

Amendment Sheet
20 September 2023

Item 1: - 27A Stonebridge Park Bristol BS5 6RP

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| 46 | <p>Further comments received from third parties-</p> <p>Impact on PROW to the south of the application site- No details are provided to how access will be maintained during construction. Case officer response: a provision asking specifically for details of maintaining an open PROW will be added to the standard Construction Management Plan condition.</p> <p>Concerns were raised by a third party regarding the drainage design and proposed storm water discharge into the brook. The Flood risk officers have advised that the standard drainage condition will cover this detail and will be reviewed by the Flood Team in due course.</p> |
| 47 | <p>Ward Cllr Francis has made additional comments-</p> <p>I am objecting to the application on the grounds of the impact on the residents as I believe that this is a major consideration for residents. As a Councillor, how can I object to housing and housing for vulnerable people? What I can do is advocate for a community who have been respectful in their objections. They want to feel heard and listened to about how supportive and tolerant that they have been over the years about living in front of a Level 1 accommodation. They have accepted the level 2 provision and now they are being asked to accept more. This land belongs to the organisation, so when will the building stop. They have already destroyed the natural habitat when they cleared the area to ascertain if there was nature and fauna present, only to conclude no, which I find hard to accept. Other options for build should/could have been considered before overwhelming the community. I am clear that whilst there have been consultations, their views and concerns remains unresolved.</p> |
| 56 | <p>Revised Construction Management Plan condition-</p> <p>5. Construction management plan</p> <p>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:</p> <ul style="list-style-type: none"> • A 24-hour emergency contact number; • Hours of operation; • Parking of vehicle of site operatives and visitors (including measures taken to taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction); • Routes for construction traffic; |

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| | <ul style="list-style-type: none"> • Methods of preventing mud being carried onto the highway; • Locations for loading/unloading and storage of plant, waste and construction materials; • Proposed temporary traffic management arrangements including hoardings and/or footway closures; • Proposed temporary traffic management measures along the nearby PROW (BCC/241/10, BCC/242/10, & BCC/241/20) during works to install the proposed surface water drain shown on approved drawing no. 8930/02_Rev_A); • Measures to protect vulnerable road users (cyclists and pedestrians); • Arrangements for turning vehicles; • Arrangements to receive abnormal loads or unusually large vehicles; and • Methods of communicating the Construction and Maintenance Management Plan to staff, visitors and neighbouring residents and businesses; and • Restrictions on loading or receiving deliveries between the hours of 7-9:30am and 3:30-6pm on weekdays. <p>Reason: In the interests of safe operation of the adopted highway in the lead into development during the construction phase and ongoing maintenance of the development.”</p> <p>Additional conditions</p> <p>Updated BNG assessment condition required to address comments made regarding some missing data. The BNG metric doesn't have any data in the 'Delay in starting habitat creation (years) column for habitats created or enhanced. The delay is the no. of years between the habitat being cleared and the landscaping commencing. A net gain is likely still going to be achieved but the metric needs to be completed fully. Following condition is necessary-</p> <ul style="list-style-type: none"> • Prior to the commencement of development, a revised Biodiversity Net Gain assessment is required to address the missing date in the 'Delay in starting habitat creation '(years) column for habitats created or enhanced. The metric shall be approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the approved detail. <p>Reason: To ensure that complete information is presented in the BNG assessment.</p> <p>To ensure that electric heating is not proposed -an updated energy strategy will be required prior to commencement of development removing the reference to Low Surface Temperature Panel Heaters.</p> <ul style="list-style-type: none"> • Prior to the commencement of development and updated Energy and sustainability statement shall be submitted to and approved in writing by the local Planning Authority. The revised statement shall remove reference to Low Surface Temperature Panel Heaters and provide details of how the development will comply with the heat hierarchy and also ensure that a minimum 20% saving will be made on residual energy use. <p>Full details of the air source heat pumps (including locations of installation) shall also be provided.</p> |

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| | <p>The development shall be carried out in accordance with approved strategy and the renewable equipment shall be installed before occupation of each relevant unit.</p> <p>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)</p> |
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Minutes – 9 August 2023.

To replace current paragraph 7 with the following:-

‘The TDM stated that the option of an RPS to deal with overspill parking as a result of the development was not currently being pursued by the Council Administration, which has publicly stated it wished to see such RPSs command overwhelming support from local residents. The applicant had indicated that they would be willing to contribute towards a RPS. However, the TDM did not consider, on balance, that this development would create a sufficiently ‘severe impact’ on the highways locally that- should Members be minded to Refuse the application- such a ground for refusal should be sustainable in planning terms.’