Development Control Committee A – 24 April 2024

ITEM NO. 3

WARD: Southville

SITE ADDRESS: Former Pring & St Hill (Plot 1) Malago Road Bristol BS3 4JQ

APPLICATION NO: 22/06085/F Full Planning

DETERMINATION DEADLINE: 30 September 2023

Redevelopment of the site comprising the erection of three buildings to provide purpose built student accommodation (sui generis) with new vehicular access, disabled parking and servicing arrangements, public realm works and landscaping. (Major)

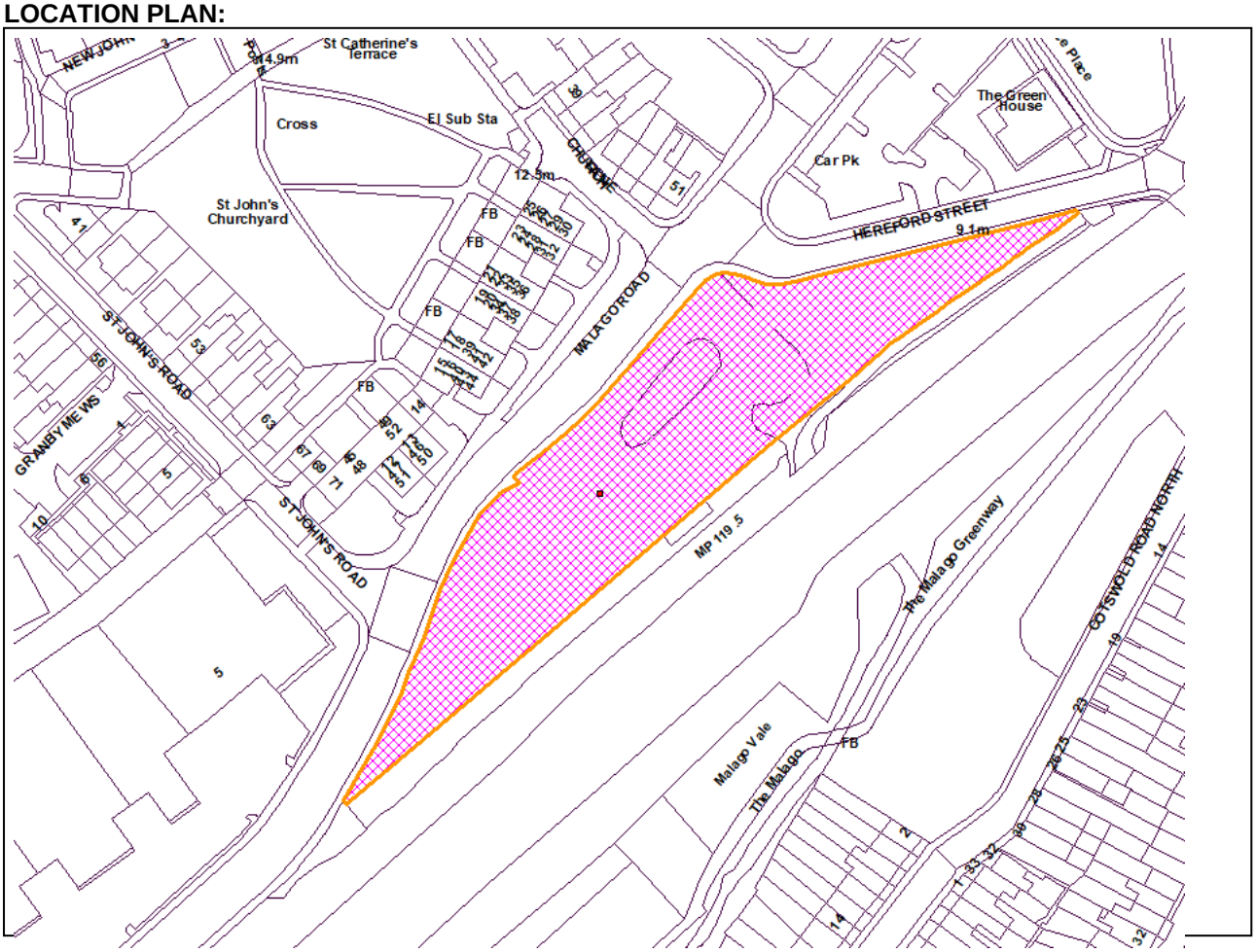
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Avison Young
St Catherine's Court
Berkeley Place
Bristol
BS8 1BQ

APPLICANT: Malago Road Bristol Limited

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

LOCATION PLAN:



1. SUMMARY

1.1 The application seeks full planning permission for the construction of three buildings to provide purpose-built student accommodation (sui generis use) with new vehicular access, disabled parking and servicing arrangements, public realm works and landscaping.

1.2 The proposed development comprises of 484 student bed spaces across three buildings (Block A-C). Block A to the south of the site is lowest in scale at 5 – 8 storeys; Block B in the centre of the site ranges in height between 6 – 10 storeys and Block C to the north of the site ranges in height between 7 – 10 storeys where Malago Road meets Hereford Street

1.3 The application is being reported to committee due to a significant number of public objections and local councillor objections.

1.4 The Officer view is that principle of purpose-built student accommodation within Bedminster (identified as a Growth and Regeneration Area) is acceptable and the provision of student accommodation is a notable public benefit, which will make a significant contribution to Bristol City Council's housing land supply.

1.5 The massing and height of the buildings is moderated through the stepped design, ensuring that these buildings do not appear overly dominant in views from the surrounding areas. The height is appropriate in the existing and emerging context, within the Bedminster Regeneration Area. The detailed design and architecture of the buildings is of a high quality and would mitigate the height of the buildings.

1.6 The proposal includes a sufficient quantum of high-quality public and communal open space and would facilitate improvements to Malago Road/Hereford Street and enhance access to the River Malago.

1.7 The student accommodation would benefit from sufficient levels of daylight and outlook. There would be an acceptable level of internal and external communal amenity space, benefitting from a good availability of sunlight. Future residents would not be exposed to an unacceptable level of noise. With regard to overheating, the current assessment shows a risk of overheating from 2050 onwards. The applicant is working to address these concerns and a verbal update will be provided at committee.

1.8 With the recommended conditions, future residents would not be at an unacceptable risk of flooding, fire, land contamination or poor levels of air quality. The development would also not increase these risks elsewhere off-site. The impact of the development on ecology would be acceptable and the development would achieve biodiversity net gain; 234.12% gain in area habitat units and 100% gain in hedgerow habitat units.

1.9 In terms of highways impact, it is Officers' view that the level of car and cycle parking proposed and the arrangements for refuse collection, servicing and deliveries are acceptable. Contributions towards local highways works and parking control mechanisms will be secured by S106 agreement to ensure that transport impacts in the locality are mitigated.

1.10 As a result of the spacing between the proposed buildings and the neighbouring properties, the development would not result in an unacceptable impact on daylight/sunlight provision or outlook to neighbouring residents. Noise arising from the development can be effectively mitigated through a management plan, to be secured by condition.

1.11 For these reasons, the application is recommended by Officers for approval.

2. SITE DESCRIPTION

2.1 The application site is known as 'Plot 1', or the 'Pring and St Hill' site in the Bedminster Green Framework. The site is currently vacant, comprising of hardstanding, but it was most recently used as a car wash and by a charity providing temporary accommodation for the homeless. Prior to this, the site was in longstanding use as an engineering works and foundry owned by Pring and St Hill until its closure in 2003 and then its demolition in 2009.

2.2 The site lies to the east of Malago Road and south of Hereford Street in Southville ward, south Bristol. The site is approximately 0.65 hectares in area and it is bounded by roads to the north and west, and the railway line to the east and south.

2.3 The land use immediately surrounding the site is varied in nature, including residential, retail, light industrial, car parking and green space.

2.4 The railway line bounding the site to the south is served by the nearby Bedminster train station, beyond which is Windmill Hill, a predominantly residential area comprising of terraced dwellings.

2.5 Within approximately 500 metres of the site to the north is East Street, a local high street for the Bedminster area. Within a similar distance to the east of the site is the Whitehouse Lane Principle Industrial and Warehousing Area (PIWA) comprising of light industrial uses, as well as a community city farm.

2.6 The River Malago runs through the site to the north-east corner. With respect to flood risk from fluvial and tidal sources and with reference to the Environment Agency (EA) flood mapping, the application site is located within Flood Zone 2 (Medium Probability of flooding), with the Malago River located within Flood Zone 3 (High Probability of flooding). The EA's surface water flooding map also shows there are small areas to the north west and south east of the site at medium to

high risk of surface water flooding.

2.7 The application site is located within an Air Quality Management Area (AQMA) (declared due to exceedance of nitrogen dioxide objectives and, as a precautionary measure, exceedance of objectives for particulate matter (PM10)).

3. RELEVANT HISTORY

3.1 The application site was the subject of two refused planning applications and dismissed appeals in 2021. These applications were:

a) 19/00267/F – Redevelopment of the site to provide 74 No. student cluster units and 40 No. affordable housing units (social rented), flexible ground floor community/commercial use (Use Class A1-A5/D1/B1). Landscaping, access and public realm works and associated works to the Malago Road.

   Refused planning permission in September 2019 on the grounds that: by reason of its height, scale, massing and overall design quality, the proposed development would have been unacceptable in design terms; the Flood Risk Assessment and Drainage Strategy failed to demonstrate that the impacts of climate change and surface water drainage had been adequately taken into account; and adequate emergency access had not been provided to the Malago River for the Environment Agency, failing to demonstrate that flood risk would not have increased as a result of the development.

   An appeal against the refusal of this application was dismissed in April 2021 (APP/Z0116/W/19/3242232 – referred to as Appeal A).

b) 19/05740/F – Redevelopment to provide student accommodation across four development blocks, landscaping, access, public realm works and associated works to the Malago River.

   An appeal against non-determination was dismissed and planning permission refused in April 2021 (APP/Z0116/W/20/3249159 – referred to as Appeal B).

3.2 These two previous planning appeals were dismissed solely on the grounds that the proposal would have adversely affected the character and appearance of the area. The Inspector did not agree with concerns raised in respect of flood risk, river access and provision for the adjacent river restoration scheme.

4. APPLICATION

4.1 The application seeks full planning permission for the construction of three buildings to provide purpose-built student accommodation (sui generis use) with new vehicular access, disabled parking and servicing arrangements, public realm works and landscaping.

4.2 The proposed development comprises of 484 student bed spaces across three buildings (Block A-C). Block A to the south of the site is lowest in scale at 5 – 8 storeys; Block B in the centre of the site ranges in height between 6 – 10 storeys and Block C to the north of the site ranges in height between 7 – 10 storeys where Malago Road meets Hereford Street.

4.3 At ground floor level, the layout also incorporates student amenity space, secure and covered cycle parking, laundry facilities, refuse facilities and, in Block C, management space. Private outdoor student amenity courtyard space is proposed at ground floor level to the south of Block B, together with roof terraces for student use on Blocks A and B.

4.4 The application also includes a proposed landscape masterplan which incorporates Bristol City Council's (BCC) plans for the restoration along the River Malago. Tree planting is proposed, integrating with BCC's plans to deliver strategic highways improvements along the length of Malago Road.

4.5 Two lay-bys are proposed along Malago Road and Hereford Street, to enable refuse collections and servicing. The proposed development will be largely car free, but with three disabled parking spaces located at the southern end of the site which will be accessed from Malago Road. The development also includes secure and covered cycle parking for 130 bikes, split between three compounds – one for each building. This provision includes 12 spaces within Sheffield stands for non-standard cycles There are also proposals to include 20 Sheffield stands (40 spaces) in external areas for visitors.

4.6 The application, as originally submitted in December 2022, proposed a total of 474 bedrooms. The application was revised in March 2024 in the following manner:

- Revisions to the layout of the public realm, landscaping and access areas to respond to BCC Urban Design and Transport Development Officer comments, as well as those of the Environment Agency and Bristol Waste;

- Change in the footprint of the buildings to accommodate a revised drainage strategy and requirements from BCC during land transfer discussions to deliver the strategic highway works through Bedminster Green;

- Internal reconfiguration of the buildings to accommodate a second staircase to future-proof the development in light of the anticipated emerging Government requirement for second staircases on all new buildings that are taller than 18 metres (this latter change resulted in the originally proposed massing being able to accommodate fewer student rooms).

- An increase in part of the lower element of Block A by a storey (providing an additional 7 units).

- An increase in the upper element of Block B by a storey and part of the lower element of Block B by a storey (providing an additional 9 units);

- An increase in part of the lower element of Block C by a storey (providing an additional 18 units);

- This results in an increase of 10 student bedrooms, resulting in a total of 484 student bedrooms.

5. STATEMENT OF COMMUNITY INVOLVEMENT

5.1 In line with Bristol City Council's Statement of Community Involvement, the applicant has undertaken a programme of public consultation with the local community. This has included engaging residents of Bristol, as well as key local stakeholders. A public consultation event was held in July 2022, and the proposals were published online July and August 2022, allowing the public to comment on the proposals. The website was subsequently updated in October 2022.

5.2 Beyond the main online consultation exercise, the applicant engaged in the following consultation activities with local stakeholders and community groups:

- Briefings with Ward Councillors Tony Dyer, Christine Townsend, Lisa Stone, Mark Bradshaw; Councillor Tessa Fitzjohn also attended the public consultation event;

- Meetings with Bedminster Improvement District; Action Greater Bedminster and the Windmill Hill and Malago Road Action group; and

- Attendance at the Bedminster Landowners' meeting.

5.3 The Statement of Community Involvement submitted with the application details responses to the main comments made, but it is not clear if any changes to the proposals were made as a direct result of the comments made during the public consultation period.

5.4 RESPONSE TO PUBLICITY AND CONSULTATION

5.4.1 <u>Public Response</u>

A total of 195 neighbours within the vicinity of the scheme were notified by letter and a site notice was erected.

Two rounds of public consultation took place; first in December 2022 and then a second round in March 2024 following receipt of revised proposals.

A total of 137 comments were received in response to the application; 76 during

the first round of public consultation and 62 during the second round.

Of these, 1 response was in support of the scheme, from the University of Bristol.

A total of 136 comments were in objection to the scheme and raised the following concerns:

Social

- Concern raised regarding the transient nature of students and their lack of contribution and benefit to the community.
- Comments that such land should be safeguarded for homes and social housing for local people in Bristol.
- Concern regarding noise and light disturbance from student parties (especially on the roof terrace).
- Concern raised about the impact on existing amenities (e.g. shops, GP, dentist and schools) and infrastructure (e.g. car parking, buses).
- Comments that the extent of consultation was inadequate and should have included the whole of Windmill Hill.
- Concern that sunlight will be blocked for vulnerable people living in Malago Road Apartments.
- Concern that windows not opening will have a negative impact on the mental health of students.

Environmental

- Concern that there will be increased cars and traffic, resulting in more pollution.
- Concern regarding energy sustainability and overheating of the building during operation.
- Concern that ecology and biodiversity have not been fully considered, such as light illumination on the bat corridor.
- Concern regarding lack of green space and trees proposed.
- Concern that the proposed public garden is in the shade of the development.
- Concern regarding existing and future flooding of the River Malago.

Economic

- Concern regarding no space for new small business and enterprise to support jobs and skills.
- Concern that the value of existing properties will fall.

Design

- Concern regarding the height, massing, and density of the building in comparison to adjoining buildings/rest of Bristol.
- Concern raised regarding overlooking, overshadowing and right to light for adjoining buildings.
- Concern raised that the design is low quality and does not add to the visual amenity and townscape character.
- Concern about the design being out of keeping with the existing low rise local Victorian housing character and conservation area.
- Concern that the development creates a physical wall between Windmill Hill residents and Bristol city centre.
- Concern that the development blocks skyline and vistas to/from Windmill Hill.
- Concern that wind tunnels and downdrafts will be created.
- Concern regarding the accuracy of the TVIA images.
- Concern than urban realm is poor and there is no active frontage or integration with wider context.
- Concern regarding the safety elements such as stairwell and sprinkler systems within the development.

5.4.2 Councillor responses

Ward Councillor Tessa Fitzjohn has submitted two objections; one to the scheme originally proposed and one to the amended plans.

Councillor Fitzjohn has stated concerns about the height of the buildings, overshadowing, loss of light and privacy for neighbouring properties, impact of light pollution on residents and on bats, volume of traffic generated by students, noise pollution and overall density of the development. Cllr Fitzjohn considers that an extreme example of overdevelopment and poor design. The massing is considered to create a solid wall creating shadow and obscuring views. Cllr

Fitzjohn raises concern about the need for social and affordable housing for residents in the area.

Councillor Lisa Stone has raised concerns with the number of student bedspaces proposed, concern that student accommodation is large HMO style accommodation, and that the student housing does not contribute to the housing supply. Concern is raised regarding financial contributions towards restricting parking in the area. Cllr Stone consider that the BREEAM assessment is not future proofed, there would be comfortable microclimatic conditions for occupants, there is a lack of adequate outdoor space and the density of the development is too high.

5.4.3 Response from interest groups and organisations

Windmill Hill And Malago Community Planning Group (WHAM) – Objection

WHAM have provided two responses to the application. The following issues were raised:

- Height: The revised plans exacerbate the issues due to an increase in height compared to the originally submitted plans. The proposal is not good design, it is simply less bad than the previous schemes. The scheme contravenes the Bedminster Green Framework in Buildings B & C and the Urban Living SPD.

- Views: Views in and out of the Hill will be compromised and this is worsened by increased height. Insufficient gaps between buildings.

- TVIA: The TVIA does not show the true impact of the scheme, as some trees have been removed, trees are shown in full leaf and some images seem too small.

- Infrastructure: No space for support facilities is provided. Concern that there will be pressure on local amenities.

- Daylight: Concern regarding loss of light to the Malago road development and end four houses of Church Road.

- Privacy: Roof gardens will create overlooking, light and noise pollution. There will be overlooking from single aspect rooms and mutual overlooking between the rooms.

- Parking: Concern around controlling parking in the locality, insufficient space for dropping off students and unpacking resulting in congestion.

- Student housing: Concern that the provision is in excess of identified needs. The site could have accommodated a modest scale residential development and 200 student bedrooms.

- Overheating and energy: A high number of rooms fail overheating measures and rely on mechanical options which drive up energy usage. This does not appear to be in line with the spirit of intent of policy or the practice note. The scheme should be redesigned to limit energy use.

- Urban realm: There is little in the way of active frontage along Malago Road.

University Of Bristol – In Support

The applicant has engaged with the University, allowing input into the proposals from an early stage. Further consultation is scheduled to continue through detailed design, when more exacting compliance with our recently published Minimum Design Requirements (MDRs) will be pursued.

Our engagement focused on the student residential accommodation component of the proposals and relates to four principal criteria that form the basis of this response. These are:

1) New Student Accommodation: Does the University support the product, price and type of accommodation?

   Yes. The proposals meet the University's commercial criteria as rooms will offer students facilities at an appropriate rent point. The rooms are broadly compliant with our minimum design requirement (MDR) for preferred clusters of between 6 and 10 bedrooms but up to 12 bedrooms by exception. The scheme does currently have some 5-bed clusters and 12-bed clusters.

2) Planning and Placemaking: Does the University support the planning use and quantum on this site?

   Yes. The proposals meet the University's criteria, which include being within 2 miles of the University's Clifton Campus, and closer still to our new campus at Temple Quarter. In providing 484 beds they meet our MDR of 250 new bedrooms in any one location. They also respond to emerging planning policy H7, the general provision of which are: to ensure that there will be no adverse impacts on surrounding communities and areas; to be subject to an appropriate management regime; to be car-free and deter occupants from the parking of cars elsewhere in the city; to make provision for disabled access and disabled parking for occupants and visitors; to include active frontages and incorporate active ground floor uses wherever possible and appropriate.

3) User Experience and Wellbeing: Does the University support the proposed operation and service provision?

   Yes. These proposals are supported. This includes; en-suite rooms of 12.75sqm, against MDR of 11 sqm/room; standard rooms of 9.80sqm against MDR of 9 sqm/room; provision of 486sqm amenity space at an allocation 1sqm/bedroom, against MDR of 1sqm/bedroom; a total of 130 internal bike spaces, meeting the MDR of 1 space for every 4 bedrooms; and a 24/7 attendance throughout the

year; and 10 DDA compliant rooms, which equates to 2% of the total number of beds, which is line with our MDR of 2%. The University requires one operating company to be appointed to manage the three blocks.

4) Architecture and Design: Does the University consider the architecture and design to be of sufficiently high standard?

   Yes. Taking on key quality indicators as set out in the City Council's Urban Living Assessment, the University is satisfied by the standard of design in these proposals. These relate to the proposal's response at the scale of City, Neighbourhood, Block and Street. A good quality has also been achieved in relation to the design of shared access, internal spaces, private outdoor space and individual homes. In addition to these core criteria, the University is also supportive of the applicant's response to the special character of the Malago River, and the inclusion of rooftop amenity space.

5.4.4 Response from external consultees

Environment Agency – No objection

Comments received in response to the original proposal, received 10 March 2023:

"We have reviewed the Flood Risk Assessment (FRA) prepared by Hydrock, 24445- HYD-XX-XX-RP-FR-0001 dated 20 December 2022. We are generally satisfied with the flood risk mitigation proposed.

We are pleased to see that Block C has been sufficiently offset from the River Malago, a designated Main River. This will help make space for the river, the emerging river restoration scheme and emergency operational access free from height restriction. Notwithstanding the above, we have a number of queries, we would welcome further detail on in order for us to provide a substantive consultation response:

Access to the River Malago
Comments on plan TM542-LA04 Revision D - Landscape Planting GA:

- It appears there is limited (if any) space for machinery or vehicles required to access the site in an emergency to safely turnaround.

- It would be challenging to reverse a 4x4 with attached trailer, which be used to transport smaller machinery. Can a slightly wider area to allow turning be accommodated for the vehicle? This would allow the trailer to be dehitched and then reconnected. For example, a grasscrete or similar surfacing instead for part of the area at LW and PL2.

Comments on plan TM542-LA03 Revision D - Landscape Materials GA:

- Due to the red line site boundary it is not easy to determine whether this is a dropped kerb into the access route alongside the river. Please can the applicant update the drawing to confirm?

- We welcome confirmation whether or not the retaining wall detailed for the river restoration scheme is to be delivered by Bristol City Council.

- P3, we need to understand what is the loading limit behind this retaining wall with use for machinery? Consideration needs to be given to whether clay pavers can take load from machinery if emergency access was needed.

- Please confirm whether the railings, R1, will be delivered by the developer or Bristol City Council as part of the river restoration scheme. We have requested several stretches of the railings to be demountable. We require confirmation of which planning application this will fall within so we can request and secure the necessary details by means of condition.

- We can condition further details on the demountable timber benches.

- In due course we should be provided with the access code or key for any bollards. This will likely also be required by Bristol City Council and appointed management company for the scheme by the developer.

Comments on plan 24445-HYD-PH1-XX-RP-D-1002 - Maintenance and Emergency Access plan, prepared by Hydrock:

- Table 2 still makes reference to access for machinery through columns which no longer forms part of the scheme near the river (Table 2, point 3). Please can this be reviewed and updated.

- In due course we should be provided with the contact details for Malago Road Bristol Limited.

- Table 3, point 2.3 a wide range of machinery could be needed based on the emergency. Long reach excavator, 4 x 4 with trailer or winch tractor to pull out blockages for example. This detail should be added and relates to our above query regarding anticipated loadings and slightly wider area to assist turning.

Pending confirmation of the above, we object to the proposals on flood risk grounds. We would anticipate, subject to satisfactory clarification (where required) on the above points, we would be able to provide a substantive, conditional response in due course."

The EA provided further comment in response to the revised proposals in March 2024, which included an updated Maintenance and Emergency Access plan. These comments were received on 20 March 2024 and state as follows:

"We have **no objection** to this application subject to the inclusion of the following conditions and informatives being included in any grant of planning permission".

Bristol Waste – No Objection

Comments in response to the original proposal, received 15 Feb 2023:

"I have looked at the documents accompanying this application but could not find the detail as to how many bed spaces blocks A, B & C had to produce an output chart of the container requirements for the two main collection points. Bristol Waste would welcome dialogue with the developer as the scheme develops to make sure there is sufficient storage space in the collection points and our crews can gain safe access & egress".

Comment on revised proposals - 6 March 2024: "The Refuse Strategy on page 17 of the Design and Access statement Addendum has been correctly adjusted to reflect the number of containers Bristol Waste Company advised the developer"

Historic England – No Comment

We do not wish to offer any comments on this application.

Avon Fire & Rescue – No Objection

In summary, Avon Fire & Rescue have requested the installation and five years maintenance of one fire hydrant – at a cost of £1,500 +VAT.

5.5 RESPONSE FROM INTERNAL CONSULTEES

5.5.1 Urban Design Team

The Urban Design Team have provided comments on the original proposals and the revised plans from March 2024. These comments are referred to in more detail in section 9 in the key issues section of this report below.

5.5.2 Flood Risk Team – No Objection

The proposed discharge rates are now acceptable in the updated drainage strategy. The applicant has assumed the adjacent river restoration works have been constructed to form the basis for their drainage strategy and discharge rates (scenario 2), however they have also stated that the program for the river restoration construction is uncertain. It is recommended that a pre-occupation condition is applied to ensure that the site is not occupied, until either the river restoration is constructed, or additional storage is provided on site to ensure the site meets the lower discharge rate for scenario 1 (no river restoration), as detailed in the Bedminster Green Framework FRA.

We note the use of an outfall into the River Malago. This is classified as Main River and therefore the applicant will need to apply for an Environment Agency permit to undertake these works. Please can confirmation be provided via pre-commencement condition to evidence that this permit has been applied for and approved. Further detail will need to be provided to show the detailed design and maintenance arrangements for the proposed SuDS (green roof, bioretention

features and attenuation tanks) prior to commencement.

Further detail will also need to be provided to show the detailed design of the outfall and associated retaining wall to which it resides. Confirmation will need to be provided to show that the outfall and retaining wall aligns with the adjacent river restoration proposals; this includes evidence that the development outfall aligns with the provision of scour protection around the outfall for the proposed discharge rate/pipe diameter in the adjacent river restoration proposals. It should also be evidenced that the Plot 1 development outfall details (location, diameter etc) align with those detailed in the adjacent river restoration outfall proposals. This can be requested through the following pre-commencement condition.

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.

We also note that the outfall into the River Malago is located on a retaining wall and this wall is required to support the 5m Environment Agency access road to the river to the south of Block C. No details of this retaining wall have been submitted as part of the proposals. Given the wall is critical to ensure the drainage strategy is feasible and the EA access strip can be constructed, please can detail be provided to show the detailed design of this wall. Detail will need to be provided to confirm that both Wessex Water and Network Rail have approved this retaining wall design. This detail can also be provided via a pre-commencement condition.

5.5.3 Transport Development Management (TDM) – No Objection

Commenting on the revised scheme, TDM stated that cycle parking proposals have regressed compared to the original submission. The proposed ground floor site plans across all three blocks only show 2 Sheffield stands (4 spaces). This is a significant reduction in the previously accepted (6 Sheffield stands, 12 cycle parking spaces) number and this level was below what TDM had sought (the TDM design guide sets out for student accommodation a minimum of 25% should be accessible).

TDM requested that the plans be amended to reflect the agreed upon Sheffield stand cycle parking level.

Following this comment, revised plans were received on 5th April showing 6 Sheffield stands/12 spaces.

The Sheffield stands shown on the ground floor plans have insufficient spacing between the stands and the walls therefore reducing the usability and number of actual available Sheffield stand spaces. However, amendments to the layout can be secured via a suitably worded condition.

5.5.4 Nature Conservation – No Objection

The site is located in an urbanised area and is not within or directly adjacent to any designated wildlife sites. The site is not within the West of England Nature Partnership (WENP) Nature Recovery Network. The site is adjacent to the 'Railway between A38 Road crossing and Bath Road' Wildlife Corridor, though it is not considered this development will have an impact on this site.

The Preliminary Ecological Appraisal (PEA) (Greengage, February 2024) appropriately describes the ecological features of the site and mitigation required. The bat surveys (Greengage, July & September 2022) identified value for commuting and foraging bats on the Malago River and the adjacent railway just outside the site. A sensitive lighting design is conditioned, and bat boxes are included in the Ecological Mitigation and Enhancement Strategy also conditioned. The river restoration works on the Malago River which are proposed under the 23/00611/FB planning application will enhance the river and riparian habitat and improve this for protected species like bats.

The Biodiversity Net Gain Assessment (BNG) (Greengage, February 2024) calculates a 234.12% gain in area habitat units and 100% gain in hedgerow habitat units. This is supported, and a 30-year Habitat Monitoring and Management Plan (HMMP) is conditioned. A finalised soft landscaping plan with a species schedule is also conditioned.

5.5.5 Public Protection (Contaminated Land) - No Objection

No objection, subject to recommended conditions.

5.5.6 Building Bristol – No Objection

The development will require an Employment & Skills Plan in line with guidance issued by the local authority (www.buildingbristol.com). The applicant is welcome to make contact with Building Bristol as soon as possible to discuss the targets and requirements of the ESP.

No objection raised to the scheme by Building Bristol.

5.5.7 Pollution Control (Noise) – No Objection

In February 2023, Pollution Control commented on the original scheme stating:

“I am happy with the approach and methodology used in the acoustic report which finds that the existing noise climate at the site is dominated by traffic and that noise from regular train movements is another substantial contributor.

The report acknowledges that the project is at the early stages of design but gives an early indication of the insulation and ventilation needed to provide suitable noise levels within both internal and external living spaces. It must be noted that recommended internal noise levels will only be achieved when windows are closed and that secondary ventilation will have to be provided and that noise levels within several external amenity spaces will largely be above recommended levels.

Whilst this may be acceptable in noise terms I would advise that paragraph 2 of Planning Practice Guidance Noise states that noise should not be considered in isolation, separately from the economic, social and other environmental dimensions of proposed development. As residential properties in this development will have to keep windows closed in order to maintain recommended internal noise, secondary ventilation will be provided to ensure suitable living conditions. Having to keep windows closed could be considered unreasonable and could contribute to an unsatisfactory development if there are other reasons here why permission should not be granted."

Comments in response to the revised proposals, received 15 March 2024 state: "I would confirm that I am happy with the amended acoustic report and have no objection to this application".

5.5.8 Archaeology – No Objection

Recommended archaeological programme of works (pre-commencement and pre-occupation) should be applied in this case, as recommended on all previous proposals for development on this site.

5.5.9 Sustainable Cities Team – Objection

The overheating report sets out that windows have been assumed unopenable for the purposes of the assessment (predominately mechanically ventilated scenario) but that they are openable for user comfort.

The revised overheating assessment includes assessment of overheating vulnerability for the lifetime of the development. However, there remains significant failures from 2050 and the assessment doesn't address this and provide further passive/ active measures in order to address those failures.

As weather file 2050 covers the years 2041-2070, the development may well be facing these excess temperatures in 2041, only 15 years following occupation (assuming occupation is Jan 2026). As such, at present the strategy doesn't adequately address valid overheating concerns for the development contrary to Local Plan policy BCS13 and emerging policy NZC4.

Any failures to the 2050 weather files should aim to be addressed in design stage and mitigation measures shown on plan Failures at 2080 weather file need to be discussed and any proportionate mitigation measures included - for example this could be ensuring that there is sufficient plant space / ceiling space for the required increased flow rates for MVHR to ensure adequate internal temps at 2080, or inclusion of fixings to be able to add solar shading at a later date.

For acoustically challenged developments, there may be a need for mechanical cooling due to the constraints of windows needing to be shut (other similar developments have provided tempered air through MVHR) from 2050 onwards. However, this is only acceptable where development has included all relevant

passive measures first so as to reduce / minimise the cooling load and thereby the energy use from cooling required, and in this case many passive measures do not appear to have been fully explored.

Further information in response to these comments is being compiled by the applicant and an update will be provided to Members at the committee meeting.

5.5.10 Air Quality – No Objection

An air quality assessment has been submitted as part of the planning application. Impact of dust from construction activities, emissions from construction vehicles and emissions from vehicles during the operational phase of the development have been considered. An acceptable assessment methodology has been used. The cumulative impacts from other development within the area have also been considered.

During the construction phase, mitigation measures, as outlined in Section 6 of the air quality assessment, should be conditioned as part of any planning permission to ensure emissions of dust and PM10 are not significant during this phase of the development. Modelling of construction vehicle emissions was conducted and demonstrated that the impact during this phase were considered negligible.

Operation impacts, which considered emissions from additional vehicle movements during the planned opening year, were also shown to be negligible.

With the appropriate mitigation measures conditioned during the construction phase, there are no objections to the development proposals on grounds of air quality.

5.5.11 Tree Officer – No Objection

No objection, subject to recommended conditions.

6. RELEVANT POLICIES

National Planning Policy Framework – September 2023

Planning (Listed Buildings & Conservation Areas) Act 1990

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.

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

7. KEY ISSUES

8. Is The Proposed Development Acceptable In Principle?

8.1 The site has been vacant since approximately 2009, but prior to this was in use as a factory – the site therefore falls within the definition of previously developed land, as set out in the NPPF. Policy BCS20 of the Core Strategy states that development should maximise opportunities to re-use previously developed land.

8.2 The principle of redevelopment of the site for residential uses has been long established, by the grant of planning permissions 07/05761/F and 11/01608/R. Furthermore, while the recent appeals were dismissed, the Inspector noted that the principle of purpose-built student accommodation within Bedminster (identified as a Growth and Regeneration Area) was acceptable and the provision of student accommodation was a notable public benefit of the proposals (paragraph 47).

8.3 Policy BCS5 sets out that the Core Strategy (2011) aims to deliver new homes within Bristol's existing built-up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.

8.4 National Planning Policy Guidance confirms that student accommodation can count towards an authority's five-year housing land supply. Bristol City Council's 'Residential Development Survey 2021: Main Findings Report' published in May 2022 includes student units when calculating BCC's housing land supply. According to the methodology set out in the Housing Delivery Test measurement rule book (published July 2018) the proposed development would make a contribution of 194 homes to BCC's housing land supply. This represents a significant public benefit.

8.5 With regard to the use as student housing, Policy DM2 of the Site Allocations and Development Management Policies document (2014) sets out that specialist student housing will be acceptable in locations outside of the city centre where it meets two broad criteria, namely:

i) that it would not harm the residential amenity or character of the locality through noise, parking, physical alterations to buildings and inadequate cycle/refuse storage; and

ii) that it would not contribute or create a harmful concentration of such uses within a locality through changing housing mix or exacerbating existing harm.

8.6 Criterion (i) is assessed in detail in later sections of this report but, in summary, the scheme is acceptable in these respects subject to mitigation secured through planning conditions and obligations.

8.7 With regard to criterion (ii), draft policy H7 in the Publication Version Local Plan (2023) sets out the need for specialist student accommodation in Bristol to meet demand expected through growth in student numbers and expansion of the University of Bristol. In accordance with draft policy H7 the application proposals have the support of the University of Bristol, evidenced by a letter submitted during the consideration of the application.

8.8 Draft policy DS8 sets out that up to 1,600 student bedspaces may be provided in Central Bedminster. In addition, the 'Proposed Uses' section of the Bedminster Green Framework states that:

8.9 "Student accommodation can contribute towards regeneration and should form part of a mixed housing offer in the interests of mixed and balanced communities."

8.10 In the Bedminster Green area, construction is underway at nearby Plot 3 which will provide 819 student bedspaces. When looked at cumulatively, the Plot 3 scheme and the current application would not exceed the 1,600 bedspace aspiration set out in the emerging Local Plan.

8.11 In addition, policy BCS18 of the Core Strategy supports a neighbourhood with a mix of housing tenures, types and sizes to meet the changing needs and aspirations of its residents. Given the support for student accommodation in this location as set out in the Bedminster Green Framework, the principle of the development is in accordance with Policy DM2(ii) and is acceptable.

9. Is the Design and Character of the Development acceptable?

9.1 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.

9.2 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.

9.3 This application follows two previous refusals and two dismissed appeals. The submitted Design & Access Statement and addendum report include a comparison of the layout and massing of these previously refused schemes and the current scheme. In summary, the previous proposals included four blocks which had a greater mass and were sited closer to the boundaries with Malago Road and Hereford Street.

9.4 In dismissing the previous appeals, the Inspector raised concern about the extensive width, height and massing, limited set back of the buildings and limited separation distances between the buildings. Overall, the Inspector considered that the blocks would have had a cramped relationship with the street, would have been overbearing and that such intensity of development would adversely impact the low-rise qualities of the surrounding area (paragraph 24). The Inspector had further concerns relating to the design of the public realm, including the dominance of car parking and lack of consideration of the river setting (in 'Appeal A').

9.5 Since the dismissed appeals in 2021, the applicant has engaged in extensive pre-application engagement with Planning and Design Officers.

Layout and form

9.6 Policy DM27 sets out the requirement for the layout and form of new development to contribute to the creation of quality urban design and healthy, safe and sustainable places.

9.7 As set out above, the current application proposes three buildings; the previous schemes proposed four buildings. As a result of the reduction in the number of buildings from four to three, there is increased space around the buildings and increased set-back from Malago Road and Hereford Street.

9.8 In dismissing the previous appeals, the Inspector considered that the gaps between the buildings were relatively small and would have resulted in the blocks appearing as 'one substantial building' (paragraph 29).

9.9 The submitted Design & Access Statement and addendum report contain comparative overlay views, which clearly demonstrate that the amended layout, reduction in building blocks and increased space between the buildings are successful in reducing the overall bulk of the development when viewed from Windmill Hill and St John's Courtyard.

9.10 The layout and form of the current scheme has a good level of visual permeability which would assist in successfully integrating the buildings in their urban context.

Height, scale and massing

9.11 Policy DM26 sets out general principles for development to respond to and enhance local character and distinctiveness.

9.12 The general parameters guiding development in the Bedminster Green area is set out in the Bedminster Green Framework document which aims to successfully manage the transition between the established communities and the redevelopment area.

9.13 The framework sets an indicative parameter height of 6-9 floors for this site. The taller elements of Blocks B & C are 10 storeys high, which exceeds these indicative parameters. In the previous appeal decision, the Inspector considered this issue of exceedance of the framework parameters and stated that: “these parameters are indicative only and have not been subject to testing through a proposal-led design process. Moreover, assessing high quality design involves the assessment of considerations other than floor levels only. Therefore, the parameter guidance is of limited relevance to the assessment of the appeal proposals” (paragraph 30).

9.14 The Urban Design Team raise objection to the ten-storey height of Block B and state a preference for a reduction in height of the ten storey element to nine storeys.

9.15 With regard to the heights of the buildings, there is clear rationale for the relative step in heights with the tallest buildings sited closer to the centre of the Bedminster Green regeneration area, where taller buildings on nearby Plots have been approved. This generally aligns with the principles set out in with the Bedminster Green Framework document. The lower buildings (Building C and part of Building B) are appropriate for this part of the site, aiding the transition to lower density residential development. The submitted Townscape and Visual Impact Analysis demonstrates that only a modest part of the tenth storey elements of the buildings would project above the horizon of the landscape beyond, when viewed from key views on Windmill Hill.

9.16 As the Inspector concluded, the parameters in the Framework are indicative and the assessment of design quality must take into account factors other than just height. Whilst the exceedance of the maximum indicative parameters in the Framework is regrettable, on balance, it is considered that the increased spacing, improved layout and overall reduction in massing is a significant improvement from the refused scheme. Given the site’s location within a regeneration area where the principle of densification is supported in the Development Plan, development on this site will inevitably be more visually prominent than the existing site. Overall, it is considered that the buildings would now appear appropriately sized, with sufficient spacing, allowing views between and beyond the site. The relevant height difference between lower and taller components of each block, creates a visual narrative which is appropriate to the density of the regeneration area and which breaks up the massing. The height and massing of the buildings is therefore acceptable.

<u>Detailed design/architecture</u>

9.17 The architectural approach takes cues from key buildings in the locality and re-interprets these in a modern and sensitive manner. The buildings are well articulated – this articulation of layers and grids results in well-proportioned elevations. The buildings are each unique but have a coherent architectural language and overall would be an attractive group of buildings. The architectural approach to the buildings also demonstrates a significant enhancement from the refused schemes and is now supported.

9.18 The detailed design and architecture of the buildings is of a high-quality overall.

Public realm

9.19 Policy DM28 sets out the criteria for a well-designed public realm, contributing to health and wellbeing as well as the character and vibrancy of the area.

9.20 The development would include the transfer of land to BCC to facilitate the delivery of strategic highway works along Malago Road and the part of the wider river restoration scheme of the River Malago. This is a public benefit arising from the scheme and can be secured through the S106 legal agreement.

9.21 In terms of public realm, the application proposes a new pedestrian route along Malago Road and Hereford Street. The route would be generous in width, given the set back of the proposed buildings from the street, and would be flanked by new tree planting. This would be a significant enhancement of the public realm in this part of Bedminster and would provide an attractive and welcoming frontage to the development.

9.22 The spacing between the buildings allows for a good level of open space, some of which will form communal amenity space for student residents and some which will be open to the public. The submitted Daylight/Sunlight and Microclimate reports demonstrate that the light availability and microclimatic conditions within these spaces will be acceptable. An indicative landscaping scheme is included as part of the application and a detailed, high-quality landscaping scheme can be secured by condition.

9.23 Building C is sited closer to Hereford Street than the buildings fronting onto Malago Road. The allows for a greater distance between the building itself and the River Malago, sited to the rear. This spacing allows for a visual and physical connection between the River and the street, enhancing the ability of members of the public to access and enjoy the river.

9.24 Overall, the proposal includes a sufficient quantum of high-quality public and communal open space. The Malago Road frontage would be activated by the new uses, whilst the set back of the buildings allows for the creation of a new public route with attractive landscaping. The siting of Block C in relation to the River Malago is well-considered and would improve public access and enjoyment of the River.

Summary

9.25 The principle of a more intensive land use on the site is accepted and explicitly set out in the Bedminster Green Framework and emerging policy within the Local Plan Review. Whilst the density of the proposed scheme is high and there are some modest exceedances of the indicative height parameters as set out in the framework, overall it is considered that a design-led approach has been followed to optimise the development of the site. The current proposal has evolved

following the Inspector's comments in the two dismissed appeals and through an extensive pre-application process with Officers. The key alterations – the reduction in the number of buildings, increased spacing, reducing massing and improved public realm – are sufficient to overcome previous concerns.

9.26 Overall, the layout of the development would break down the massing of the tall buildings and enables the provision of high quality communal and public amenity space and public realm. The massing and height of the buildings is moderated through the stepped design, ensuring that these buildings do not appear overly dominant in views from the surrounding areas. The height is appropriate in the existing and emerging context, within the Bedminster Regeneration Area. The detailed design and architecture of the buildings is of a high quality and would mitigate the height of the buildings.

10. Heritage

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

10.2 The Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

10.3 Paragraph 205 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight shall be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

10.4 Further, paragraph 206 states that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Paragraph 208 states where a proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

10.5 In addition, the adopted Bristol Core Strategy Policy BCS22 and the adopted Site Allocations and Development Management Policies Policy DM31 seek to ensure that development proposals safeguard or enhance heritage assets in the city.

10.6 There are no statutory or locally listed buildings, structures or scheduled monuments contained in the site or within the site's immediate setting. The closest listed heritage assets are: to the north of the site, the Wills Factory (Grade II), the Regent House (Grade II) located adjacent to the Wills Factory and the

National Westminster Bank (Grade II); and, to the west of the site, North View Cottage (Grade II) and Albert Cottage (Grade II). The site is not situated with a conservation area. The Bedminster Conservation Area lies approximately 50 metres north west of the site (St John's Churchyard forms the eastern extent of the Conservation Area).

10.7 In the previous appeals, the Inspector concluded that the scale of the development would give rise to less than substantial harm to the setting of the Bedminster Conservation Area, but that this heritage harm would be outweighed by the public benefits of the previous scheme.

10.8 Officers have undertaken the assessment required under the Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF and have given special regard to the desirability of preserving the assets, their setting and features of special architectural or historic interest which they possess. They have given this harm considerable importance and weight. Taking into account the reduced massing, revised layout and improved architectural design, whilst the proposed buildings would be visible from the Bedminster Conservation Area, no harm would be caused to the setting of this heritage asset.

11. Would The Proposed Development Be Of A Sufficiently High-Quality Design And Support The Aims Of The Bedminster Green Framework?

Residential Quality

11.1 The application proposes a total of 484 student bedspaces. These bedspaces are arranged as set out in the table below:

Type of flat	Number of flats	Number of individual bedspaces
Studio	106	106
5 bed cluster	11	55
7 bed cluster	19	133
10 bed cluster	1	10
12 bed cluster	15	180
Totals	152	484

11.2 The proposed layout of individual rooms and clusters of flats is rational and well-considered. Each cluster would benefit from an adequately sized kitchen / communal area.

11.3 There would be 32 accessible bedrooms. Policy DM4 sets a requirement for 2% of new housing within residential developments of 50 dwellings or more to be wheelchair accessible or adaptable. Applying the same standard to this proposal for student housing would require 10 units to be accessible. The proposal provides a greater number of accessible units, which is supported.

11.4 The submitted Daylight/Sunlight Assessment assesses the internal daylight levels that would be experienced by future occupiers. Overall, there would be a high level of compliance with the BRE recommendations – with 87.5% of habitable rooms meeting target illuminance levels. Future occupiers would therefore benefit from a sufficient amount of daylight.

Outlook/privacy

11.5 The majority of proposed bedrooms or studio flats are single aspect, aside from those located on the corners of the buildings which contains windows in two directions. The shared living/kitchen/dining rooms are, in the majority of cases, double or triple aspect. Overall, the cluster flats contain spaces with different aspects and students would therefore have a good outlook when living in the flats.

11.6 The studio flats and bedrooms are laid out such that the bathrooms are located furthest into the plan. As a result, the main sleeping/working/living spaces of these rooms is located close to the windows. The proposed windows are generously proportioned and future occupiers would benefit from an acceptable level of outlook.

11.7 Whilst in some instances, student bedrooms in neighbouring blocks would face each other, the distance between the blocks is sufficient to ensure that an acceptable level of privacy is maintained for the occupiers of the buildings.

Amenity space provision

11.8 The Urban Living SPD does not set a standard for student accommodation but, for an equivalent sized residential development, 2,420sqm of amenity space should be provided. The proposal would provide 486sqm of internal amenity space, 829sqm of communal external amenity space for students, and 1,810sqm of public realm. Discounting the proposed public realm, this means a total of 1,315sqm of communal amenity space is proposed for sole use by students.

11.9 In terms of light to the proposed amenity spaces, the Daylight/Sunlight report demonstrates that, on March 21st, all of the open spaces tested will receive at least 2 hours of direct sunlight to over half of their areas and therefore comfortably meet the BRE criteria. In excess of 98% of the proposed open spaces will receive over 2 hours of direct sunlight, demonstrating a good availability of sunlight overall.

11.10 Whilst the quantum of private amenity space proposed for future occupiers is lower than the standards for an equivalent sized residential development in the Urban Living SPD, it is acknowledged that there is a similar quantum of public realm proposed within the site. Whilst the SPD has some weight, as the standards do not apply to student housing, this is not determinative. The proposed public realm could also be utilised by occupiers, in the event that the private communal amenity areas are busy. Nearby open space is also available for residents to use at Bedminster Green, St John's Churchyard and Victoria Park. The private amenity space that is proposed would receive a high level of natural light, a variety of types of spaces and a high-quality landscaping scheme can be secured by condition. In light of this high-quality provision and nearby public realm and open space, the level of proposed private amenity space is acceptable.

Noise and disturbance

11.11 The methodology and approach in the Acoustic Report has been reviewed by the Council's Environmental Health Officer who considers the insulation and ventilation proposed would achieve suitable noise levels within both internal and external living spaces. Therefore, provided that recommended conditions are applied to secure the noise mitigation measures set out in the Acoustic Report, the proposed occupiers would not be adversely affected by adjacent sources of noise. This includes the use of mechanical ventilation systems to allow adequate ventilation whilst minimising disturbance from noise.

11.12 A Student Management Plan can be secured by condition to ensure that effective management is secured.

Overheating

11.13 With regard to overheating, the current assessment shows a risk of overheating from 2050 onwards. The applicant is working to address these concerns.

Fire Safety

11.14 The Health & Safety Executive (HSE) were consulted on the Fire Statement, in line with Planning Gateway One requirements. Following a review of the information provided in the planning application, HSE is content with the fire safety design as set out in the project description, to the extent it affects land use planning considerations.

12. Does The Proposed Development Give Sufficient Consideration of Flood Risk, Drainage, Contamination, Air Quality?

Flood Risk

12.1 Regarding flood risk, policy BCS16 of the Core Strategy states that developments need to be resilient to flooding through design and layout and incorporate sensitively designed mitigation measures to ensure the proposed development remains safe from flooding over its lifetime. The requirement to incorporate Sustainable Drainage Systems (SuDS) into new development is highlighted as is the expectation that new development would incorporate water management measures to reduce surface water run-off and ensure flood risk is not increased elsewhere.

12.2 The River Malago is designated as a 'Main River'. The Environment Agency (EA) carries out maintenance, improvement or construction work on Main Rivers to manage flood risk. Responsibility for general maintenance of the watercourses and their banks, rest with riparian owners (i.e. the owner of the bed and/or bank of river), in this case the Applicant.

12.3 The application site is located in Flood Zone 2 (Medium Probability of flooding) and partly within Flood Zone 3 (High Probability of flooding). The NPPF requires a sequential, risk-based, approach to the location of development, seeking to steer new development to areas with the lowest risk of flooding (Flood Zone 1).

12.4 However, the application site itself is identified for development within the Bedminster Green Framework and within the Draft Local Plan Review, which is at an advanced stage. The NPPF and PPG makes clear that the Sequential Test does not need to be applied for individual developments on sites which have been allocated in development plans through the Sequential Test (Reference ID: 7-033-20140306).

12.5 With respect to the Exception Test, the sequential approach taken to layout design of the proposals has ensured all 'more vulnerable' development has been located in the areas of lowest risk i.e. Flood Zone 2, and therefore the application of an Exception Test is deemed not to be required, having regard to Table 2 of PPG.

12.6 Appropriate Environment Agency (EA) access is required to the River Malago in the interests of flood risk management, with the EA require a 5 metres access strip from the brink of the bank of the Main River Malago, preferably 8 metres.

12.7 The EA were consulted on the application proposals as originally submitted in 2022, stating that they were generally satisfied but raising a number of queries relating to:

- Access to the River Malago: absence of sufficient space for machinery or vehicles to access the site in an emergency,

- Emergency maintenance and access plan: the plan requires updating to remove references to outdated proposals for columns on the buildings and further detail should be added on the wide range of machinery that could be required in an emergency.

12.8 On 5th March, the following revised details were submitted by the Applicant to address the EA's comments:

- Revised plans
- Revised Design and Access Statement
- Updated River Malago Maintenance Emergency Access report

12.9 The Environment Agency have confirmed that the revised information overcomes their original concerns and have no objection to the revised scheme subject to the imposition of recommended conditions.

12.10 The information has also been reviewed by the Lead Local Flood Authority (LLFA) who are content with the revised drainage strategy. It is recommended that a pre-occupation condition is applied to ensure that the site is not occupied, until either the river restoration is constructed, or additional storage is provided on site to ensure the site meets the lower discharge rate for scenario 1 (no river restoration), as detailed in the Bedminster Green Framework FRA.

12.11 Pre-commencement conditions are also recommended by the LLFA to:

- Evidence that a permit for the use of an outfall into the Malago has been applied for and approved.
- Secure detailed design and maintenance arrangements for the proposed SuDS (green roof, bioretention features and attenuation tanks),
- Secure detailed design of the outfall and associated retaining wall to which it resides.

12.12 A Flood Response Plan, covering evacuation in the event of a flood, can also be secured by condition to ensure adequate mitigation in the event of a flood event.

12.13 In summary, the site fulfils NPPF guidance in respect of development in flood zones. Given the comments of the EA and LLFA, it is considered that the proposal is acceptable in terms of flood risk and sustainable drainage and would meet the requirements of Local Plan policy BCS16.

<u>Contamination</u>

12.14 The application is accompanied by a Ground Investigation and Land Contamination Remediation Strategy which have been reviewed by the Pollution Control team and are acceptable. Subject to appropriate mitigation, secured by condition, there would be no unacceptable risks of contamination.

Air Quality

12.15 The application is accompanied by an Air Quality Assessment, which uses an appropriate methodology and draws robust conclusions. Overall, subject to mitigation which can be secured by condition, the proposal is acceptable with regard to air quality impacts.

13. Is The Impact Of The Proposed Development upon Transport and Highways Acceptable?

13.1 The scheme is bounded by the A38 Malago Road and Hereford Street.

13.2 Two lay-bys are proposed along Malago Road and Hereford Street, to enable refuse collections and servicing. The proposed development will be largely car free, but with three disabled parking spaces located at the southern end of the site which will be accessed from Malago Road.

13.3 The development also includes secure and covered cycle parking for 130 bikes, split between three compounds – one for each building. This provision includes 6 sheffield stands for non-standard cycles There are also proposals to include 20 Sheffield stands (40 spaces) in external areas for visitors.

Impacts on the strategic road network

13.4 Policy DM27 of the Site Allocations and Development Management (2014) states that: “Proposals should not prejudice the existing and future development potential of adjoining sites or the potential for the area to achieve a coherent, interconnected and integrated built form. Where such potential may reasonably exist, including on sites with different use or ownership, development will be expected to either progress with a comprehensive scheme or, by means of its layout and form, enable a co-ordinated approach to be adopted towards the development of those sites in the future”.

13.5 Policy BCS10 of the Core Strategy (2011) states that: “Land required for the implementation of transport proposals will be safeguarded to enable their future provision. Corridors with the potential to serve as future routes for walking, cycling and public transport will also be safeguarded. Appropriate existing transport facilities such as transport depots will be safeguarded where required.”

13.6 The explanatory text for Policy BCS11 of the Core Strategy states “Without appropriate measures to mitigate impact and investment to enable the provision of infrastructure improvements, the proposed level of development will be neither sustainable nor acceptable.”

13.7 The application site is within the Bedminster Green regeneration area in which five individual plots are expected to deliver significant mixed use development. In order to avoid piecemeal development and to ensure new residents benefit from high quality public transport, walking and cycling provision connectivity, a development framework approach has been advocated by Bristol City Council. As part of this, a Strategic Transport Assessment (STA) is being carried out by Peter Brett Associates (PBA) to consider a number of infrastructure improvements including an A38 Public Transport Corridor (additional bus lanes), an upgraded rail facility at Bedminster Station and Public Realm design and adjustments to a number of surrounding streets, including Whitehouse Lane to create a more attractive environment and enhanced cycle linkage.

13.8 The Transport Development Management (TDM) team have noted that, due to the applicant's construction arrangements it will be necessary for the developer to enter into a s.278 highway works agreement to implement the works to the A38 and Hereford Street.

13.9 As detailed in Section 13 of this report, a number of financial contributions are requested and will be secured through the S106 agreement.

Provision of car and cycle parking

13.10 The development proposals include 130 secure cycle stands for students and staff split between 3 secure compounds at ground level, one store for each building. While the majority of spaces are two-tier stands there will be 2 Sheffield stands per building for non-standard cycles.

13.11 The Sheffield stands shown on the ground floor plans have insufficient spacing between the stands and the walls therefore reducing the usability and number of actual available Sheffield stand spaces. However, amendments to the layout can be secured via a suitably worded condition.

13.12 Comments of local residents are noted with regard to parking in the vicinity of the site. The Bedminster Green developer consortium have agreed to address any overspill on-street parking generated by the developments through the implementation of restrictive measures put forward by the Council.

13.13 In this regard, an area has been identified that extends south of the development to St John's Lane (and in some cases beyond), based on walking times. A section 106 contribution will be secured from each of the developments in Bedminster Green to allow BCC to devise, consult, design and implement a scheme of measures that will effectively prevent new residents of Bedminster Green from parking in the surrounding area and generating negative transport impacts, thus worsening conditions for existing residents.

13.14 Such measures will need to be implemented prior to first occupation of the development and a condition is recommended to secure this.

Disabled Parking

13.15 A total of three disabled parking spaces are proposed within the site boundary with access directly onto the A38. The adjacent to these parking spaces is sufficient to prevent additional overspill parking and the material pallet of the vehicular crossover is acceptable. All parking spaces shall either be EV or passive EV spaces, with conduits made available for future conversion to full EV charge points in the future – this can be secured by condition.

Student arrivals/departures

13.16 During the moving in/out period of each academic year, it is proposed that two of the three permanent disabled spaces would be temporarily changed to three standard spaces to provide a total of one disabled space and 3 standard spaces. It is also proposed that the lay-bys fronting the site on Malago Road and Hereford Street would be suspended on moving in/out days. This would provide an additional 4 parking spaces (2 in each lay-by) providing eight in total.

13.17 Limited detail has been submitted regarding these arrangements, however the timing and management of this would be dealt with by condition.

Waste and servicing provision

13.18 Policy DM32 of the Site Allocations and Development Management Policies document (2014) sets out the expectations for development with regards to refuse and recycling storage and collection. Bristol Waste have confirmed that the proposed provision is in line with standards and raise no objection to the scheme.

13.19 Two loading bays are proposed, which would be sufficient to service the site given the nature of the use. Landscaping and tree planting is proposed along with A38 to deter delivery vehicles from stopping. A condition is recommended to secure details of how the refuse collection point adjacent to Block A will operate, given the nearby landscaping.

14. Would The Proposed Development Cause Any Unacceptable Harm To Residential Amenity?

14.1 Policy BCS21 outlines that development in Bristol is expected to safeguard the amenity of existing development and create a high-quality environment for future occupiers. Policy DM29 sets out that new buildings will be designed to ensure that the existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

Daylight/Sunlight

14.2 BRE Report 209, "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" is not planning policy, but is referenced within the Urban Living SPD and is a material consideration, providing guidance on matters of daylight and sunlight.

14.3 The BRE guidance sets out that when a development is opposite existing neighbouring windows and a line drawn at 25 degrees from the lowest habitable window intersects the proposed development, further information is required to determine impact upon residential amenity.

14.4 Where a development sits below this line, there would be limited impact upon residential amenity through overshadowing. The BRE Report 209 states that new development should not reduce daylight or sunlight to existing residential windows to less than 0.8 times their former value.

14.5 The existing residential properties on St John's Road, Malago Road and Church Lane to the north of the application site are closest to the proposed development. As such, there would be a risk of overshadowing to habitable windows.

14.6 The Daylight and Sunlight Report submitted with the application shows that the three properties located along St John's Road and No. 49 Church Lane would satisfy the BRE Guidance in terms of vertical sky component (VSC) and no sky line (NSL).

14.7 Looking at the remaining 3 properties on Church Lane, these have some secondary windows that do not meet the vertical sky component (VSC) criteria, however in all instances it is reported that the main window serving each room will satisfy guidance, and each room will meet the BRE no sky line (NSL) criteria, such that overall the effect of the application proposals on these properties would not be noticeable.

14.8 The greatest impact from the application proposals would be on Malago Road Apartments directly to the north of the application site. There are multiple windows that are obstructed by projections within the Malago Road apartments to the north of the site. Subsequently, the recessed windows create a sensitive position as these windows become heavily reliant upon light from directly opposite, and therefore, when development is introduced in these areas, the daylight and sunlight availability to those windows becomes sensitive.

14.9 The BRE Guidelines acknowledge the inhibiting effect design features like this have and state: *"a larger relative reduction in VSC may also be unavoidable if the existing window has projecting wings on one of both sides of it, or is recessed into the building so that it is obstructed on both sides as well as above".*

14.10 In terms of VSC, 28 windows will experience reductions of between 20%-30% and 14 windows would experience reductions of between 30%-36%. The levels of retained VSC would be acceptable in this urban context. There are 3 further

windows (all serving one room, with one further window) that would experience a reduction below the recommended levels, however these windows have very low VSC levels as existing and therefore any reduction results in a disproportionate relative reduction. In reality, the reduction in this room is unlikely to be perceptible to occupants.

14.11 In terms of the NSL results and sunlight results, the rooms at Malago Road Apartments that are likely to experience the most noticeable reductions are either kitchens or bedrooms, for which the BRE guidelines acknowledge daylight for these rooms is less important, although care should be taken not to block too much sun.

14.12 Paragraph 123 (c) of the National Planning Policy Framework requires local planning authorities to take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

14.13 Overall, whilst there would be a notable impact on daylight and sunlight to the Malago Road Apartment, this would generally be moderate and would not result in such detrimental impact on daylight and sunlight issues to warrant refusal of the application.

14.14 In addition, it is necessary to have regard to the conclusions drawn in relation to the previous applications on the site, which were subject of the two earlier appeals. The impact on daylight/sunlight did not form part of the reason for refusal of the previous applications and was not raised as a concern by the Inspector. The submitted Daylight/Sunlight Report includes a comparison of the current results and the previous results and demonstrates that the current application would have less of an impact on light than the previous scheme, which was considered acceptable. Therefore, the proposal is considered to have an acceptable impact on the daylight/sunlight to neighbouring properties.

14.15 In terms of overshadowing, the BRE Guidelines recommend that for an amenity space to remain sufficiently sunlit, it should continue to receive at least 2 hours of direct sun on 21st March to at least half of its area (50%). Where existing amenity spaces are already overshadowed, the BRE suggest that a reduction in the area receiving two hours of direct sunlight of greater than 20% is significant. Ten of the twelve spaces assessed would meet the BRE criteria.

14.16 One of the areas that would not meet guidance already experiences obstruction from the Malago Road Apartments and is also directly linked to a larger amenity area which experiences good levels of sunlight. The remaining space is the garden of 51 Church Lane which falls only 2.4% below the BRE standards. Given the urban context of the site, this is considered acceptable.

<u>Outlook/privacy</u>

14.17 The closest home to the application site is on the corner of Church Lane. Block C would be sited at a distance of approximately 28 metres from this property and would face the blank flank wall. Whilst there would be some oblique views of the

proposed development from the front windows of the property, the orientation of the property in relation to the application site, coupled with the separation distances, means that the development would not appear overbearing or result in a loss of privacy to this property.

14.18 The Malago Road Flats have windows that would directly face onto the application site. Block A would be sited a minimum of 27 metres from these properties, Block B would be sited a minimum of 32 metres and Block C would be sited a minimum of 39 metres from the Malago Road Flats. Whilst the proposed buildings would be visible from the windows facing the site, the presence of the road and the overall separation distance between the buildings means that there would not be a harmful level of overlooking, loss of privacy or sense of enclosure.

15. Does the Proposed Development Give Sufficient Consideration of Sustainable Design And Construction?

15.1 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.

15.2 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%.

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

15.4 The applicant has provided an Energy Statement and a Sustainability Statement as part of this application. This development will connect to the Bedminster District Heating Network and will include PV panels. Overall, the proposals would achieve a 43.44% improvement over the Part L (2021) baseline and 20.37% CO2 reduction, which is compliant with policy BCS14.

15.5 As detailed above, at present the overheating assessment shows that the development would be at risk of overheating. This will be reported on further at the committee meeting.

16. Would The Proposed Development Result In Any Unacceptable Impacts Upon Ecology, Biodiversity Or Green Infrastructure?

16.1 The site is located in an urbanised area and is not within or directly adjacent to any designated wildlife sites.

16.2 The Preliminary Ecological Appraisal (PEA) (Greengage, February 2024) appropriately describes the ecological features of the site and mitigation required. The bat surveys (Greengage, July & September 2022) identified value for commuting and foraging bats on the Malago River and the adjacent railway just outside the site. A sensitive lighting design is conditioned, and bat boxes are included in the Ecological Mitigation and Enhancement Strategy also conditioned.

16.3 The Biodiversity Net Gain Assessment (BNG) has been submitted as part of the application and calculates a 234.12% gain in area habitat units and 100% gain in hedgerow habitat units.

16.4 Subject to conditions to secure a 30-year Habitat Monitoring and Management Plan (HMMP) and a final soft landscaping plan with a species schedule, the proposals would not have any unacceptable impact on ecology and would result in a significant improvement in biodiversity on the site.

17. EQUALITIES IMPACT ASSESSMENT

17.1 During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Overall, it is considered that the approval/refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010. In this case the design and access to the development have been assessed with particular regard to disability, age and pregnancy and maternity issues.

18. ENVIRONMENTAL IMPACT ASSESSMENT

18.1 Having regard to Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations), as amended, the application site is not located in a sensitive area as defined by the EIA Regulations; nor does it exceed the relevant criteria and thresholds for Part 10(b) Urban development projects (i.e. the development does not include more than 1 hectare of urban development which is not dwellinghouse development, nor does the overall site area exceed 5 hectares). The impacts of the proposed development are localised and the development proposals do not constitute major development which is of more than local importance. As such, it is considered that an Environmental Statement is not required to accompany this planning application.

19. CONCLUSION

19.1 The principle of purpose-built student accommodation within Bedminster (identified as a Growth and Regeneration Area) is acceptable and the provision of student accommodation is a notable public benefit, which will make a significant contribution to Bristol City Council's housing land supply.

19.2 The principle of a more intensive land use on the site is set out in the Bedminster Green Framework and emerging policy within the Local Plan Review. Whilst the density of the proposed scheme is high and there are some modest exceedances of the indicative height parameters as set out in the framework, overall it is considered that a design-led approach has been followed to optimise the development of the site. Specifically, the layout of the development would break down the massing of the tall buildings and enables the provision of high quality communal and public amenity space and public realm. The massing and height of the buildings is moderated through the stepped design, ensuring that these buildings do not appear overly dominant in views from the surrounding areas. The height is appropriate in the existing and emerging context, within the Bedminster Regeneration Area. The detailed design and architecture of the buildings is of a high quality and would mitigate the height of the buildings.

19.3 The proposal includes a sufficient quantum of high quality public and communal open space. The Malago Road frontage would be activated by the new uses, whilst the set back of the buildings allows for the creation of a new public route with attractive landscaping. The siting of Block C in relation to the River Malago is well-considered and would improve public access and enjoyment of the River. This enhanced public realm would be a public benefit arising from the scheme.

19.4 With regard to impact on the setting of the nearby Bedminster Conservation Area, a designated heritage asset, as a result of the stepped height and massing of the buildings, spacing between the blocks and high quality architectural approach, no harm would be caused to the setting of this heritage asset.

19.5 The student accommodation would benefit from sufficient levels of daylight and outlook. There would be an acceptable level of internal and external communal amenity space, benefitting from a good availability of sunlight. Additionally, public open space would be provided on the site. Future residents would not be exposed to an unacceptable level of noise. With regard to overheating, the current assessment shows a risk of overheating from 2050 onwards. The applicant is working to address these concerns.

19.6 With the recommended conditions, future residents would not be at an unacceptable risk of flooding, fire, land contamination or poor levels of air quality. The development would also not increase these risks elsewhere off-site. The impact of the development on ecology would be acceptable and the development would achieve biodiversity net gain; 234.12% gain in area habitat units and 100% gain in hedgerow habitat units.

19.7 In terms of highways impact, the level of car and cycle parking proposed and the arrangements for refuse collection, servicing and deliveries are acceptable. Contributions towards local highways works and parking control mechanisms will be secured by S106 agreement to ensure that transport impacts in the locality are mitigated.

19.8 As a result of the spacing between the proposed buildings and the neighbouring properties, the development would not result in an unacceptable impact on daylight/sunlight provision or outlook to neighbouring residents.

19.9 For these reasons the application is recommended for approval.

20. COMMUNITY INFRASTRUCTURE LEVY

20.1 This development is liable for CIL totalling c.£2,190,000.

21. RECOMMENDATION

21.1 A) The applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Chief Planning Officer and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to cover the following matters:

21.2 (B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).

21.3 (C) That on completion of the Section 106 Agreement, planning permission be granted, subject to the conditions (final wording of which to be delegated to officers).

21.4 The Section 106 Planning Agreement shall cover the following:

- Transfer of land for highways works and the river restoration scheme.
- The installation and five years maintenance of a Fire Hydrant at £1,500 + VAT per hydrant.
- Monitoring fee for Employment and Skills Plan
- Highways contributions as follows:
    - £105,996 for Residents Parking Zone
    - £39,204 for EV Electric Vehicle Car Club (six vehicles)
    - £18,644 for Travel Plan (delivery by BCC)
    - £12,620 for TRO
    - £15,004 for Windmill Hill Traffic Management
    - £47,432 for Dean Lane Cycle improvements

Supporting Documents

3. Plot 1, Bedminster Green, Malago Road, BS3 4JQ.

1. Landscape Masterplan
2. Proposed – Block 0 Level 00 (GF)
3. Proposed – Block 0 Level 01 -05 (typical)
4. Proposed – Block A Level 00 (GF)
5. Proposed – Block A Level 01 -04
6. Proposed - Block B – Level 00 (GF)
7. Proposed- Block B Level 01-05 (typical)
8. Proposed – Block C Elevation - North Elevation
9. Proposed Site Elevation – Malago Road

DATE	DRAWN	DESCRIPTION OF REVISION	REVISION LETTER	CHECKED BY
23/06/20	AN	Planing Update	J	TS
23/06/20	AN	Planing Update	I	TS
23/06/20	AN	Planing Update	H	TS
29/10/19	AN	Arch. base updates, addt'l cycle stand	G	TS
29/10/19	AN	Arch. base updates	F	TS
08/10/19	AN	Amendment updates	E	TS
17/09/19	AN	Building update	D	TS
05/09/19	AN	Building update	C	TS
05/08/19	AN	Planning update	B	TS

CLIENT
Malago Road Bristol Limited
PROJECT TITLE
Malago Road

DRAWING TITLE
Landscape Masterplan
DRAWING STATUS
For Planning

DRAWING SCALE :	DRAWN BY :	DRAWN DATE :
1:250	AN	24.08.22
PAPER SIZE :	CHECKED BY :	CHECKED DATE :
A0	TS	24.08.22

DRAWING NUMBER : TM542-LA01
REVISION : J

Turkington Martin LANDSCAPE ARCHITECTS:

turkington martin
Unit 2, Floor 2, Building C1, Design District.
Sooriaes Walk , London SE10 0BG
T: (+44) 020 3909 3979
E: studio@turkingtonmartin.com

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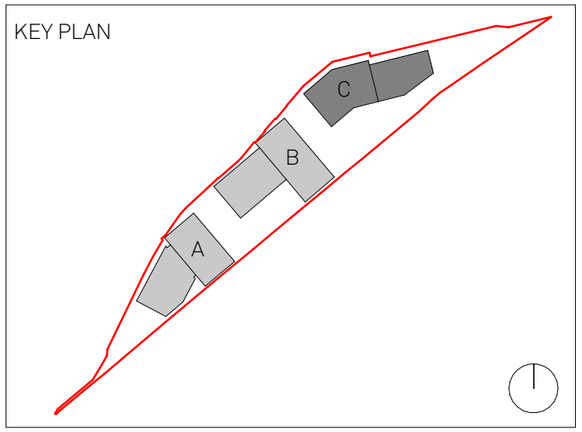
KEY PLAN



- Planning Application Boundary
- Acc. WC
- Cycle Store
- Luggage/Parcel Store
- Management Suite
- Plant
- Refuse Store
- Student Amenity

Rev	Date	By	Chk	Description
P6	22.09.23	AM	DM	Updated to WJ latest comments.
P5	08.12.22	DM	DM	Minor amendments to BOH areas
P4	30.09.22	DM	DM	Amendments to Landscape and River Project
P3	09.09.22	AM	AM	Sheffield stands added to cycle store
P2	26.08.22	AM	DM	Issued for Planning Approval
P1	19.08.22	AM	DM	First Issue

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Project Title
Malago Road, Bristol
Client
Malago Road Bristol Limited
Drawing Title
Proposed - Block C Level 00 (GF)

Drawing No.			Revision
P21127-FCH-BC-00-DR-A-1330			P6
Status	Issue suitable for:	Date	Drawn By
S2	Information	11.08.22	AM
Job No.	Drawing Stage	Scale	Checked By
P21127	Planning	1:200 @ A3	DM

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P21127-FCH-BC-XX-M3-A-0003 [P2] [S0]

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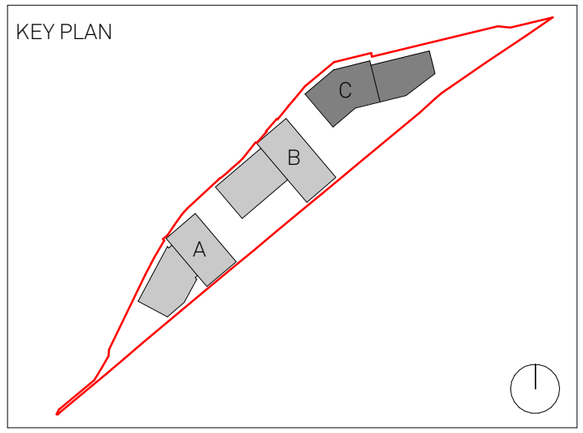

- Planning Application Boundary
- Living / Kitchen / Dining
- Bedroom (Accessible)
- Cluster Corridor
- Bedroom

Rev	Date	By	Chk	Description
P4	22.09.23	AM	DM	Updated to WJ latest comments.
P3	30.09.22	AM	DM	Amendements to Landscape and River Project
P2	26.08.22	AM	DM	Issued for Planning Approval
P1	19.08.22	AM	DM	First Issue

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Project Title
Malago Road, Bristol

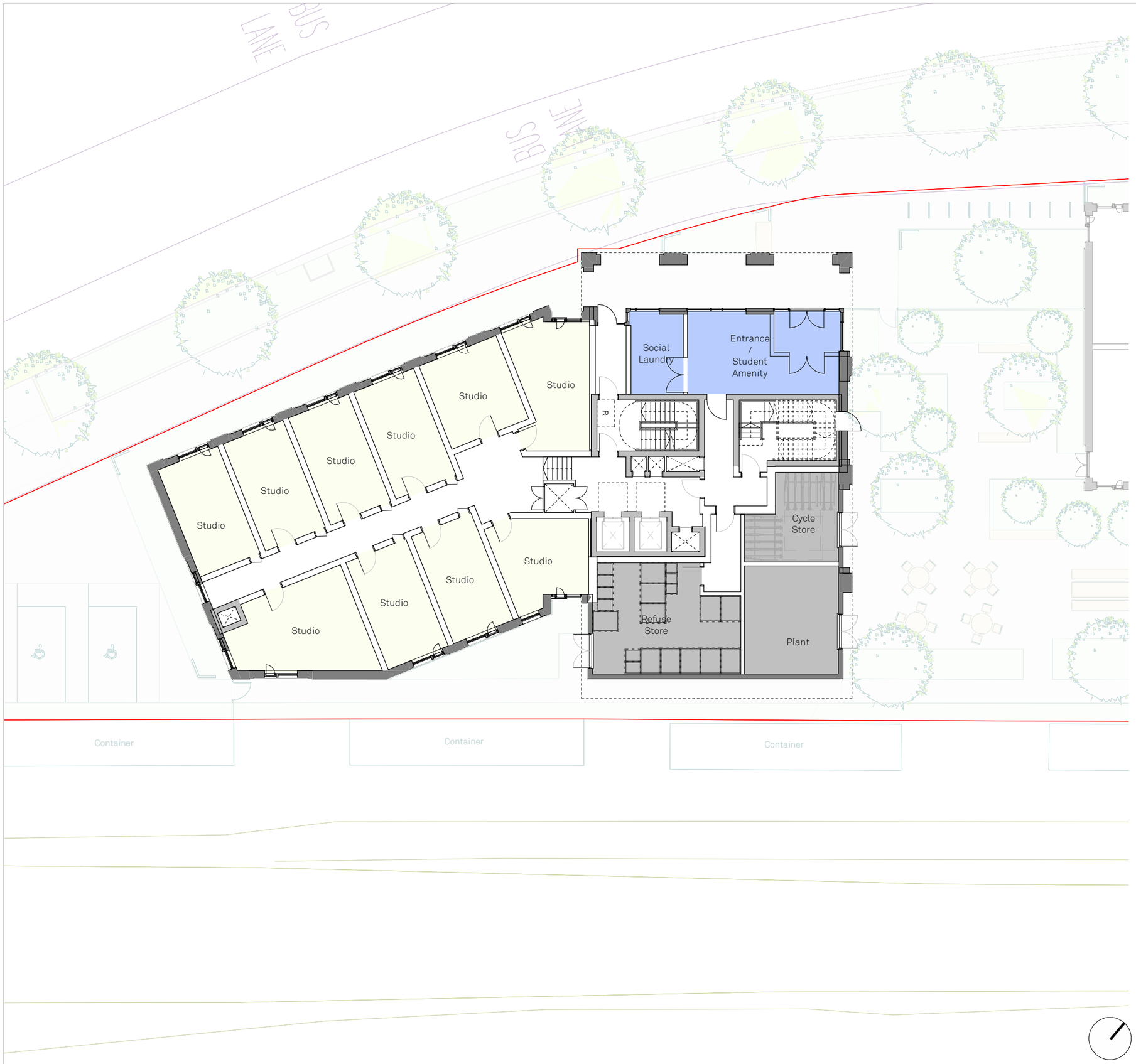
Client
Malago Road Bristol Limited

Drawing Title
Proposed - Block C Level 01 to 06 (Typical)

Drawing No.
P21127-FCH-BC-01-DR-A-13331

Revision
P4

Status	Issue suitable for:	Date	Drawn By
S2	Information	11.08.22	AM
Job No.	**Drawing Stage**	**Scale**	**Checked By**
P21127	Planning	1:200 @ A3	DM



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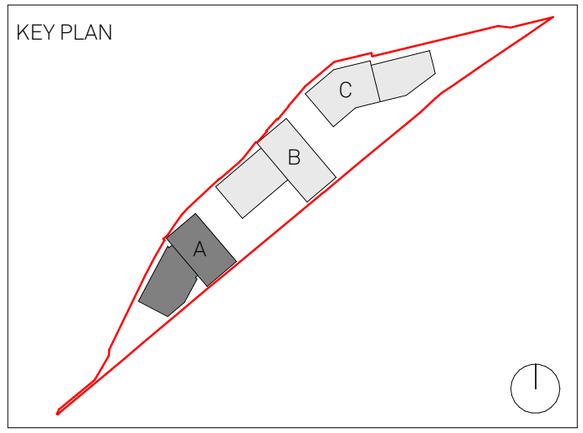

- Planning Application Boundary
- Cycle Store
- Refuse Store
- Entrance / Student Amenity
- Social Laundry
- Plant
- Studio

Rev	Date	By	Chk	Description
P11	12.01.24	JS	DM	WJ Comments
P10	22.09.23	AM	DM	Updated to WJ latest comments.
P9	16.12.22	AM	DM	Issued for Planning Approval
P8	08.12.22	AM	DM	Minor updates to BOH areas
P7	01.12.22	AM	DM	External wall fenestration updated to suit new studio layout
P6	29.11.22	DM	AM	Update BA Studio Layout
P5	17.11.22	AM	DM	Update BA Studios
P4	30.09.22	AM	AM	Amendments to building A and B
P3	09.09.22	AM	AM	Sheffield stands added to cycle store
P2	26.08.22	AM	DM	Issued for planning approval
P1	19.08.22	AM	DM	First Issue

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Project Title
Malago Road, Bristol

Client
Malago Road Bristol Limited

Drawing Title
Proposed - Block A Level 00 (GF)

Drawing No.
P21127-FCH-BA-00-DR-A-1310

Revision
P11

Status	Issue suitable for:	Date	Drawn By
S2	Information	11.08.22	AM
Job No.	**Drawing Stage**	**Scale**	**Checked By**
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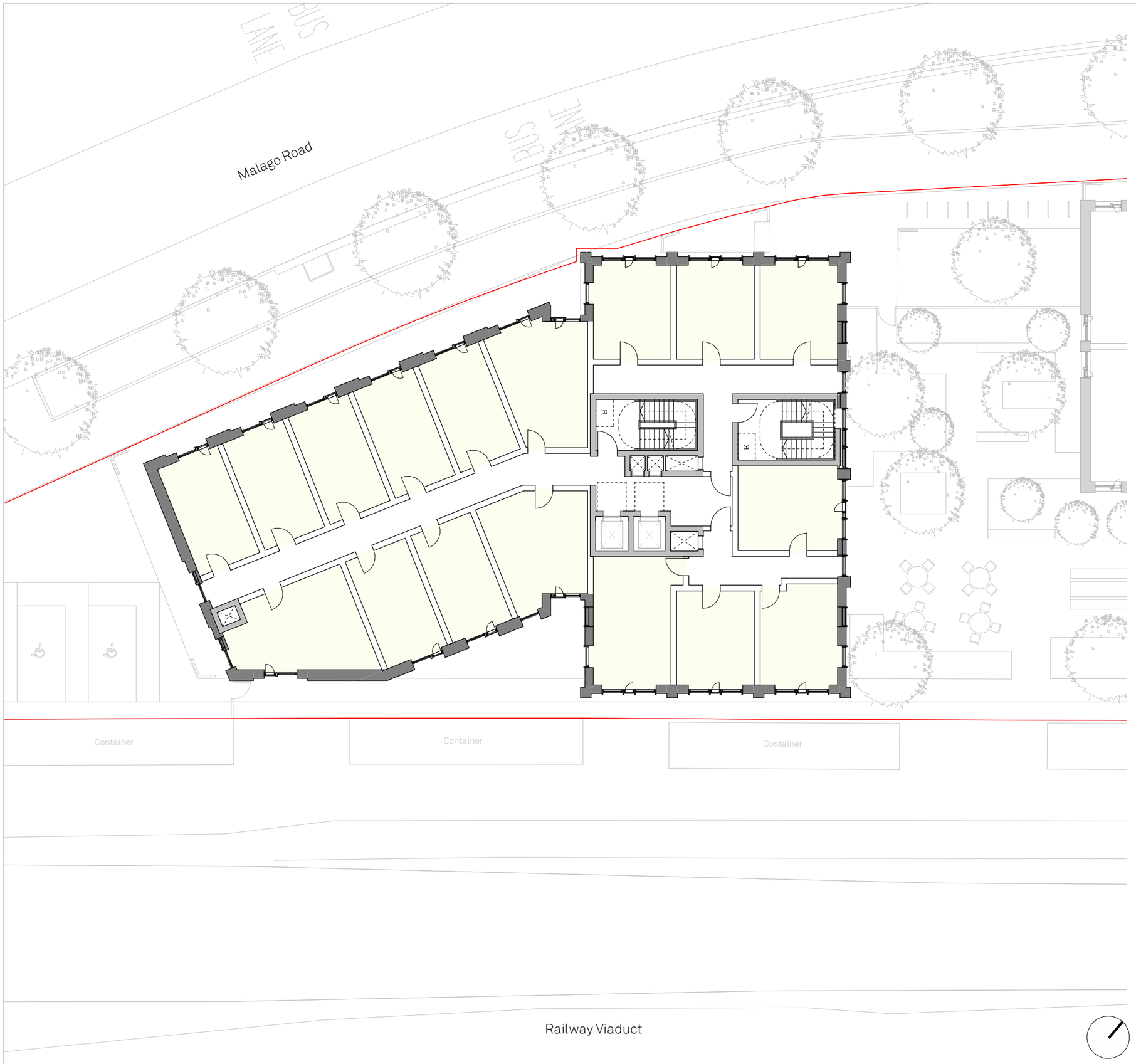

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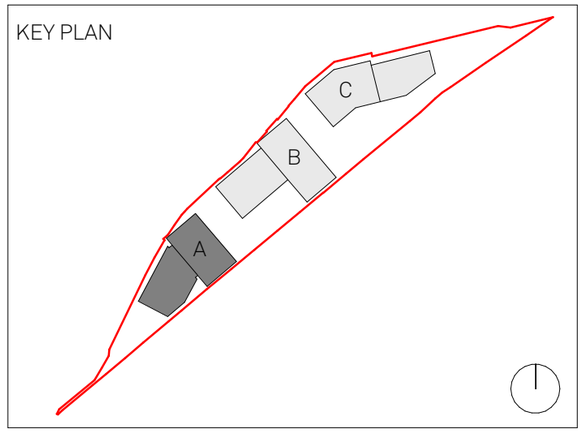

Planning Application Boundary
Studio

Rev	Date	By	Chk	Description
P9	22.09.23	AM	DM	Updated to WJ latest comments.
P8	16.12.22	DM	AM	Issued for Planning Approval
P7	08.12.22	DM	AM	Minor updates
P6	01.12.22	AM	DM	External wall fenestration updated
P5	29.11.22	DM	DM	Update BA Studios
P4	17.11.22	DM	DM	Update BA Studios
P3	30.09.22	AM	DM	Amendments to sheet title
P2	26.08.22	AM	DM	Issued for planning approval
P1	19.08.22	AM	DM	First Issue

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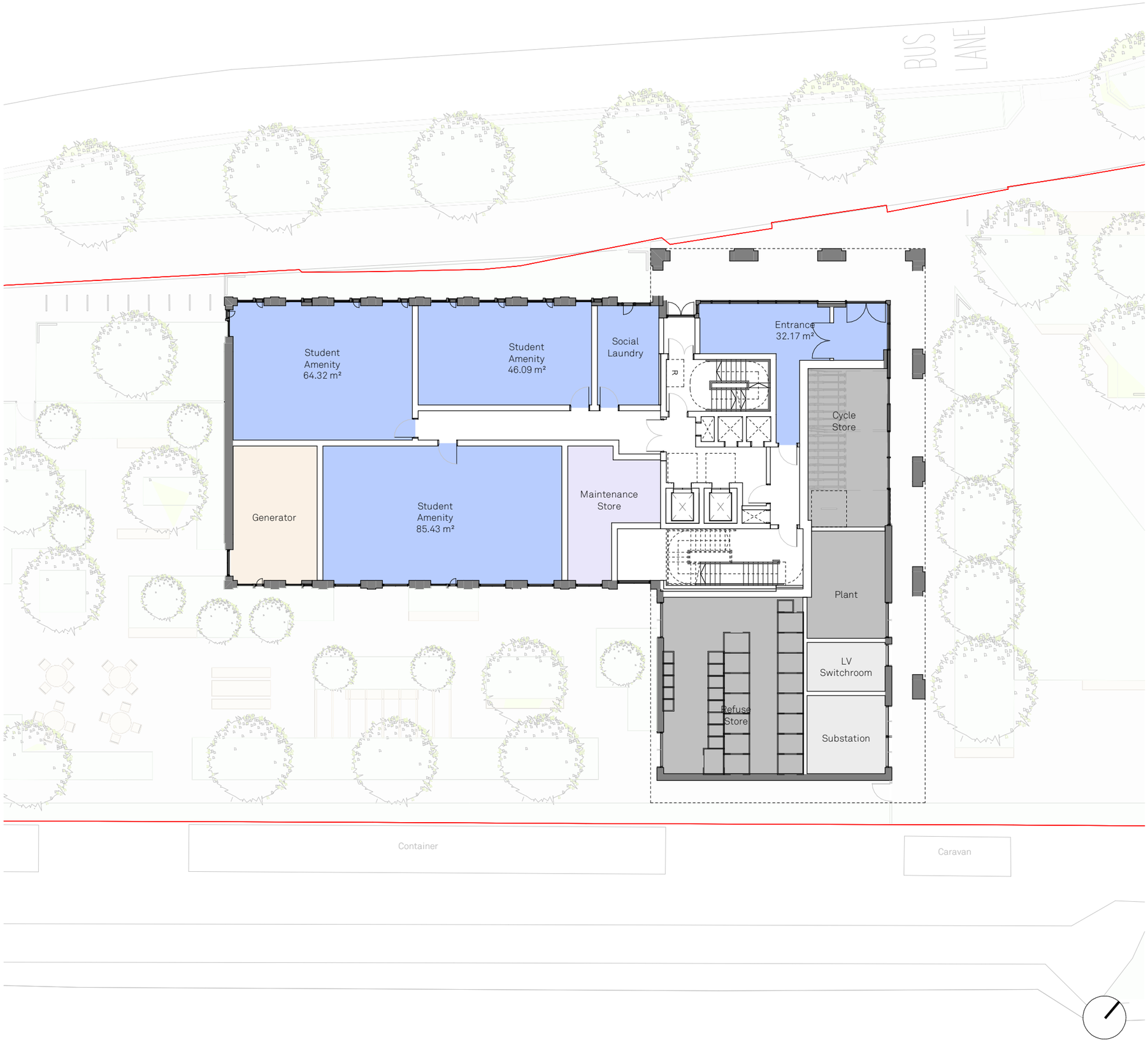
Project Title
Malago Road, Bristol
Client
Malago Road Bristol Limited
Drawing Title
Proposed - Block A Level 01 to 04

Drawing No.			Revision
P21127-FCH-BA-01-DR-A-1311			P9
Status	Issue suitable for:	Date	Drawn By
S2	Information	11.08.22	AM
Job No.	Drawing Stage	Scale	Checked By
P21127	Planning	1:200 @ A3	DM



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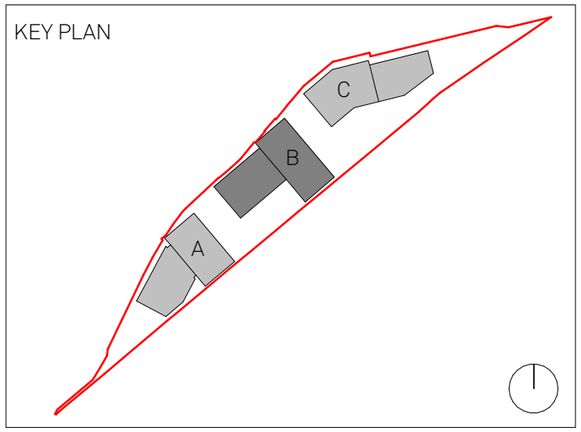
KEY PLAN



- Planning Application Boundary
- Cycle Store
- Entrance
- Generator
- LV Switchroom
- Maintenance Store
- Plant
- Refuse Store
- Social Laundry
- Student Amenity
- Substation

Rev	Date	By	Chk	Description
P7	22.09.23	AM	DM	Updated to WJ latest comments.
P6	16.12.22	AM	AM	Issued for Planning Approval
P5	08.12.22	AM	AM	Minor updates to BOH areas
P4	30.09.22	AM	AM	Amendments to buildings A and B
P3	09.09.22	AM	AM	Sheffield stands added to cycle store
P2	26.08.22	AM	DM	Issued for Planning Approval
P1	19.08.22	AM	DM	First Issue

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Project Title
Malago Road, Bristol

Client
Malago Road Bristol Limited

Drawing Title
Proposed - Block B Level 00 (GF)

Drawing No.
P21127-FCH-BB-00-DR-A-1320

Revision
P7

Status	Issue suitable for:	Date	Drawn By
S2	Information	11.08.22	AM
Job No.	**Drawing Stage**	**Scale**	**Checked By**
P21127	Planning	1:200 @ A3	DM

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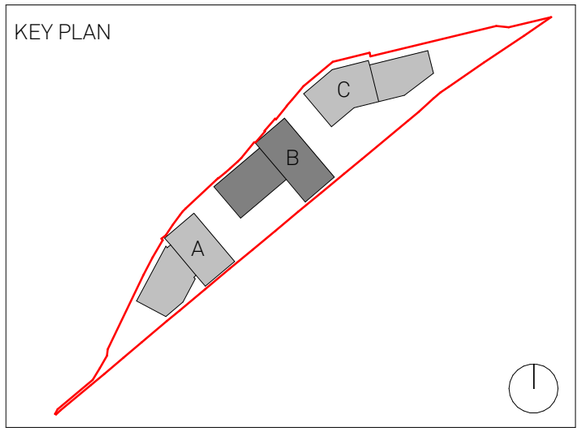
This drawing contains the following model files:

P21127-FCH-BB-XX-M3-A-0002 [P2] [S0]

0 2 4 6 8 10 12 14 16

KEY PLAN



- Planning Application Boundary
- Living / Kitchen / Dining
- Ensuite Bedroom
- Bedroom (Accessible)
- Cluster Corridor
- Non-Ensuite Bedroom
- Shared Bathroom

Rev	Date	By	Chk	Description
P6	22.09.23	AM	DM	Updated to WJ latest comments.
P5	16.12.22	AM	DM	Issued for Planning Approval
P4	08.12.22	AM	DM	Drawing title updated
P3	30.09.22	AM	DM	Amendments to Sheet Title
P2	26.08.22	AM	DM	Issued for Planning Approval
P1	19.08.22	AM	DM	First Issue

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Project Title
Malago Road, Bristol

Client
Malago Road Bristol Limited

Drawing Title
Proposed - Block B Level 01 to 05 (Typical)

Drawing No.
P21127-FCH-BB-01-DR-A-1321

Revision
P6

Status	Issue suitable for:	Date	Drawn By
S2	Information	11.08.22	AM
Job No.	**Drawing Stage**	**Scale**	**Checked By**
P21127	Planning	1:200 @ A3	DM

Material Key

01 Facing Brick - Type 1 (Lower All Buildings)
Light terracotta** colour with contrasting mortar and bucket handle joints.

01a Running bond
01b On Angle or with Bevel Edge
01c Running bond, pattern recessed 20mm
01d Soldier bond
01e Running bond, stepped per course

02 Facing Brick - Type 2 (Tall Building A + C)
Light Peach colour with matching mortar, with recessed bed joints and flush perpend joints

02a Running bond, every 4th course projecting 10mm
02b Sailor bond
02c Sailor bond, projecting 10mm
02d Soldier bond

03 Facing Brick - Type 3 (Tall Building B)
Warm-light grey colour with matching match mortar, with recessed bed joints and flush perpend joints

03a Projecting 10mm
03b Sailor Course
03c Sailor Course Recessed 10mm

04 Metal Panel
With secret fixings

04a Light peach colour
04b Light terracotta** colour

05 Metal 'Lintel' Panel
Light peach colour with secret fixings

06 Metal 'Pilaster' Fin
With secret fixings

06a Light peach colour
06b Light terracotta**

07 Metal Frame Window Unit
07a Light peach colour
07b Light terracotta**

08 Metal Frame Rapid Vent Window Unit
With perforated pattern

08a Light peach colour
08b Light terracotta**

09 Brick Lintel
Sailor Course

10 Hit & Miss Brick Openings
To match adjacent solid brick wall, for ventilation

11 Curtain Wall System
Capped with Clear Glazing, Rapid Vent Panel & Metal Infill Panels

11a Light peach colour
11b Light terracotta**
11 c Dark Grey Colour Metal

12 Flat Fin Metal Railing System
Cor-ten or similar appearance

13 Flat Fin Metal Fence System
Cor-ten or similar appearance

14 Metal Sill
Colour to match adjacent window frame

15 Metal Coping
Colour to match adjacent window frame

NOTES
** or warm grey colour, colour is to match Facing Brick Type 1

Notes

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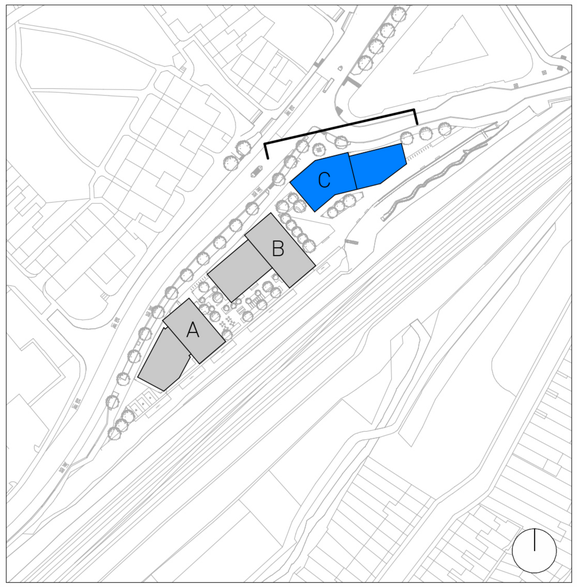
This drawing contains the following model files:

P21127-FCH-BC-XX-M3-A-0003 [P3] [S0]

0 2 4 6 8 10 12 14 16

KEY PLAN - 1-2500



Rev	Date	By	Chk	Description
P8	07.11.23	AM	DM	Issued for Planning Approval
P7	18-10-2023	DM	DM	Planning Amendments - 484
P6	12.10.23	AM	DM	Details added / amended.
P5	22.09.23	AM	DM	Updated to WJ latest comments.
P4	14.10.22	AM	DM	Issued for planning approval
P3	26.08.22	AM	DM	Issued for planning approval
P2	19.08.22	AM	DM	Draft issue to design team
P1	10.08.22	AM	DM	First Issue

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Project Title
Malago Road, Bristol
Client
Malago Road Bristol Limited
Drawing Title
Proposed Block C Elevation 02 - North Elevation

Drawing No.			Revision
P21127-FCH-BC-XX-DR-A-1423			P8
Status	Issue suitable for:	Date	Drawn By
S2	Information	28.07.22	AM
Job No.	Drawing Stage	Scale	Checked By
P21127	Planning	1:200 @ A3	DM

Notes

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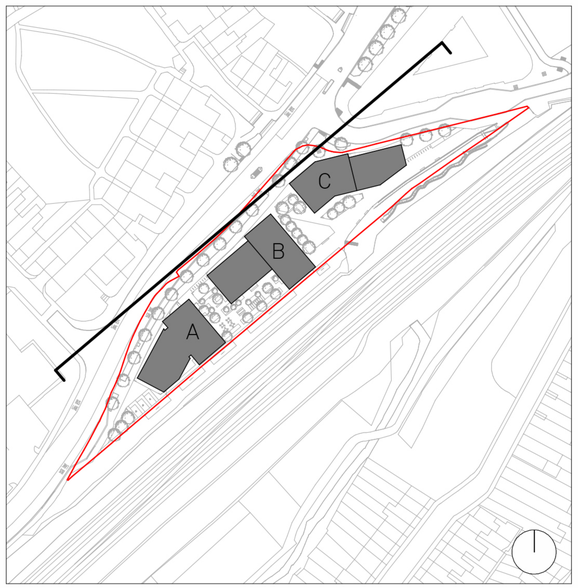
0 10 20 30 40

KEY PLAN - 1-2500



Rev	Date	By	Chk	Description
P2	07.11.23	AM	DM	Submitted for Planning Approval
P1	16.12.22	AM	DM	First Issue

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Project Title
Malago Road, Bristol

Client
Malago Road Bristol Limited

Drawing Title
Proposed Site Elevation - Malago Road

Drawing No.
P22127-FCH-XX-XX-DR-A-1405

Revision
P2

Status	Issue suitable for:	Date	Drawn By
S2	Information	12.08.22	AM
Job No.	**Drawing Stage**	**Scale**	**Checked By**
P21127	Planning	As indicated @ A3	DM