trust & Institution of Lighting Professionals (2018) Guidance Note 08/18 Bats and artificial lighting in the UK Bats and the Built Environment series.

Guidance: According to paragraph 180 (page 52) of the National Planning Policy Framework (2019), 'Planning policies and decisions should... limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'

Reason: To conserve legally protected bats and other nocturnal wildlife complying with the 1981 Wildlife & Countryside Act (as amended).

21. Green roofs

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Prior to commencement of the development hereby approved the applicant shall submit a Method Statement prepared by a suitably qualified ecological consultant or landscape architect shall be submitted to and approved in writing by Bristol City Council for the creation of living roofs and/or walls. This shall include management details e.g watering/care schedule and details of the provision of new plants should the originals fail. All details shall be shown on a scale plan of the site.

The development shall be carried out in full accordance with the details submitted or any amendments approved in writing by the Council.

Reason: To conform with Policy DM29 in the Site Allocations and Development Management Policies Local Plan, which states that: 'Proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks'.

22. Biodiversity mitigation

Prior to the commencement of development, full details shall be submitted and approved in writing by the Local Planning Authority of measures to mitigate the calculated -18.35% loss of biodiversity on the application site. In order to offset the loss of scrub habitat on this site 1.23 habitat units in the form of scrub habitat, or a habitat of a higher distinctiveness is required. The biodiversity loss mitigation plan shall include the following:

Identification of the land where biodiversity gain is proposed with evidence that the works have the owner's consent;

Ecological survey of the land in question;

Proposed biodiversity improvement works and updated BNG calculation;

Timescale for the works;

Proposals for the long term management of the works once completed in the 3-year LEMP;

The works shall be undertaken in accordance with the details, timescale and management as approved.

Reason: To ensure that the development mitigates the loss of nature conservation value as required by policy DM19.

23. Prior to the commencement of development, a 30-year Landscape and Ecological Management Plan (LEMP) shall be submitted and approved in writing by the Local Planning Authority. This should address retained features of ecological interest, together with mitigation and enhancements to be provided. The LEMP should set out management compartments, objectives, and prescriptions. It should also show how management of the site will be resourced and monitored.

Reason: Ecological enhancement is needed to meet the requirements of the revised National Planning Policy Framework (NPPF, 2021). The NPPF states in paragraph 174 (d) on page 50 that "Planning policies and decisions should contribute to and enhance the natural and local environment by... minimising impacts on and providing net gains for biodiversity...".

24. If the development hereby approved has not commenced within 18 months of the date of this permission, an updated ecological survey shall be carried out by a suitably qualified ecological consultant and shall be submitted to and approved in writing by the Local Planning Authority. The Survey Report shall conclude whether the Ecological Mitigation and Enhancement Strategy/Precautionary Method of Working should be updated, and if so, an updated EMES/PMW shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any works.

The development shall then be undertaken in full accordance with the approved Ecology

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report/EMES/PMW.

Reason: To ensure legal and policy compliance with regard to valued ecological species and habitats as well as to invasive plant species.

25. Prior to the commencement of building operations (excluding site clearance, demolition, formation of access roads and the laying of utilities infrastructure), a Public Art Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design and build of the development.

26. Site Specific Construction Environmental Management Plan

No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- * Procedures for maintaining good public relations including complaint management, public consultation and liaison
- * Arrangements for liaison with the Council's Pollution Control Team
- * All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:
08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- * Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- * Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- * Procedures for emergency deviation of the agreed working hours.
- * Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- * Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- * Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

Pre occupation condition(s)

27. Travel Plan Statement - Not Submitted

No building or use hereby permitted shall be occupied or use commenced until a Travel Plan Statement comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and

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approved in writing by the Local Planning Authority. The Approved Travel Plan Statement shall be implemented in accordance with the measures set out in therein.

Within three months of occupation, evidence of the implementation of the measures set out in the Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority unless alternative timescales are agreed in writing.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

28. 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.

29. 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 car/vehicle 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.

30. Energy and Sustainability in accordance with statement

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the energy statement (Aecom, July 2022) and sustainability statement (Aecom, July 2022) prior to occupation. A 22% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings)

31. 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.

32. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

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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.

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.

33. "Electric Vehicle Charging Points:

No building or use hereby permitted shall be commenced until details of Electrical Vehicle Charging infrastructure, management plan and phasing for implementation has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following:

- . Final Layout
- . Number and location of EV parking spaces
- . Number and location of EV charging points
- . Type of EV charging points (fast, rapid)
- . Indicative locations for feeder pillars and protective infrastructure
- . Evidence of power supply from WPD (to ensure substation capacity is adequate)
- . Indicative location of substation (where required)
- . Indicative cable routing
- . Management plan outlining proposed management of spaces, charging network and infrastructure
- . Electrical Layout and Schematic Design
- . Feeder Pillar Design/Electrical Layout/Schematic Layout Designs

The Electric Vehicle Charging Points and management strategy as approved shall be implemented prior to occupation / as per the agreed phasing plan and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.

34. Provision of Visibility Splays

No building or use hereby permitted shall be occupied or use commenced until forward visibility splays commensurate with 20mph (25 metres) are provided along the length of the internal access road. Other than lighting columns, nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres above the nearside carriageway level which would obstruct the forward visibility splay.

Reason: To ensure motorists have clear and unrestricted views of approaching cyclists/vehicles in the interest of highway safety.

37. Noise from plant & equipment (commercial uses)

There shall be no commencement of use of any external plant or equipment until details

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including noise levels and any necessary noise mitigation measures have been submitted to and been approved in writing by the Local Planning Authority.

Reason: To protect the amenity of neighbouring properties.

38. Noise insulation

No non-residential use shall take commencement within the area defined for such uses in the ground floor of the proposed development until a scheme of noise insulations for the relevant use has been submitted to and approved in writing by the Council.

If required the scheme of noise mitigation insulation measures shall be prepared by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings. The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: To protect the amenity of neighbouring properties.

Post occupation management

35. Restriction of parking level on site

Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

36. Waste Management Plan

The measures identified in the approved waste management plan shall be implemented for the lifetime of the development.

Reason: To ensure appropriate waste management facilities are provided to accommodate all waste generated by the development.

39. Use of Refuse and recycling facilities

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers

40. No further extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the dwellinghouse(s) hereby permitted, or any detached building erected, without the express permission in writing of the council.

Reason: The further extension of this (these) dwelling(s) or erection of detached building requires detailed consideration to safeguard the amenities of the surrounding area.

Development Control Committee B – 18 January 2023

Application No. 22/03536/FB : 18 - 20 And Land To Rear Of Filwood Broadway Bristol BS4 1JN

41. Outside community/commercial space

Prior to the use of the proposed outside space next to block A1, full details of what the space will be used for and the management of the space shall be submitted to and approved in writing by the Local Planning Authority.

Following approval -the space shall be used in the way defined by the statement thereafter.

Reason: To protect the amenity of neighbouring residential properties.

List of approved plans

42. List of approved plans and drawings

Final list to be agreed with applicant alongside and will be presented on the amendment sheet.

Reason: For the avoidance of doubt.

Supporting Documents

18 - 20 And Land To Rear Of, Filwood Broadway

1. Site plan
2. Sitewide elevations 1
3. Sitewide elevations 2
4. CGI
5. CGI 2



rev	date	by	revisions
A	02.08.22	CS	unit type colours have been updated.
B	19.12.22	CS	back of house layout in buildings A1 and A2 have been revised.
C	20.12.22	CS	back of house layout in building A2 has been revised.
D	05.01.23	CS	5no. parking spaces have been removed towards the northern boundary.

notes

1 Bed / 2 Person	Plant
2 Bed / 4 Person	Commercial
3 Bed / 5 Person	Library Space
entrance lobby	entrances

existing trees retained
 proposed new trees

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 LDS Standard Frame V1 - 11.10



project
 Filwood Broadway - Cinema Site

client
 AECOM

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key

1. community space	5. terraced houses (type01)
2. retail unit	6. terraced houses (type02)
3. apt block A1	
4. apt block A2	

drawing index:

Building	Drawing Ref
building A1 :	P0201 - P0205, P0501, P0601 - P0602
building A2 :	P0201 - P0205, P0501, P0611 - P0612
house type 1 :	P0251, P0641 - P0651, P0502
house type 2 :	P0221, P0621 - P0632, P0502

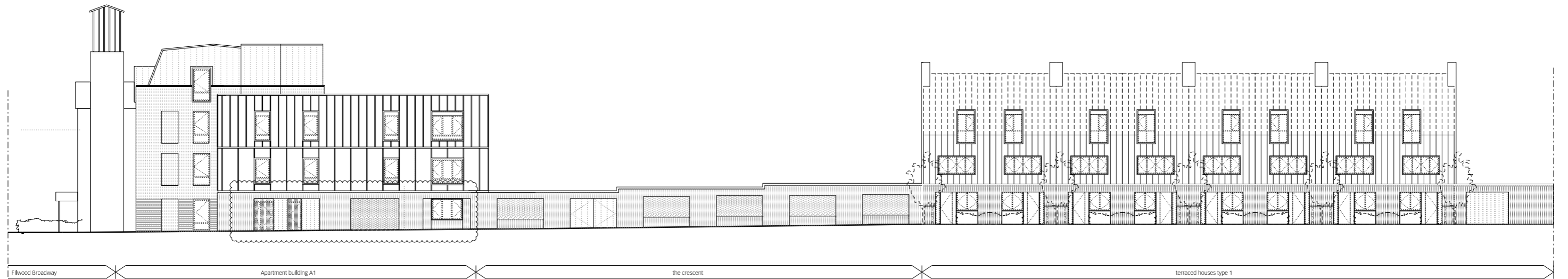
drawing title
 proposed masterplan

scale at A1	scale at A3	drawn	date
1:500	1:1000	CS	06.22

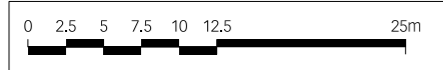
job no.	drawing	rev.
1062AE2	P0101	D



1. Sitewide elevation along Filwood Broadway - East



2. Sitewide elevation along the Mews - North



rev	date	by	revisions
A	19.12.22	CS	Ground floor door setting out of the back of house of building A1 has been revised.

key plan notes



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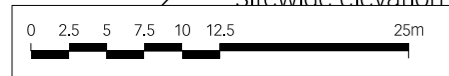
project	sitewide elevations			
Filwood Broadway Cinema				
client	scale at A1	scale at A3	drawn	date
AECOM	1:150	1:300	CS	06.22
	job no.	drawing	rev.	
	1062AE2	P0401	A	



1. Sitewide elevation along the Mews - South



2. Sitewide elevation along Hartcliffe Road - South



rev date by revisions

key plan

notes

architect



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project

Filwood Broadway Cinema

sitewide elevations

client

AECOM

scale at A1

1:150

scale at A3

1:300

drawn date

CS 06.22

job no.

1062AE2

drawing

A0402

rev.

-



