

WARD: Easton

SITE ADDRESS: 66 - 70 Church Road Redfield Bristol BS5 9JY

APPLICATION NO: 21/04754/F Full Planning

DETERMINATION DEADLINE: 8 April 2022

Demolition of existing buildings and erection of a mixed use development comprising 8 residential apartments and houses, 2 ground floor commercial units (Class E), and 1 office unit (Class E).

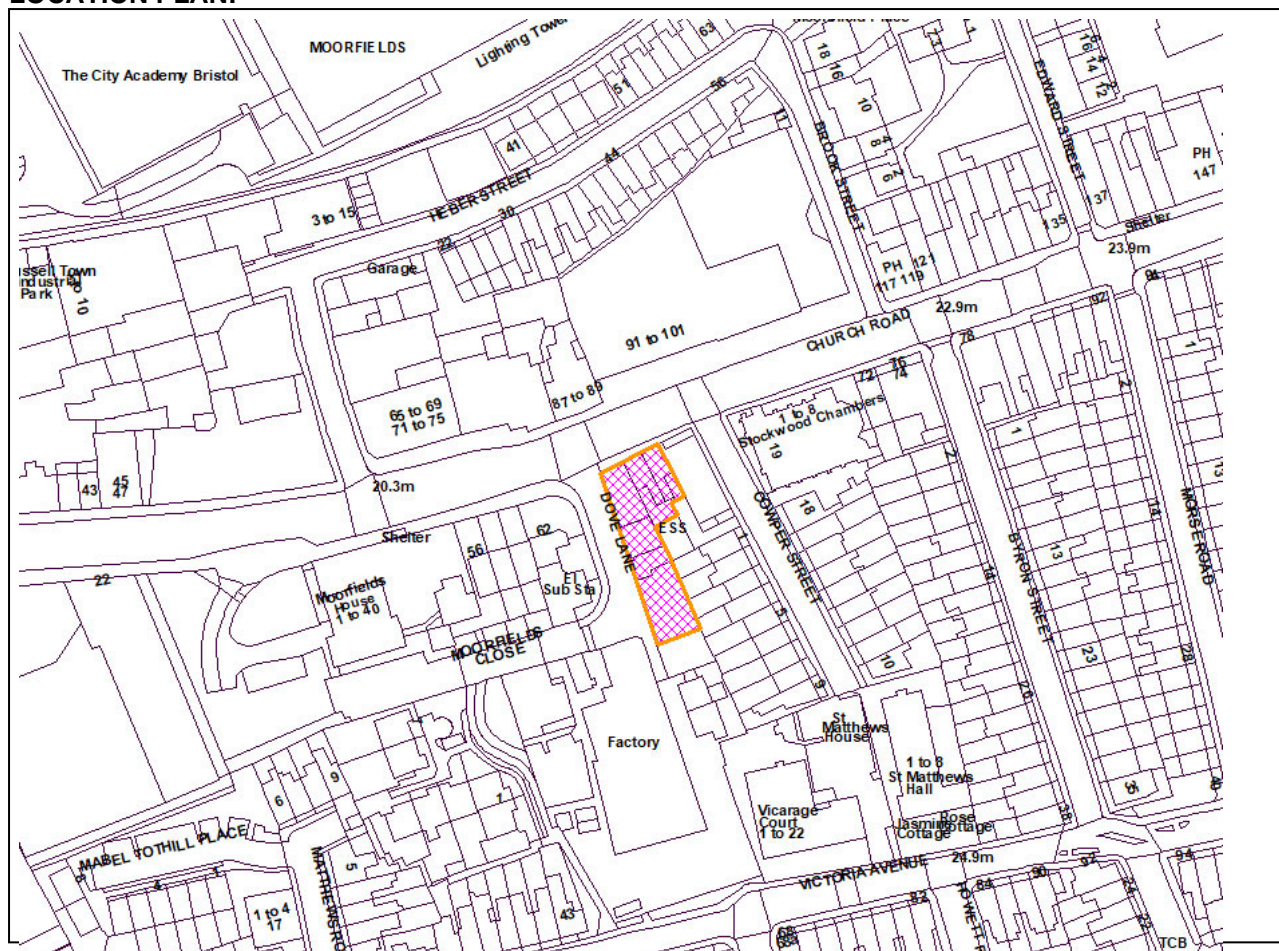
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Studio Yaqub Limited
160 Park Road
Stapleton
Bristol
BS16 1DW

APPLICANT: Cockram & McNamee
66 - 70 Church Road
Redfield
Bristol
BS5 9JY

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

LOCATION PLAN:



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BACKGROUND AND SUMMARY

This is a full planning application for the proposed redevelopment of 66 - 70 Church Road, Redfield Bristol. The proposal is for the demolition of the existing buildings and the erection of a mixed use development comprising 8 residential apartments and houses, 2 ground floor commercial units (Class E), and 1 office unit (Class E).

Consultation has been undertaken and objections have been received. A total of 14 objections were received in response to the initial round of consultation, and 7 objections were received following reconsultation that took place after the submission of revised plans. The concerns raised include issues relating to parking and highway safety, and the potential impact of the proposals on the amenity of neighbouring occupiers of Cowper Road.

This application follows refusal of previous planning applications for mixed use development relating to 66 Church Road and 68-70 Church Road. The most recent applications were refused by the Development Control B Committee on 6th November 2019.

This application is before the Committee given these previous decisions and the number of objections received to this application.

The two separate sites subject of the above refused applications have now been combined to form a single application site.

Design changes have been made following the previously refused applications and the proposal is considered to be acceptable in terms of design and appearance, as well as satisfactorily addressing previous concerns with regard to potential impact on neighbour amenity.

Issues related to parking and highway safety have been considered by the Council's Transport Development Management Team, who are satisfied that no adverse impacts will arise with regards to local parking provision and highway safety.

Other matters assessed include pollution and ecology, which have been considered by officers, who are satisfied that no detrimental harm will arise following the development, subject to conditions.

The application is therefore recommended for approval, subject to conditions.

SITE DESCRIPTION

The application site includes both 66 Church Road and 68-70 Church Road. Previous planning applications proposed developing these sites separately, however they have now been combined to form a single application site.

66 Church Road is currently vacant, comprising of a terraced two storey building and semi covered storage yards, accessed from Dove Street. It is understood the site has been vacant since 2000 and was previously occupied as a retail (car spares) business with residential accommodation above.

68-70 Church Road comprises two storey vacant terrace properties that were previously in use as commercial ground floor units, with residential accommodation above with an electricity substation sited within a two storey brick building to the rear of 68-70 Church Road. The rear gardens of 1-4 Cowper Street lie to the immediate south east boundary.

The Octavius Hunt factory occupies a large site to the south of the application site, including buildings in use as workshops, storage and offices with open yard and parking areas. The main access into the Octavius Hunt site is on Dove Lane, abutting the southern boundary of the site. The factory is

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unrestricted in planning terms and is understood to specialise in manufacture of pesticide and disinfectant smokes.

Parking restrictions are in place on both sides of Dove Lane, with a loading bay on the western side of Dove Lane utilised by third parties, understood to include the Octavius Hunt company, due to the restricted narrow access to that site.

The site is not allocated within the Local Plan for any particular land use and is not located within a Conservation Area or in close proximity to any listed buildings. The surrounding area contains a mix of land uses and buildings, including commercial, residential and industrial uses. The site is close to the busy A420, with good public transport links and within walking distance of Lawrence Hill station and many bus stops.

RELEVANT HISTORY

Relevant planning history relating to 66 Church Road is as follows:

19/02665/F Demolition of existing buildings on site and erection of a three storey building fronting Church Road, to contain 4No. apartments (Use Class C3) and a ground floor retail/business unit. 3No. three storey townhouses (Use Class C3) fronting Dove Lane.

Refused by the Development Control B Committee on 6th November 2019 for the following reasons:

1. The proposed development, by virtue of the height, scale, massing and proximity of the houses proposed fronting Dove Lane would result in a bleak, over dominant and overbearing increased sense of enclosure for residents of 1-4 Cowper Street. The development would allow for unacceptable overlooking into the rear elevations and rear gardens of 1-4 Cowper Street from roof level windows and restrict daylight and sunlight experienced by residents of 1-4 Cowper Street. The development would also overbear 68 Church Road and impair outlook from windows within that property facing the development. As such, the development would fail to safeguard the amenity of existing residential development, contrary to local plan policies BCS21 of the Core Strategy 2011, DM27 and DM29 of the Site Allocations and Development Management Policies 2014 and the NPPF.
2. The proposed development, by virtue of restricted outlook, sense of enclosure, restricted daylight levels, proximity to the adjacent industrial premises and overbearing height of the rear garden boundaries of the houses would provide an overdeveloped, oppressive and poor quality living environment for future residents. As such the development fails to demonstrate that it would provide a high quality environment for future residents, contrary to local plan policies BCS20, BCS21, BCS23 of the Core Strategy 2011, DM14, DM27, DM29, DM33, DM34 and DM35 of the Site Allocations and Development Management Policies 2014 and the NPPF
3. The proposed development, by virtue of its height, scale, massing, form, plot coverage and overall design would fail to respond to its local context and street scene and would appear as an incongruous form of overdevelopment that would not contribute positively to the area's character and identity. The layout and form of the development would prejudice the existing and future development potential of the adjoining site at 68-70 Church Road and the potential for the area to achieve a coherent, interconnected and integrated built form. As such the development is considered contrary to local plan policies BCS20 and BCS21 of the Core Strategy 2011 and DM26, DM27 and DM29 of Site Allocations and Development Management Policies 2014 and the NPPF.

17/04072/F Demolition of existing buildings on site and erection of a three storey building fronting Church Road, to provide a ground floor retail/business unit, with three apartments above, plus 3 x

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three storey townhouses fronting Dove Lane.

Refused on the following grounds: highway safety, impact on amenity of existing residential development, poor quality living environment for future residents, layout and form, impact on adjacent industrial site.

16/01852/F Demolition of existing buildings on site and erection of a four-storey building fronting Church Road, to contain four apartments and a ground floor retail unit, plus 4 x three-storey townhouses fronting Dove Lane.

Refused on the following grounds: loss of employment land, unacceptable design and contextual response, harm to amenity of existing development on Cowper Street, harmful living environment for future occupiers of the development and highway safety grounds.

Relevant planning history relating to 68 Church Road:

19/02692/F Demolition of existing buildings on site and erection of a three storey building fronting Church Road, to contain 2 no three bedroom apartments on first and second floor and a ground floor retail/business unit.

Refused by the Development Control B Committee on 6th November 2019 for the following reasons:

1.The development, by virtue of its height, scale and massing would overbear 66 Church Road and impair outlook from windows within that property facing the development. As such, the development fails to safeguard the amenity of existing development, contrary to local plan policies BCS21 of the Core Strategy 2011, DM27 and DM29 of the Site Allocations and Development Management Policies 2014 and the NPPF.

2. The proposed development, by virtue of its height, scale, massing, form, plot coverage and overall design would fail to respond to its local context and street scene and would appear as an incongruous form of overdevelopment that would not contribute positively to the area's character and identity. The layout and form of the development would prejudice the existing and future development potential of the adjoining site at 66 Church Road and the potential for the area to achieve a coherent, interconnected and integrated built form. As such the development is considered contrary to local plan policies BCS20, BCS21 of the Core Strategy 2011 and DM26, DM27 and DM29 of Site Allocations and Development Management Policies 2014 and the NPPF.

17/04071/F Demolition of existing buildings on site and erection of a three storey building fronting Church Road, to contain 2no three bedroom apartments on first and second floor and a ground floor retail/business unit.

Refused on the following grounds: amenity, living environment, and design grounds.

15/04092/F Demolition of existing building and erection of four storey building comprising 2 x 2 bed and 4 x 1 bed flats.

Refused on the following grounds: design, amenity and noise grounds.

Land Corner of Church Road and Cowper Street

20/01355/F Construction of 3no. two storey terraced houses.

Refused on the following grounds: siting and design, failure to safeguard the amenity of existing and future residents, loss of existing parking and bin storage.

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STATEMENT OF COMMUNITY INVOLVEMENT

The proposed development is classed as 'minor' development; therefore there is no requirement for the applicant to demonstrate community engagement prior to submitting the application.

It is understood that engagement with local residents (including of Cowper Street); the local amenity group (Church Road Action Group – CRAG), local Councillors and the neighbouring Octavius Hunt factory has taken place.

APPLICATION

The proposal is for the demolition of the existing buildings and the erection of a mixed use development comprising 8 residential apartments and houses, 2 ground floor commercial units (Class E), and 1 office unit (Class E).

The proposed scheme is considered to be of a modern design and character. Materials include rubble stone and ashlar elevations and aluminium windows.

Retail units

The proposal would provide two retail units at ground floor fronting Church Road. The full height glazed frontage would wrap around onto Dove Lane.

Retail Unit 1 would have a floor area of 149m²

Retail Unit 2 would have a floor area of 35m²

Office unit

The office unit would be accessed from Dove Lane and would have a floor area of 41m²

Residential accommodation.

The residential units would be accessed from Dove Lane. The accommodation arranged as follows;

Flats

First Floor

Apartment 1 - 3 bedrooms, 4 persons Area: 74 m²

Apartment 2 - 2 bedrooms, 3 persons Area: 62 m²

Apartment 3 - 1 bedroom, 2 persons Area: 51 m²

Second Floor

Apartment 4 - 3 bedrooms, 4 persons Area: 74 m²

Apartment 5 - 2 bedrooms, 3 persons Area: 62 m²

Houses

The houses are each arranged as 2 bedrooms, 3 persons with floor areas of 70m².

RESPONSE TO PUBLICITY AND CONSULTATION

A site notice was displayed at the site on 03.11.2021. Neighbour notification letters were sent to adjoining owners and occupiers dated 28.10.2021. Following receipt of revised plans, reconsultation was undertaken. Letters were sent to adjoining owners and occupiers dated 05.08.2022.

In response to the initial round of consultation, objections were received from 14 surrounding properties, which raised the following concerns in summary:

- The existing site plan is incorrect;

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- There are no parking facilities for a development housing dozens of people;
- There has been a fire in the vent stack at the Octavius Hunt factory;
- The developers have not taken into account the proximity of delivery lorries to the factory;
- Housing development on Gilbert Road has parking facilities;
- Already have vacant retail areas on Church Road;
- Do not object to developing Church Road but object to cramming houses onto Dove Lane;
- There should be parking incorporated;
- No social housing;
- Ugly frontage, no obvious use of sustainable building products;
- Minimal changes made from previous applications;
- Overshadowing and overlooking;
- Vehicles reversing onto Church Road;
- Additional housing will add to parking pressures;
- Proximity to the immediately neighbouring properties;
- Non car use is unrealistic;
- Density.

Following these comments and concerns raised by officers the applicant submitted revised plans and additional detail to seek to address the issues raised. As a result those who were originally consulted and those who already commented on the application were re-consulted.

In response to this reconsultation, objections were received from 7 surrounding properties, which raised the following concerns in summary:

- Don't see significant changes;
- Inappropriate development, negative affect on the local community;
- Development of land along Dove Lane not supported due to overbearing relationship, impact on light and overlooking;
- Do not agree to changes to wall to the rear of 1-4 Cowper Street for security and privacy reasons;
- There are no parking facilities for the development;
- Impact on bus route and blocking access for emergency, delivery and refuse vehicles;
- Proximity to Octavius Hunt site and concerns regarding safety and quality of living;
- Impact of delivery lorries;
- Housing development on Gilbert Road has parking facilities;
- Already have vacant retail areas on Church Road;
- Current condition of site is poor and is left looking unpleasant;
- Do not object to developing Church Road but object to cramming houses onto Dove Lane;
- Saying development is car free is unrealistic;
- Ivy gives refuge to songbirds and insects;
- No social housing involved so this will do nothing to address the homeless situation;
- Fire risks from chimney stack of nearby factory;
- Overheating of the street due to densely parked cars and vans;
- Poor access for pushchairs and wheelchairs;
- Limited access for emergency vehicles and recycling lorry;
- Safety risks relating to parking situation.

OTHER COMMENTS

The following comments in summary have been received from Bristol City Council contributors:

Bristol City Council Urban Design has commented as follows:-

The current proposal is much improved, and it is reassuring to see how the scheme better responds to this constrained site and its context. The proposed refined amendments demonstrate a positive

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approach to addressing the balancing act of achieving viable commercial spaces and having a residential component that, despite of its reduced amenity space, responds to space standards. Additionally, within the scope of this planning application and in extensive pre-application consultation since 2020, CDG worked with the applicant to reach positive resolutions of further architecture design embellishment.

Bristol City Council Pollution Control has commented (previously in connection with planning application 19/02665/F) as follows:-

Previous complaints acknowledged from residents close to the factory and are detailed in the Odour Assessment. From the information provided it is hard to show that there will be any significant harm from the operation of Octavius Hunt on future occupants of the proposed development and therefore would not object to this application with regards to odour from Octavius Hunt.

Noise from fans at Octavius Hunt will be audible at the front of proposed properties on Dove Lane and when the fans are on recommended internal noise levels will only be achieved within the properties with windows closed and alternative means of ventilation provided. The fan does not operate all the time and is of a similar distance to existing residential properties so I feel that suitable glazing and alternative ventilation offers a reasonable solution here. The mitigation measures detailed in the report are only recommendations and I would therefore require details of the actual sound insulation and ventilation to be provided to be required by condition. An advice note is also recommended in event of consent -

"Future owners/occupants of the development site are advised that Octavius Hunt has been in operation in Dove Lane Road for some time prior to the development the subject of this application; that it may not be possible to uphold any noise or odour complaints received from future residents of the site regarding noise or odour impacts from Octavius Hunt."

Bristol City Council Contaminated Land Environmental Protection has commented as follows:-

The planning application has been reviewed in relation to land contamination.

The applicants are referred to the following

Bristol Core Strategy - BCS23 Pollution

Local Plan ' DM34 Contaminated Land

National Planning Policy Framework (2021) Paragraphs 120, 174, 183, 184, 188

Planning Practice Guidance Note <https://www.gov.uk/guidance/land-affected-by-contamination>

<https://www.bristol.gov.uk/planning-and-building-regulations-for-business/land-contamination-for-developers>

Our comments remain unchanged from the pre-application in 2020.

The proposed development is sensitive to contamination and is situated adjacent to land which has been subject to land uses which could be a potential source of contamination. Whilst the proposed development site has not knowingly been subject to an onsite source of contamination from industrial uses the site as it currently stands has been subject to significant fly tipping. The local area has potential sources of offsite contamination including the propellants factory that has been present since 1870 to the south.

At the pre-application stage we did highlight the requirement for a minimum of a Phase 1 Desk Study to be submitted with the application and from the information available on the planning system this is yet to be submitted. We do expect this to be submitted prior to determination.

[Officer note: conditions recommended in line with previous assessment under application 19/02665/F]

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Bristol City Council Nature Conservation has commented as follows:-

The report confirms there are no anticipated impacts to bats as a result of the development.

The following still applies:

A grant of planning permission does not remove the legal protection afforded to bats and their roosts. If, during the works, any bats (or signs of bats, such as droppings) are found, an immediate halt should be called and a bat worker/ecologist should be consulted to determine if and how the works can proceed lawfully, with or without a mitigation licence.

All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No clearance of vegetation or structures suitable for nesting birds shall take place whilst birds are nesting, which is typically between 1st March and 31st August inclusive in any year without the prior written approval of the Local Planning Authority. If works are proposed within this period, the Authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected including by disturbance before giving any approval under this condition. Where checks for nesting birds are required, they shall be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of/works to buildings.

Bristol City Council Transport Development Management has commented as follows:-

Further information required. Refer to Key Issue F for full comments.

Bristol City Council Air Quality has commented as follows:-

No air quality assessment is provided but the development is unlikely to generate significant extra traffic or introduce new exposure to pollution at unacceptable levels. I therefore have no objections or concerns in relation to the proposal.

An odour assessment is provided. My understanding is that pollution control colleagues will review and respond to this as they have been involved in setting scope with the consultants.

The following comments have been received from external consultees:

The Coal Authority has commented as follows:-

I have reviewed the site location plans, the proposals and the supporting information submitted and available to view on the LPA website. I can confirm that the site falls within the defined Development High Risk Area.

The Coal Authority records indicate that the site lies in an area of probable unrecorded underground coal mine workings at shallow depth. If shallow workings are present then those pose a potential risk to surface stability and public safety.

We note that this application has now been accompanied by a Coal Mining Risk Assessment report (B1697/21) prepared by Earth Environmental & Geotechnical Ltd, dated 28th June 2021. The report has been based upon a review of the site history,

Geological information and Coal Authority data, and considers that shallow mining poses a low risk to the site.

The report author comments that any workable shallow coal seams present beneath the site, if subjected to unrecorded coal workings, would be considered to have sufficient competent rock cover to mitigate the potential associated historical coal mining directly below the site. The report author

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concludes that the site is not at risk from historic coal mining activity and that no further work is required in this respect.

On the basis of the information now submitted, and the professional opinions of the report authors set out therein, the Planning team at the Coal Authority does not object to this planning application. Please note that any comments that the Coal Authority may have made in a Planning context are without prejudice to the outcomes of a Permit application.

Mine Gas

It should be noted that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered by the LPA. The Planning & Development team at the Coal Authority, in its role of statutory consultee in the planning process, only comments on gas issues if our data indicates that gas emissions have been recorded on the site. However, the absence of such a comment should not be interpreted to imply that there are no gas risks present. Whether or not specific emissions have been noted by the Coal Authority, local planning authorities should seek their own technical advice on the gas hazards that may exist, and appropriate measures to be implemented, from technically competent personnel.

SUDs

We also note that where SUDs are proposed as part of the development scheme consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site.

Crime Reduction Avon and Somerset Police has commented as follows:-

No Objection – Subject to comments

Whilst the Police are not formally objecting to this development, we do have material concerns around the following areas;

- External lighting provision to dwelling door-sets.
- Limiting the depth of recess to dwelling door-sets.
- Provision of cycle anchors in communal store.
- Access control.
- Secure letter and parcel provision.

The below table shows selected crime statistics for the preceding 12 months within a radius of 150 metres.

It should also be noted that this contains significant periods of restriction of movement and Lockdown due to COVID.

Reported incident Type	Incident Count
ASB	40
Violence Against The Person	30
Public Order Offences	11
Theft	10
Arson and Criminal Damage	8
Drug Offences	5
Sexual Offences	3
Theft of a pedal cycle	2

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Vehicle Offences	2
Burglary	1
Robbery	1

As can be seen, within this small area, anti-social behaviour and violence against the person are by far the most prevalent reason for calls to the Police.

As a result of these figures, when judging this application using crime reduction through environmental design, my comments will focus on the curb side boundary along Dove Lane.

Dove Lane is a cul-de sac leading to a large commercial premises, Moorfields Close and the rear vehicle and pedestrian entrance to Moorfields House flats.

Adjacent to the proposed apartment lobby entrance is the blank gable end of 62 Church Rd., which offers no surveillance to the dwelling entrances.

There are two local authority lighting columns in Dove Lane adjacent to the development, the lack of footfall and surveillance can be seen in the instances of graffiti and tagging.

I am concerned by the excessive depth of the dwelling entrances, documented at 1354mm which significantly hide the door-sets from public view and could be used for concealment.

In view of my comments I would ask that conditions are applied as follows;

- Limit the depth of the 3 x dwelling entrance recesses onto Dove Lane to a maximum of 1000mm (para 21.26 SBD),
- A constant form of illumination such as 'Dusk til dawn' lighting be provided to illuminate all residential external door-sets (25.1).

I would further suggest that the following proposed provisions be adopted;

Communal cycle store

- Proposed provision of wheel cycle racks be replaced with robust anchors such as Sheffield stands, that allow for the locking of both wheels and frame,
- That the refuse store and both doors to the communal cycle store are included in the access control plan.

Theft of mail and parcels from buildings containing communal dwellings is now featuring significantly. I would suggest that communal mail delivery should comply to with the requirements of section 2a, para 32 and certificated to TS 009.

I would also suggest that provision is made for secure parcel storage as we are seeing an increase in attacks to communal areas where parcels are received.

Access control,

I would ask that Communal entrance door-sets shall meet the following standards (in accordance with Section 2A paragraph 21):

- PAS 24:2016;
- STS 201;
- LPS 2081 Security Rating B+.

Where a communal entrance door-set serves 5 dwellings or more, but less than 10, SBD Homes 2019 requires a visitor door entry system and access control system to enable management oversight of the security of the building.(27.11)

Tradesperson or timed release mechanisms must not permitted as they have been proven to be the cause of anti-social behaviour and unlawful access to communal developments.

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Paragraphs 91, 95 and 127 of the National Planning Policy Framework February 2019 require crime and disorder and fear of crime to be considered in the design stage of a development. Other paragraphs such as 8, 104, 106, 110, and 117 also require the creation of safe environments within the context of the appropriate section.

The Bristol Development Framework Core Strategy (adopted June 2011) states that one of the overarching issues for ensuring a sustainable future is reducing the opportunity for crime. Bristol Local Plan – Site Allocations and Development Management Policies – (Adopted July 2014) section DM28: Public Realm states that Development should create or contribute to a safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and encourages appropriate levels of activity and social interaction. Section 4 adds that development will be expected to: Reduce crime and fear of crime by creating a well-surveyed public realm that is well managed and cared for;

Where a Design and Access Statement is required CABE does recommend that the statement includes a section that shows that security and safety have been considered and demonstrates how this will be achieved. I recommend that this information is provided with any subsequent planning application.

Police Preferred Specification ensures that products have been:

- Independently tested to a relevant security standard
- Fully certified by an independent third-party, United Kingdom Accreditation Service (UKAS) certification body or
- Tested and certified by an approved body such as Sold Secure or Thatcham.

If these comments are adequately addressed, they will provide compliance with the security requirements of the relevant UK Building Regulations, providing a safe and secure environment, increase tenant satisfaction and occupancy, reduce maintenance and crime and Anti-social Behaviour.

RELEVANT POLICIES

National Planning Policy Framework – July 2021

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

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

KEY ISSUES

(A) PRINCIPLE OF DEVELOPMENT

This application follows refusal of previous planning applications for mixed use development relating to 66 Church Road and 68-70 Church Road. The most recent applications were refused by the Development Control B Committee on 6th November 2019.

The applicant submits that this new application has sought to address the reasons for refusal. The two separate sites subject of the above refused applications have now been combined to form a single application site.

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This application follows a formal pre-application advice process with the Local Planning Authority and it is understood that engagement with local residents (including of Cowper Street); the local amenity group (Church Road Action Group – CRAG), local Councillors and the neighbouring Octavius Hunt factory has also taken place.

The acceptability of the principle of the proposed development is assessed as follows:

i) Loss of existing uses

The existing buildings were last in use as a mixture of commercial units at ground floor with residential uses above. No objections have been raised previously regarding the loss of the existing uses. The replacement development which would comprise a mix of commercial and residential use would be in keeping with these previous types of use and no objections are raised on these grounds.

ii) Principle of mixed use commercial/residential use.

The development would be located within an existing mixed use area that includes flats, high and low rise apartment blocks, Victorian terraced housing, and retail, commercial and industrial uses in some proximity to each other. Redevelopment of the site as a mixed use commercial/residential scheme would accord with the thrust of local plan policy BCS3, which confirms that social, economic and physical regeneration will be promoted in the Inner East area with the purpose of creating mixed, balanced and sustainable communities. The ground floor commercial unit would preserve an active frontage onto Church Road and contribute to economic regeneration of the area.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol. The policy further states that the development of new homes will primarily be on previously developed sites across the city. Policy BCS18 supports a neighbourhood with a mix of housing tenures, types and sizes to meet the changing needs and aspirations of its residents. The development would provide eight units of residential accommodation so would contribute to housing need and is below the threshold to secure Affordable Housing.

Government policy in the National Planning Policy Framework (2021) promotes more sustainable patterns of development, including development on previously developed land. There is subsequently no objection to the principle of the redevelopment of the site and the construction of a mixed use development as the land has already been developed.

(B) MIXED AND BALANCED COMMUNITY ISSUE

The NPPF (2021) reflects the need to significantly boost the supply of housing and to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Policy BSC18 of the adopted Core Strategy reflects this guidance and states that "all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities", with reference to the evidence provided by the Strategic Housing Market Assessment, also notes that 'developments should contribute to a mix of housing types and avoid excessive concentrations of one particular type'. The policy wording states that development 'should aim to' contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists.

Bristol comprises a diverse range of residential neighbourhoods with significant variations in housing type, tenure, size, character and quality. A wide range of factors influence the housing needs and demands of neighbourhoods. Such factors include demographic trends, housing supply, economic conditions and market operation. The inter-relationship between these and other factors is often complex and dynamic. In the circumstances, housing requirements will differ greatly across the city

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and will be subject to change over time. With this in mind an overly prescriptive approach to housing mix would not be appropriate. However, it has been possible to identify broad housing issues that are applicable to many neighbourhoods.

Analysis of the city's general housing needs and demands has identified a number of indicative requirements for each of 6 city zones. The zones reflect sub-market areas used in the Strategic Housing Market Assessment (SHMA). The intention is to provide a strategic steer for all sizes of residential scheme within each zone. A local area-based assessment is required to assess the development's contribution to housing mix as a smaller scale will not provide a proper understanding of the mix of that area; a larger scale may conceal localised housing imbalances. As a guide the neighbourhood is defined as an area equivalent to the size of a Census Lower Level Super Output Area (average of 1,500 residents).

The application site is located within the Netham LSOA within the Easton Ward. An up-to-date picture of the proportion of different residential accommodation types in the LSOA can be obtained by assessing the 2011 Census data suggests that the Netham LSOA comprises approximately 72.6% houses with 51% being 2 bedroom and 28.9% 3 bedroom. On this basis no objections are raised to the mix of housing proposed as the scheme would not create or contribute to local imbalance of housing type or size.

(C) WOULD THE PROPOSAL BE ACCEPTABLE IN RESPECT OF DESIGN AND THE CHARACTER OF THE AREA?

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

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

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

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

DM29 states that the design of new buildings should be of high quality adaptable design, incorporating well proportioned elevations with high quality detailing and durable attractive materials that contribute positively to the character of the area.

The Urban Design team have commented that the proposal is considered to be much improved, and better responds to this constrained site and its context.

It is considered that the proposal would be acceptable in respect of design and the character of the area. The application is subsequently considered acceptable and is recommended for approval on this basis, subject to conditions.

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(D) DOES THE PROPOSAL PROVIDE A SATISFACTORY LEVEL OF RESIDENTIAL ACCOMMODATION?

Paragraph 130 of the NPPF (2021) states that planning decision should ensure developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. Paragraph 185 states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

The adopted Bristol Core Strategy Policy BCS18 (2011) makes specific reference to residential developments providing sufficient space for everyday activities and space which should be flexible and adaptable, by meeting appropriate space standards. The Core Strategy states that building to suitable space standards will ensure new homes provide sufficient space for everyday activities. Under the 2015 Housing Standards Review a new nationally described space standard was introduced and in March 2015 a written ministerial statement to parliament confirmed that from 1 October 2015 existing Local Plan policies relating to internal space should be interpreted by reference to the nearest equivalent new national technical standard.

Policy DM29 in the Site Allocations and Development Management Policies (2014) also states that new development should be dual aspect where possible, particularly where one of the aspects is north-facing. This policy, as well as DM27, further states that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

The proposed flats and houses are considered to be acceptable having regard to the above standards. The residential accommodation is considered to provide sufficient space to meet everyday activities and to enable an adaptable and flexible environment and the application is considered acceptable on these grounds. The outlook and overall amount of natural light for future occupiers is considered acceptable.

The current application is accompanied by both noise and odour reports. The pollution control officer has commented that reasonable mitigation is identified in terms of sound insulation and mechanical ventilation for the residential units (to provide adequate ventilation in event of the need for windows to be closed during times of noise from the factory). These measures would be secured via a suitable condition in event of an approval. The pollution control officer has also asked that a suitable advice note be provided advising future residents that it may not be possible to uphold any noise or odour complaints received from future residents of the site.

Officers consider that the proximity of the residential development to an unrestricted factory use is clearly not ideal. Notwithstanding, there are provisions under other environmental legislation in event of statutory nuisance, and in the absence of objections from the pollution control team, it is considered that with the identified mitigation measures, the proximity of the residential development to the factory would not unduly impact on the continued operation and viability of the factory.

(E) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE RESIDENTIAL AMENITY OF NEIGHBOURING RESIDENTIAL PROPERTIES?

Policy BCS21 in the Bristol Core Strategy (Adopted 2011) advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM29 in the Site Allocations and Development Management Policies (2014) states that proposals for new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. This policy, as well as DM27, further states that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. Policy BCS23 in the Bristol Core Strategy and Policy DM35 in the Site

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Allocations and Development Management Policy also state that new development should also not lead to any detrimental increase in noise levels.

Impact on 1-4 Cowper Street

Previous planning applications have included reasons for refusal relating to the potential impact of the proposals on the amenity of occupiers of neighbouring properties on Cowper Street, particularly numbers 1-4 located to the south east of the site.

Concerns have been raised in the representations received regarding the potential impact on the amenity of the occupiers of properties on Cowper Street. These concerns relate to the potential for the development to lead to overlooking, a loss of daylight and sunlight, and the potential for the development to have an overbearing affect.

The applicant submits that this proposal has been designed to reduce the height of the dwellings and address previous overlooking concerns. The bedrooms at first floor level would have windows to the front elevation and dressing areas to the rear which would only be served by high level windows and rooflights.

The proposed dwellings will be two storeys in height with a pitched roof design. The submitted sections indicate that windows to the rear elevation of Cowper Street will retain a 25 degree unobstructed vertical angle view of the sky.

The separation distance between the rear elevation of proposed House 1 and the rear corner of 1 Cowper Street at its closest point would appear to be around 12 metres (measured along the boundary with the flank wall of the substation). The separation distance between the southern rear corner of proposed House 3 and the rear of 4 Cowper Street increases to around 14.8 metres.

It is considered that the height of the proposed dwellings coupled with the separation distances proposed would ensure that neighbour amenity can be safeguarded.

It is considered that the development would therefore have no harmful overbearing or overshadowing impact on 1-4 Cowper Street, or any other properties on Cowper Street given the separation distance, design and scale of development.

A daylight and sunlight impact assessment has been undertaken and submitted in support of the application. This has been carried out in accordance with the methodology provided within the BRE document ‘BR209 – Site Layout Planning for Sunlight and Daylight: A Guide to Good Practice (2011)’. The assessment considers the existing daylight levels at nearby properties and the impact of the proposed development on the existing nearby properties.

The report concludes that the proposed development shows a high degree of compliance with the BRE assessment and is predicted to have minimal impact on the quality of daylight and sunlight received by adjacent properties.

Turning to noise, Air Source Heat Pumps are proposed to provide the domestic hot water and heating system. No objections are raised to the use of an ASHP in this location in principle; however further detail including noise levels and any noise mitigation measures are secured via condition to ensure that no harm is caused to surrounding properties by way of noise or disturbance. To ensure no harm is caused to surrounding residential properties in the area during the construction period with regards to noise and disturbance a Construction Management Plan is also secured via condition.

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Impact on Land Corner of Church Road and Cowper Street

The proposed three storey corner element fronting Church Road would have a brick façade with no openings facing the neighbouring site known as 'Land Corner of Church Road and Cowper Street'. There is currently a two storey flank elevation facing this site. Whilst there would therefore be an increase in height and bulk on that boundary, the proposed development is not considered to prejudice the potential future development of this neighbouring site.

The application is subsequently considered acceptable on amenity grounds.

(F) HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES

Section 9 of the NPPF (2021) states that transport issues should be considered from the earliest stages of development proposals so that opportunities to promote walking, cycling and public transport use are identified and pursued and the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account including appropriate opportunities for avoiding and mitigating any adverse effects. This policy further states that development proposals should ensure that net environmental gains, and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Policy BCS10 in the Bristol Core Strategy (2011) states that developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. Proposals should create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area.

Policy DM23 in the Site Allocations and Development Management Policies (2014) in addition states that development should not give rise to unacceptable traffic conditions. Examples of unacceptable traffic conditions referred to in the policy include the introduction of traffic of excessive volume, size or weight on to unsuitable highways/or in to residential or other environmentally sensitive areas. This could result in high levels of transport noise and disturbance, a decrease in air quality and unsafe conditions both on the highway and for pedestrians. This policy further states that development proposals will be expected to provide an appropriate level of safe, secure, accessible and usable parking provision (including cycle parking) and that proposals for parking should make effective and efficient use of land and be integral to the design of the development. The approach to the provision of parking aims to promote sustainable transport methods, such as walking, cycling and public transport, as encouraged by Core Strategy Policy BCS10.

Policy BCS15 in the Bristol Core Strategy states that all new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral part of its design. Policy DM32 in the Site Allocations and Development Management Policies states all new developments will be expected to provide recycling facilities and refuse bins of sufficient capacity to serve the proposed development. This policy further states that the location and design of recycling and refuse provision should be integral to the design of the proposed development. In assessing recycling and refuse provision, regard will be had to the level and type of provision, having regard to the above requirements and relevant space standards; and the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives. Policy DM23 also states that the provision in new development of safe, secure, well-located cycle parking can be very important in encouraging people to cycle regularly. It is important that development proposals incorporate these facilities and parking at the outset of the design process. Applicants should refer to the council's

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'Guide to Cycle Parking Provision' for guidance on this matter.

Consultation has been undertaken with Bristol City Council Transport Development Management (TDM) and the following comments have been made:

Highway Network

The application site is located on the corner of Church Road and Dove Lane. Church Road is a classified road (A420); Dove Lane is a local access road. To the front of the site on along Church Road and also at the junction with Dove Lane, there are double yellow lines and No Loading markings. There are double yellow lines along the Dove Lane elevation. There are no records of any road accidents in the immediate vicinity of the application site involving personal injury that were reported to police and then passed on to the Council.

Layout and Highway Works

A proposed footway of a minimum width of 1.4m has been provided along Dove Lane. TDM would seek a minimum width of 1.5m given this allows sufficient space for a wheelchair user and a walker to pass as evidenced within inclusive mobility and Manual for Streets. TDM have previously acknowledged the sites constraints and have therefore accepted a footway width less than 2m, the usual minimum.

As part of the development the existing TRO's will remain with a loading bay situated opposite the site along Dove Lane. It should be noted the applicant will be required to refresh the lining around the site frontage and along Dove Lane. They will also be required to relay a new kerb line along the Dove Lane frontage and resurface any footway whilst tying into the new adopted footway. Additionally the paving slabs along the Church Road frontage may require relaying and this is to be undertaken under a s278 agreement. It should be noted street lighting surrounding the site will require upgrading.

Cycle Parking

TDM welcome the cycle parking provision for the hosing element given these are covered, secure and horizontal spaces which allow for ease of access for all sections of the community.

In respect to cycle parking for the flatted element TDM recommend the design be changed to Sheffield stands as these are more secure. The current arrangement only results in the front wheel being locked which can lead to damage and easier for theft.

Car Parking

Using 2011 census data the predicted car ownership level of the development is between three and four vehicles. This is considered a conservative estimate given the improvements to cycling and public transport infrastructure and service in the locality in the nearly 11 years since the undertaking of this census in 2011.

In any case this has been compared to a baseline of nil and has not taken into account the existing uses of the site which would also attract the need for vehicular parking. This development would therefore not be considered to cause a highway safety issue in respect to lack of parking given local junctions are protected by TRO's and the overall increase in parking requirement would be minimal.

Construction Management/ Network Management

Due to the impact this proposal would have on the highway network during the

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demolition/construction period, the applicant would be required to produce and submit a highway network construction management plan.

Waste

The provided waste storage is acceptable. Separate commercial waste storage has been provided in a separate store to the residential element. This will need to be collected privately. Servicing of the retail unit can be undertaken from the loading bay situated along Dove Lane. This must be included within a servicing strategy.

TDM have commented that before they are able to recommend approval of the application, a 1.5m footway is required as well as Sheffield stands for the cycle parking for the flats. It is however noted that through the assessment of the previous application, 19/02665/F, the 1.4m footway width along Dove Lane was considered to be acceptable given the constraints of the site. It is understood that this would be adopted through a s38 agreement. A condition is recommended regarding details of cycle parking.

The proposed development is therefore considered to be acceptable in terms of highway safety, transport and movement.

(G) SUSTAINABILITY AND CLIMATE CHANGE

Current planning policy within the adopted Bristol Development Framework, Core Strategy (2011) requires new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

Policy BCS14 states that new development will be expected to demonstrate that the heating and cooling systems have been selected according to the following heat hierarchy:

1. Connection to existing CHP/CCHP distribution networks
2. Site-wide renewable CHP/CCHP
3. Site-wide gas-fired CHP/CCHP
4. Site-wide renewable community heating/cooling
5. Site-wide gas-fired community heating/cooling
6. Individual building renewable heating

A Sustainability and Energy Statement accompanies the proposals and commits to the provision of a PV array and Air Source Heat Pumps to provide a 37.1% saving on residual CO2 emissions for the residential element of the proposal, and a 31% saving achieved on residual CO2 emissions for the commercial element of the proposal.

The application is therefore considered acceptable on these grounds, however a condition is attached requiring further detail of the renewable measures to be submitted to and approved by the Council prior to the occupation of the development.

Air Source Heat Pumps are proposed to provide the main heating system and domestic hot water. This is considered to be in accordance with the BCS14 heat hierarchy as noted above. Further detail is again secured via condition.

An overheating assessment has also been undertaken which concludes that the proposed development is predicted to be able to mitigate overheating during the summer months.

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The application is therefore considered acceptable and is recommended for approval on this basis, subject to conditions.

(H) LAND CONTAMINATION

Policy DM34 in the Site Allocations and Development Management Policies (2014) states that new development should demonstrate that:

- i. Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and
- ii. The proposed development will not cause the land to become contaminated, to the detriment of future use

Following consultation, the Council's Contaminated Land team advised that proposed development is sensitive to contamination and is situated adjacent to land which has been subject to land uses which could be a potential source of contamination. Whilst the proposed development site has not knowingly been subject to an onsite source of contamination from industrial uses the site as it currently stands has been subject to significant fly tipping. The local area has potential sources of offsite contamination including the propellants factory that has been present since 1870 to the south.

A Phase 1 Desk Study was requested; however, this has not been submitted and will therefore be required as a pre-commencement condition, and if necessary a phase 2 intrusive investigation will be required to take place and remediation scheme.

(I) ECOLOGY

Policy DM19 in the Site Allocations and Development Management Policies (2014) seeks to protect habitat, features and species which contribute to nature conservation, and developments are expected to be informed by appropriate surveys.

A bat survey has been submitted in support of the application. This was updated in July 2022. The Council's Nature Conservation Officer has been consulted and has commented that the report confirms there are no anticipated impacts to bats as a result of the development. Advice notes are however to be added to this permission referring to legal requirements under wildlife legislation which operate independently of planning permission with regards to nesting birds and bats to ensure they are protected if necessary.

The applicant is proposing enhancement measures in the form of integral bird bricks, bee boxes and insect blocks.

(J) OTHER ISSUES

Concerns have been raised by neighbours regarding the impact of the development in respect of the boundary wall with reference to the Party Wall Act. This would be a Party Wall matter which would need to be addressed between any interested parties outside of the planning process.

CONCLUSION

The proposed development is considered to be acceptable in principle and would contribute to the delivery of housing. It would involve the redevelopment of a currently vacant site.

Design changes have been made following the previously refused applications and the proposal is

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considered to be acceptable in terms of design and appearance, as well as satisfactorily addressing previous concerns with regard to potential impact on neighbour amenity.

Issues related to parking and highway safety have been considered by the Council's Transport Development Management Team, who are satisfied that no adverse impacts will arise with regards to local parking provision and highway safety.

The application is considered acceptable and is recommended for approval, subject to conditions.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will this development be required to pay?

The CIL liability for this development is £80229.87

EQUALITY ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equality 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. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Highway works - General Arrangement Plan

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

- Relay of paving slabs along Church Road frontage
- New kerb line along the Dove Lane frontage
- Resurfacing of footway long Dove Lane
- Upgrade/installation of street lighting
- Refresh of lining

Where applicable indicating proposals for:

- Existing levels of the finished highway tying into building threshold levels

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

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

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

3. Highway to be Adopted

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

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

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

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

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

4. Construction Management Plan

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

- o 24 hour emergency contact number;
- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;

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- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

5. Sustainable Drainage System (SuDS)

No development shall take place until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

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

6. Land affected by contamination - Site Characterisation

No development shall take place until an investigation and risk assessment, in addition to any assessment provided with the planning application, and has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:
 - * human health,
 - * property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
 - * adjoining land,
 - * groundwaters and surface waters,
 - * ecological systems,
 - * archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

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7. Land affected by contamination - Submission of Remediation Scheme

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

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

8. Land affected by contamination - Implementation of Approved Remediation Scheme

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

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

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

9. Renewable energy (Solar Panels and Air Source Heat Pump) - where further detail is required

Prior to the commencement of the relevant part of the works hereby approved details of the renewable energy technology (including the exact location, dimensions, design, method of fixing, technical specification) together with calculation of energy generation and associated CO2 emissions to achieve the reduction on residual emissions from renewable energy in line with the approved Sustainability and Energy Statement prepared by Mach Group should be submitted to the Local Planning Authority and approved in writing. The renewable energy technology shall be installed prior to the occupation of the dwelling and thereafter retained in perpetuity.

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

10. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No clearance of vegetation or structures suitable for nesting birds shall take place whilst birds are nesting, which is typically between 1st March and 31st August inclusive in any year without the prior written approval of the Local Planning Authority. If works are proposed within this period, the Authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected including by disturbance before giving any approval under this condition. Where checks for nesting birds are required, they shall be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of/works to buildings.

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Reason In the interests of nature conservation.

11. Material samples

Prior to the commencement of the relevant part of the works hereby approved samples of the following (detailing their intended colour, texture, and workmanship) are to be erected on site and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

- a) Brick
- b) Roof tiles

The sample panels shall be retained on site during construction to act as a reference. The development shall be completed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure the quality of the design and external appearance of the building is of high quality and compliant with the local Plan.

12. Large scale detail

Prior to the commencement of the relevant part of the works hereby approved drawings to a minimum 1:10 scale (also indicating materials, treatments, and finishes) of the following items shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

- (a) All new windows, doors and rooflights (including sectional profiles, cills, surrounds and depth of external reveals)
- (b) Roof eaves, soffits, verges, parapets and all other walling junctions including rainwater goods and flues
- (c) Boundary wall (including sectional profile)

The detail thereby approved shall be carried out in accordance with that approval.

Reason: In order to ensure the quality of the design and external appearance of the building is of high quality and compliant with the local Plan.

13. Details of air source heat pump

Prior to the commencement of the relevant part of the works hereby approved detail of the Air Source Heat Pump, including details of its method of construction, appearance, noise levels and any noise mitigation measures has been submitted to and been approved in writing by the Local Planning Authority.

Reason: Reason: To safeguard the amenity of nearby premises and the area generally.

Pre occupation condition(s)

14. Delivery & Servicing Plan

No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery

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and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- a) The contact details of a suitably qualified co-ordinator;
- b) How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- c) Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems;

Reason: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion

15. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 6; and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 7, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 8.

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

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

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

Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

17. Completion of Pedestrians/Cyclists Access - Shown on approved plans

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

Reason: In the interests of highway safety.

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Application No. 21/04754/F: 66 - 70 Church Road

18. Completion and Maintenance of Cycle Provision - Shown on approved plans

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

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

19. Detailed drawings and specifications of the following shall be submitted to and approved in writing before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval prior to occupation of the dwelling and thereafter, be kept in working order for the lifetime of the development.

- a) fire suppressant sprinkler system for each new dwelling

Reason: In the interests of fire safety.

20. Detailed drawings and specifications of the following shall be submitted to and approved in writing before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval prior to occupation of the dwelling and thereafter, retained in that form for the lifetime of the development.

- a) details of sound insulation and ventilation
- b) external lighting

Reason: In the interests of the amenity of future occupiers.

Post occupation management

21. No further extensions

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

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

22. Hours of operation of commercial units

The use of the commercial shall not be carried out outside the hours of 08:00; to 20:00; Monday to Saturday and on Sunday 10:00; to 18:00.

Reason: To safeguard the residential amenity of nearby occupiers.

23. Energy and Sustainability in accordance

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the Sustainability and Energy Statement by Mach Group.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate.

Development Control Committee B – 26 October 2022
Application No. 21/04754/F: 66 - 70 Church Road

24. No Further Windows

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no windows, other than those shown on the approved plans shall at any time be placed in any elevation of the building hereby permitted without the grant of a separate planning permission from the Local Planning Authority.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

25. Landscaping

The planting proposals hereby approved (as shown on drawings P059D PROPOSED LANDSCAPING (1 OF 3), P063D PROPOSED LANDSCAPING (2 OF 3), P064F PROPOSED LANDSCAPING (3 OF 3)) shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a program, details of which shall be submitted to and agreed in writing by the Local Planning Authority. All planted materials shall be maintained for 5 years and any trees removed, dying, being severely damaged or become seriously diseased within 5 years of planting shall be replaced with others of a similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory and in line with Bristol City Council Policy DM17.

List of approved plans

26. List of approved plans and drawings

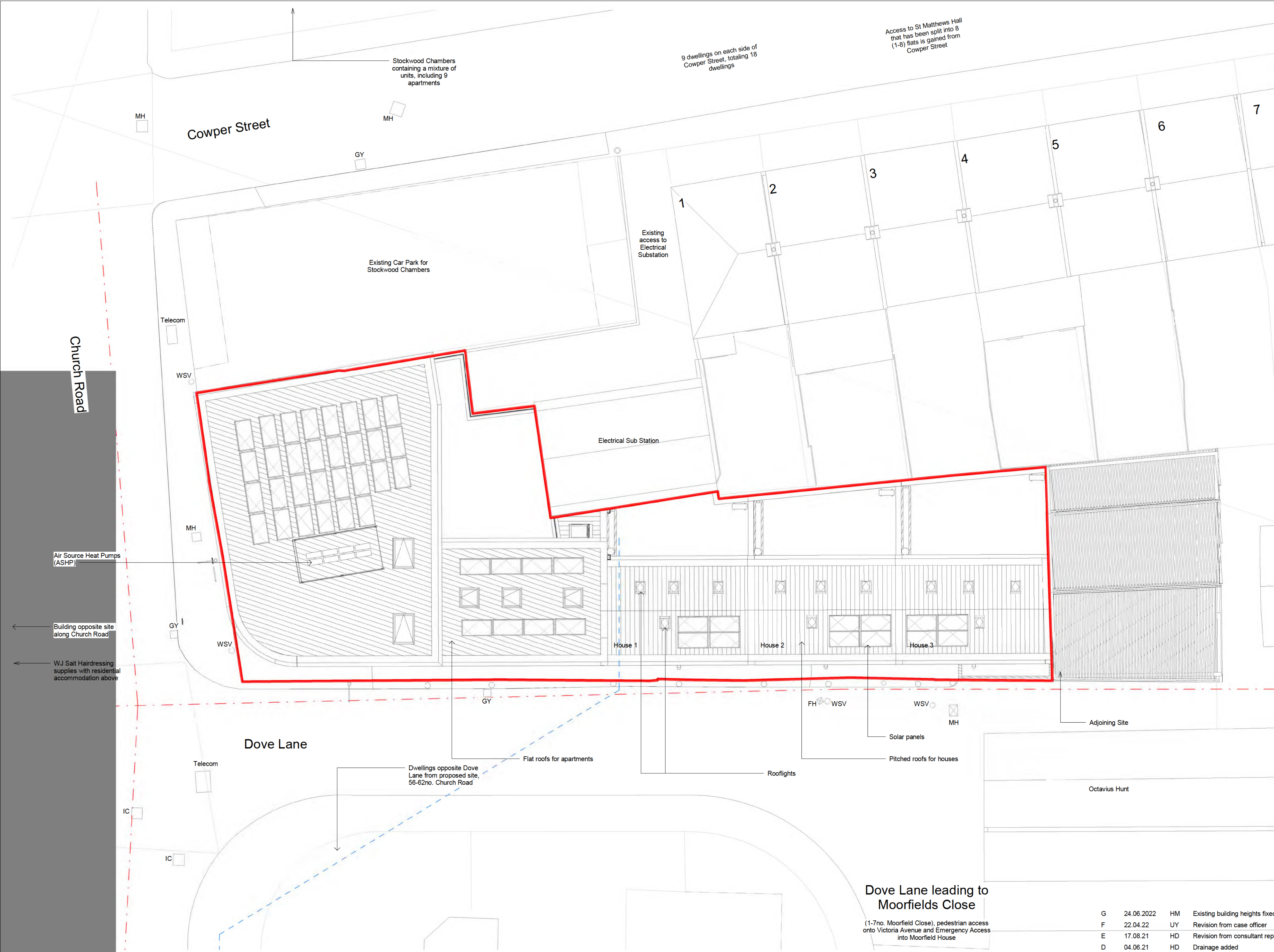
The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

P030G PROPOSED SITE PLAN
 P035K PROPOSED FLOOR PLANS - GROUND AND FIRST FLOORS
 P040J PROPOSED PLANS - SECOND FLOOR AND ROOF
 P045J PROPOSED ELEVATIONS (1 OF 2)
 P050H PROPOSED ELEVATIONS (2 OF 2)
 P052H PROPOSED APARTMENT LAYOUTS AND LONG SECTION
 P059C OVERLAY OF PROPOSED WITH EXISTING SECTIONS
 P059D PROPOSED LANDSCAPING (1 OF 3)
 P063D PROPOSED LANDSCAPING (2 OF 3)
 P064F PROPOSED LANDSCAPING (3 OF 3)
 P065G PROPOSED AERIALS AND VISUALS (1 OF 2)
 P070H PROPOSED AERIALS AND VISUALS (2 OF 2)
 P080G EXISTING AND PROPOSED LONG STREET ELEVATIONS AND SURVEILLANCE STRATEGY
 P085D PROPOSED SECTIONS THROUGH COWPER STREET
 P090D EXISTING SECTIONS THROUGH COWPER STREET
 P105G PROPOSED ENVIRONMENTAL STRATEGY
 P100 C OVERLAY OF PROPOSED WITH EXISTING ELEVATIONS
 P110D PROPOSED BOUNDARY TREATMENT - OCTAVIUS HUNT
 SK005C PROPOSED DRAINAGE
 P051 PROPOSED FACADE STUDY
 P055 E PROPOSED HOUSE LAYOUTS

Reason: For the avoidance of doubt.

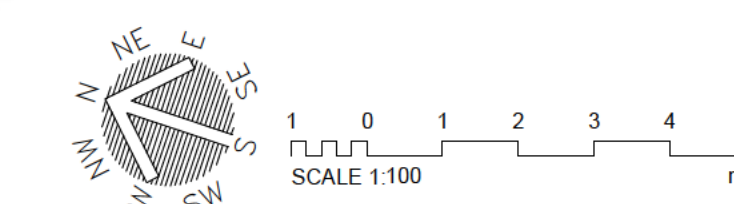
Supporting Documents

1. 66-70 Church Road
 1. Proposed Site Plan
 2. Floor Plans
 3. Floor Plans
 4. Apartment Layouts
 5. House Layouts
 6. Elevations
 7. Elevations
 8. Proposed Visuals
 9. Proposed Visuals



Key

- Foul Sewer (As Wessex Water Asset Map)
- Surface Water
- FH Fire Hydrant
- MH Man Hole cover
- WSV Water Service Valve
- GY Gully
- IC Inspection Chamber





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Redfield, Bristol, BS5 9JY

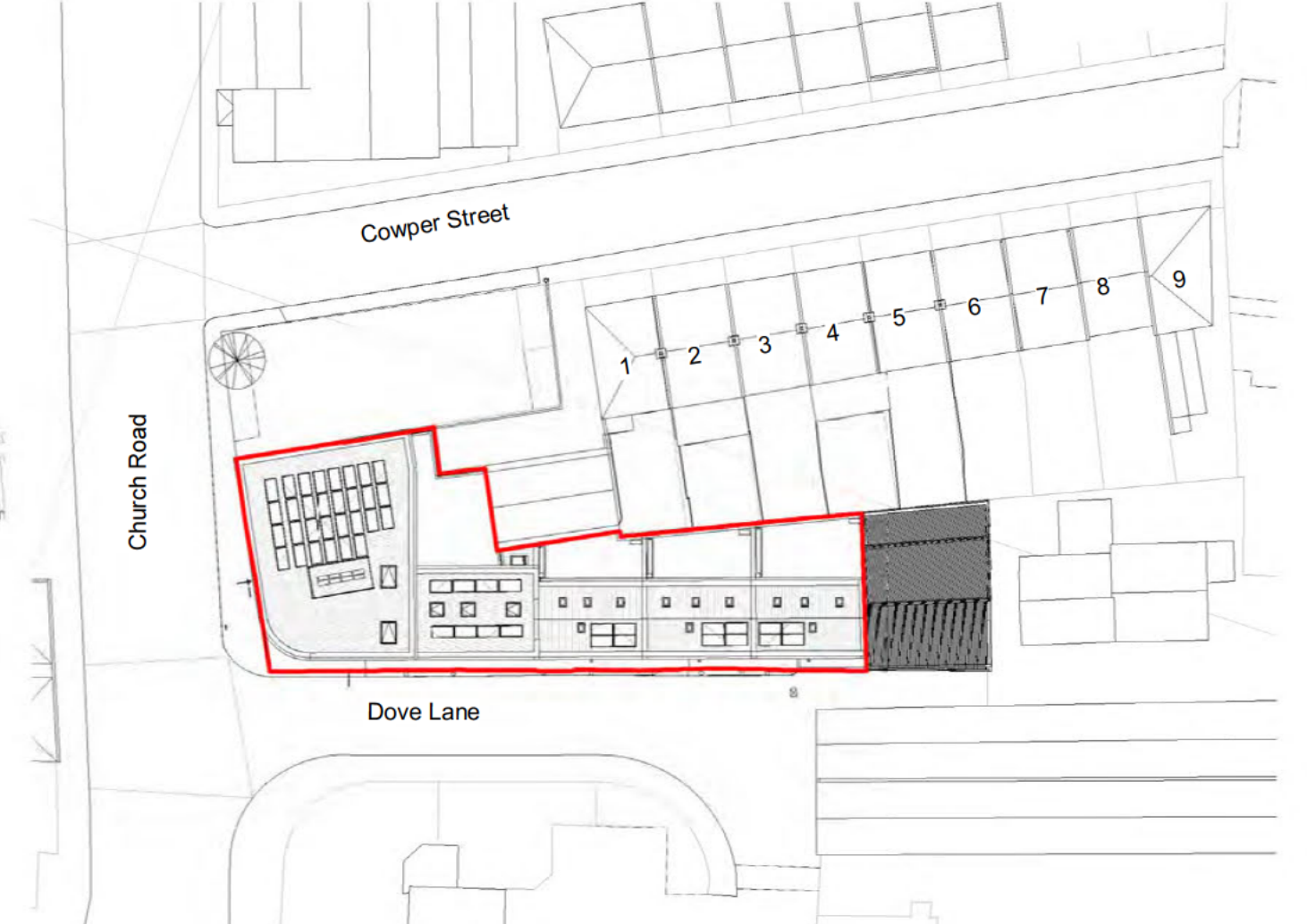
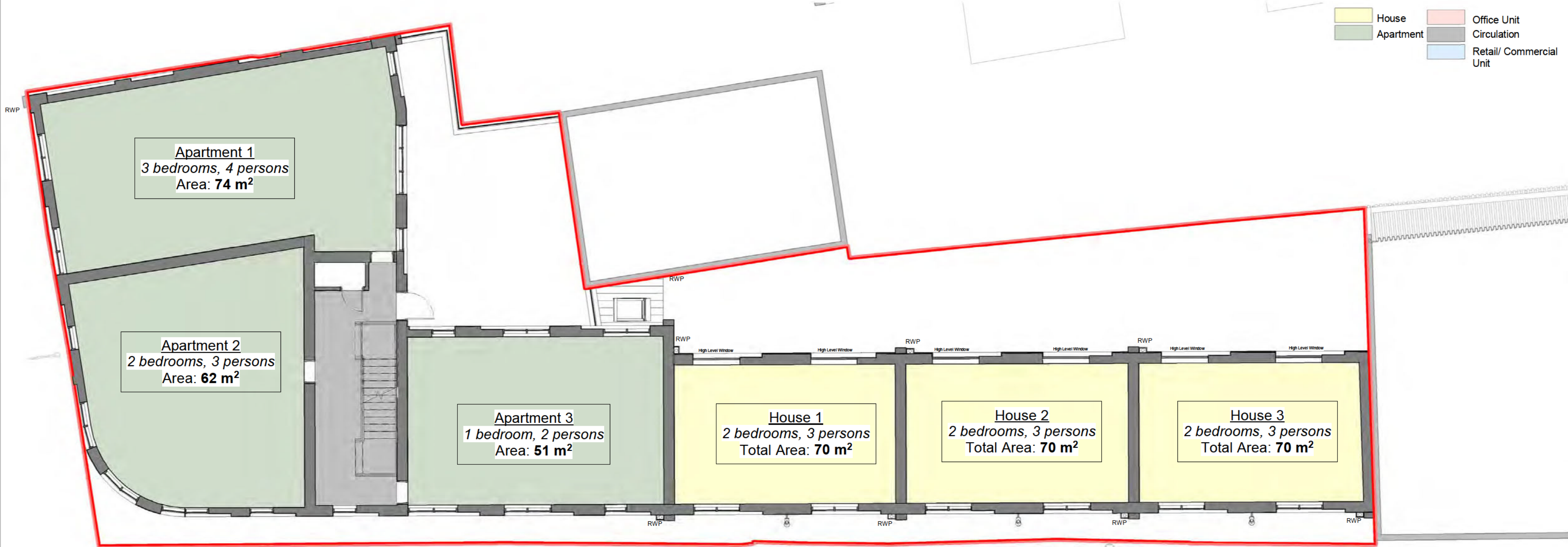
Proposed Site Plan

Project number	0215-01
Date	24.06.2022
Drawn by	HD
Checked by	UY
Scale	1 : 100

P030	G
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Site Plan Proposed
1 : 100 @ A1 1:200 @ A3

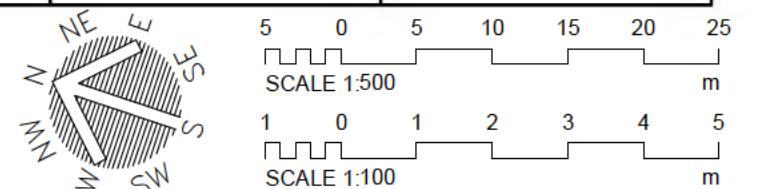
G	24.06.2022	HM	Existing building heights fixed
F	22.04.22	UY	Revision from case officer
E	17.08.21	HD	Revision from consultant reports
D	04.06.21	HD	Drainage added
C	21.05.21	HD	Revision from pub. consult.
B	22.03.21	HD	Revision from stakeholder meet
A	02.03.21	HD	Revision for stakeholder meeting
Rev	Date	Name	Description



Site Proposed

1 : 500 @ A1 1:1000 @ A3

	Gross Internal Area (m ²)	Bed Spaces	Gross External Area (m ²)
Residential			
House 1	70	2 bedroom, 3 person	
House 2	70	2 bedroom, 3 person	
House 3	70	2 bedroom, 3 person	
Apartment 1	74	3 bedroom, 4 person	
Apartment 2	62	2 bedroom, 3 person	
Apartment 3	51	1 bedroom, 2 person	
Apartment 4	74	3 bedroom, 4 person	
Apartment 5	62	2 bedroom, 3 person	
Circulation	55		
Apartment Refuse	8		
Apartment Recycling	11		
Maintenance Room	3.7		
Service Risers	3		
Commercial			
Retail/Commercial Unit 1	149		
Retail/ Commercial Unit 2	35		
Office Unit	41		
Amenity			
House 1 Garden	24.5		
House 2 Garden	27.5		
House 3 Garden	34		
Apartment Amenity	45		
Overall			
Ground Floor	376.122		423.167
First Floor	335.789		380.024
Second Floor	166.379		185.909
Total	878.29		989.1



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**Proposed Floor Plans -
Ground & First Floors**

Project number **0215-01**

Date **24.06.2022**

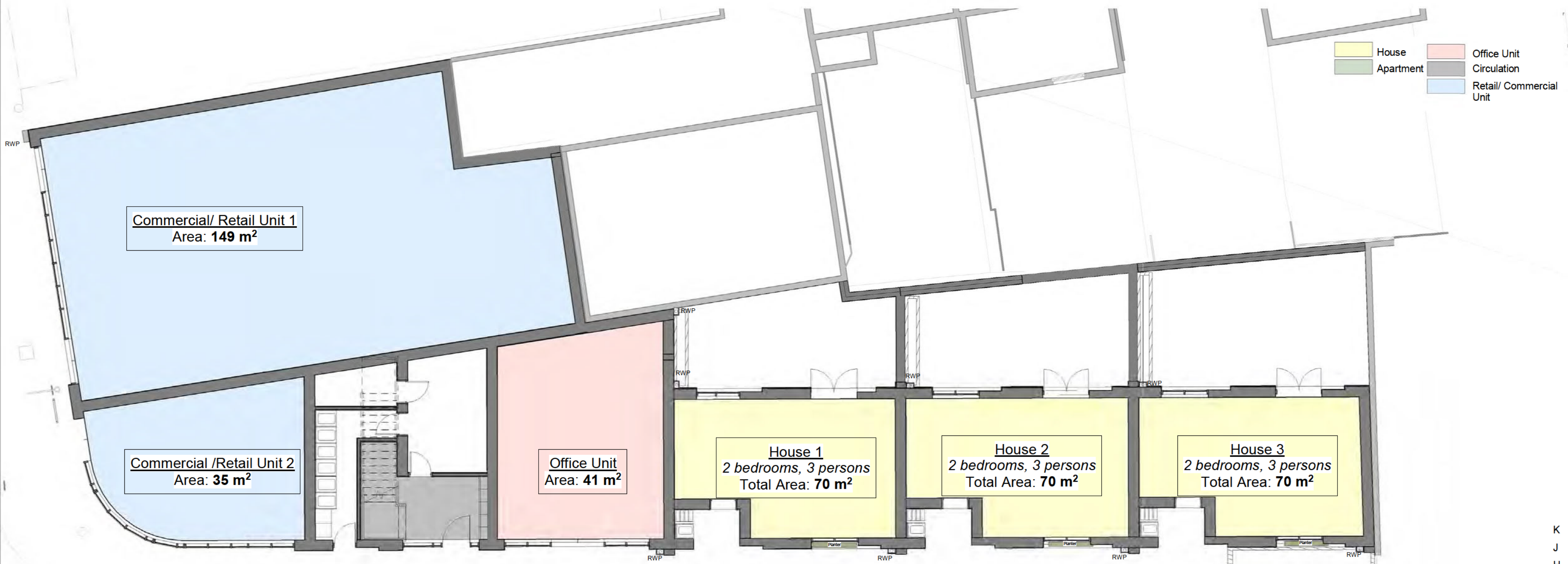
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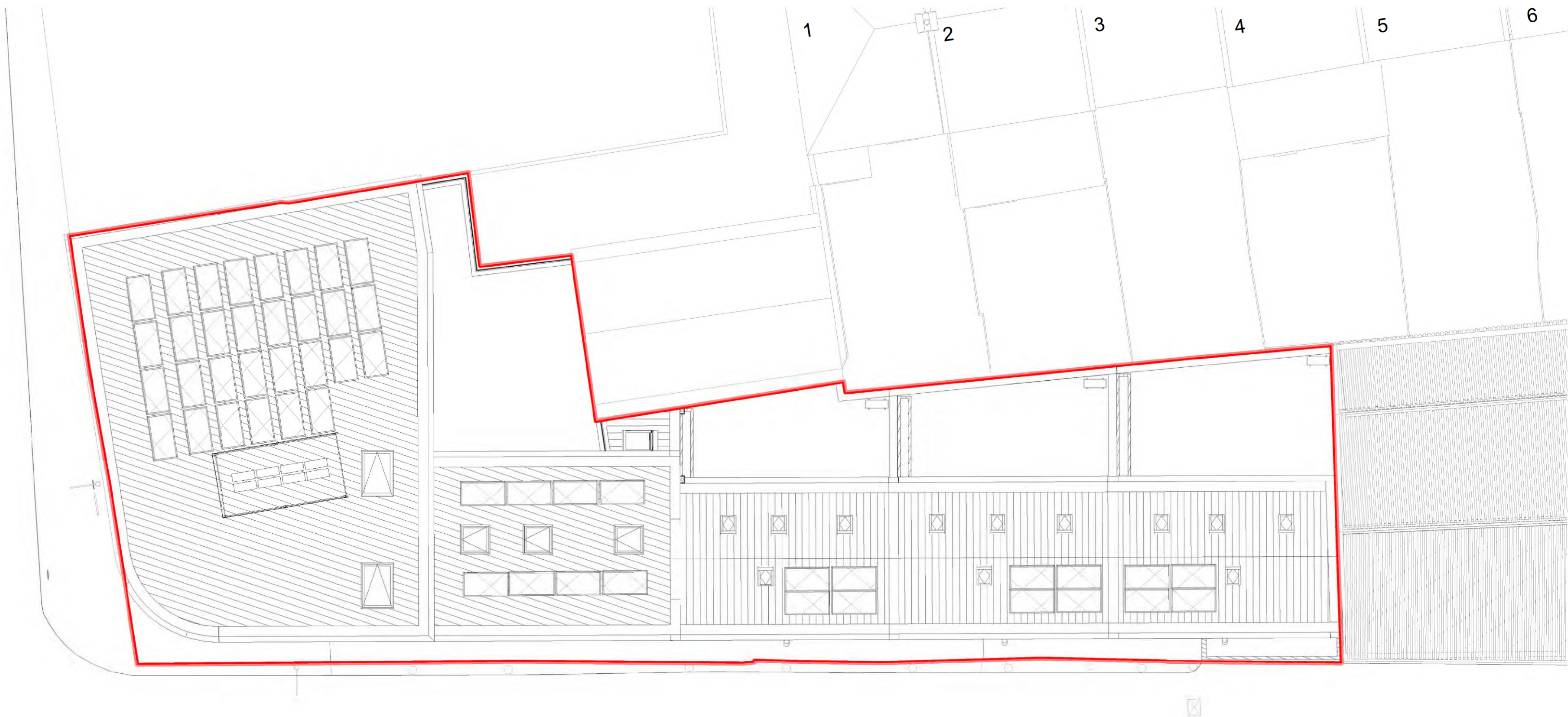
Checked by **UY**

Scale **As indicated**

P035 **K**

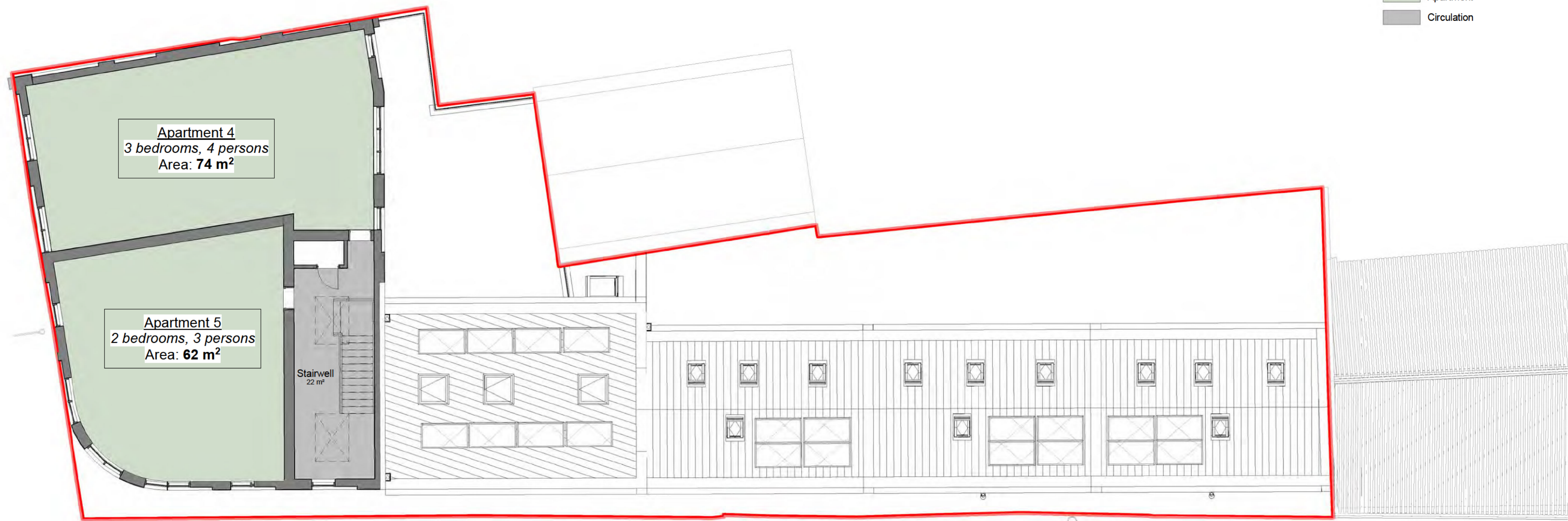
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J	22.04.22	UY	Revision from case officer
H	27.08.21	HD	Areas amended
G	17.08.21	HD	Revision from consultant reports
F	08.06.21	HD	Apartment 1 & 4 amended
E	08.06.21	HD	Areas amended
D	04.06.21	HD	Drainage added
C	21.05.21	HD	Revision from public consultation
B	22.03.21	HD	Revision from stakeholder meet
A	02.03.21	HD	Revision for stakeholder meeting
Rev	Date	Name	Description





03_Roof PR

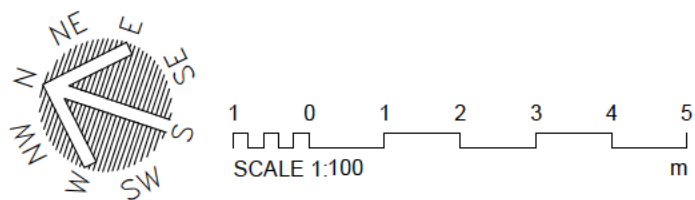
1 : 100 @ A1 1:200 @ A3



02_Second Floor PR

1 : 100 @ A1 1:200 @ A3

J	24.06.2022	HM	Existing building heights fixed
H	22.04.22	UY	Revision from case officer
G	17.08.21	HD	Revision from consultant reports
F	08.06.21	HD	Apartment 1 & 4 amended
E	08.06.21	HD	Areas amended
D	04.06.21	HD	Drainage added
C	21.05.21	HD	Revision from public consultation
B	22.03.21	HD	Revision from stakeholder meet
A	02.03.21	HD	Revision for stakeholder meeting
Rev	Date	Name	Description



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66-70 Church Road,
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Proposed Plans - Second
Floor & Roof

Project number 0215-01

Date 24.06.2022

Drawn by HD

Checked by UY

Scale 1 : 100

P040 J



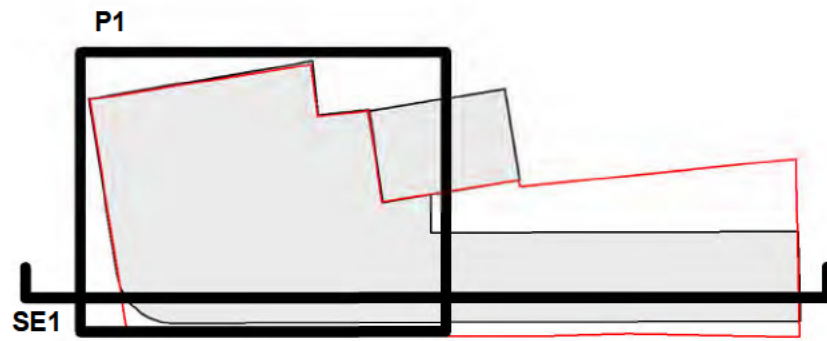
Long Site Section - Proposed (SE1)

1: 100 @ A1 1:200 @ A3

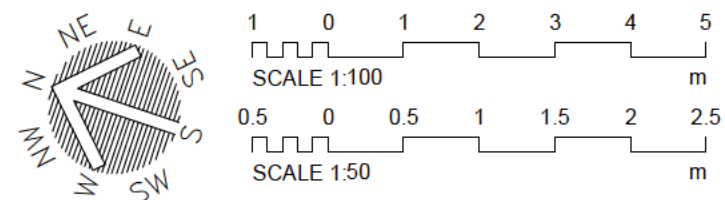


Apartment Layout (P1)

1: 50 @ A1 1:100 @ A3



Key Plan



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66-70 Church Road,
Redfield, Bristol, BS5 9JY

Proposed Apartment
Layouts & Long Section

Project number 0215-01

Date 24.06.2022

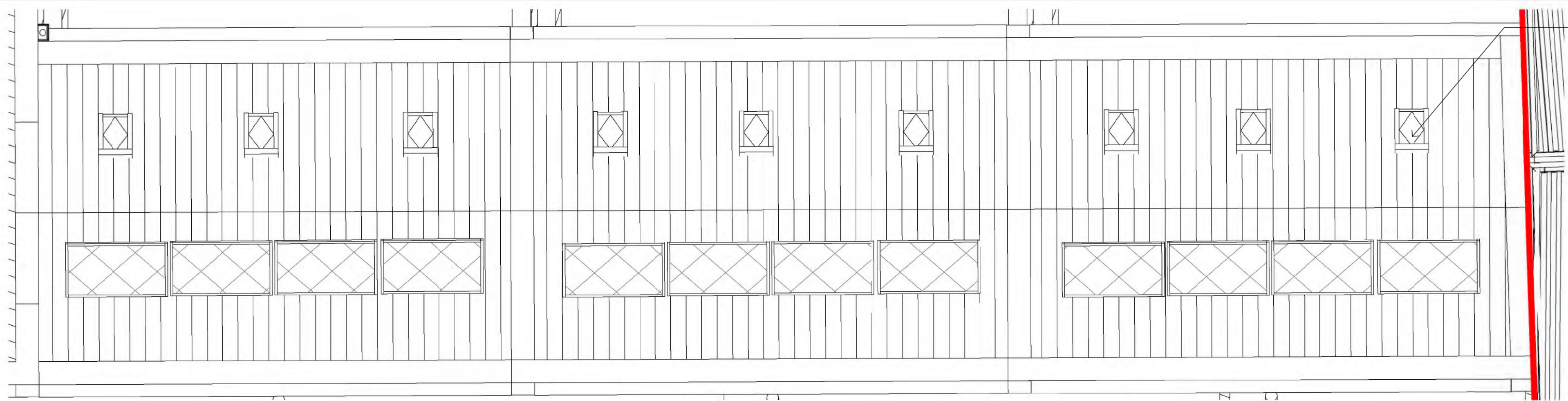
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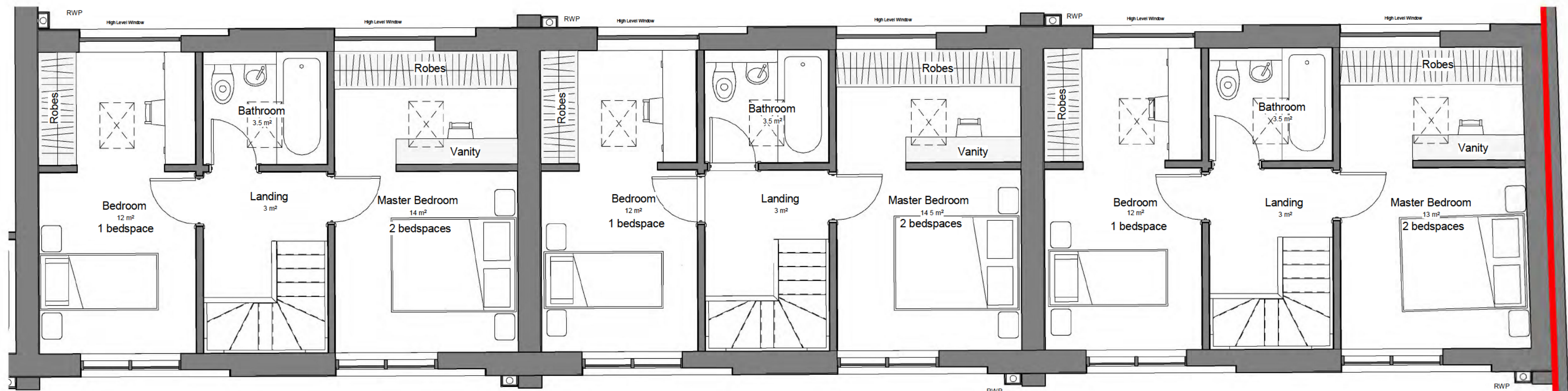
P052 H

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F	17.08.21	HD	Revision from consultant reports
E	08.06.21	HD	Apartment 1 & 4 amended
D	04.06.21	HD	Drainage added
C	21.05.21	HD	Revision from public consultation
B	22.03.21	HD	Revision from stakeholder meet
A	02.03.21	HD	Revision for stakeholder meeting
Rev	Date	Name	Description



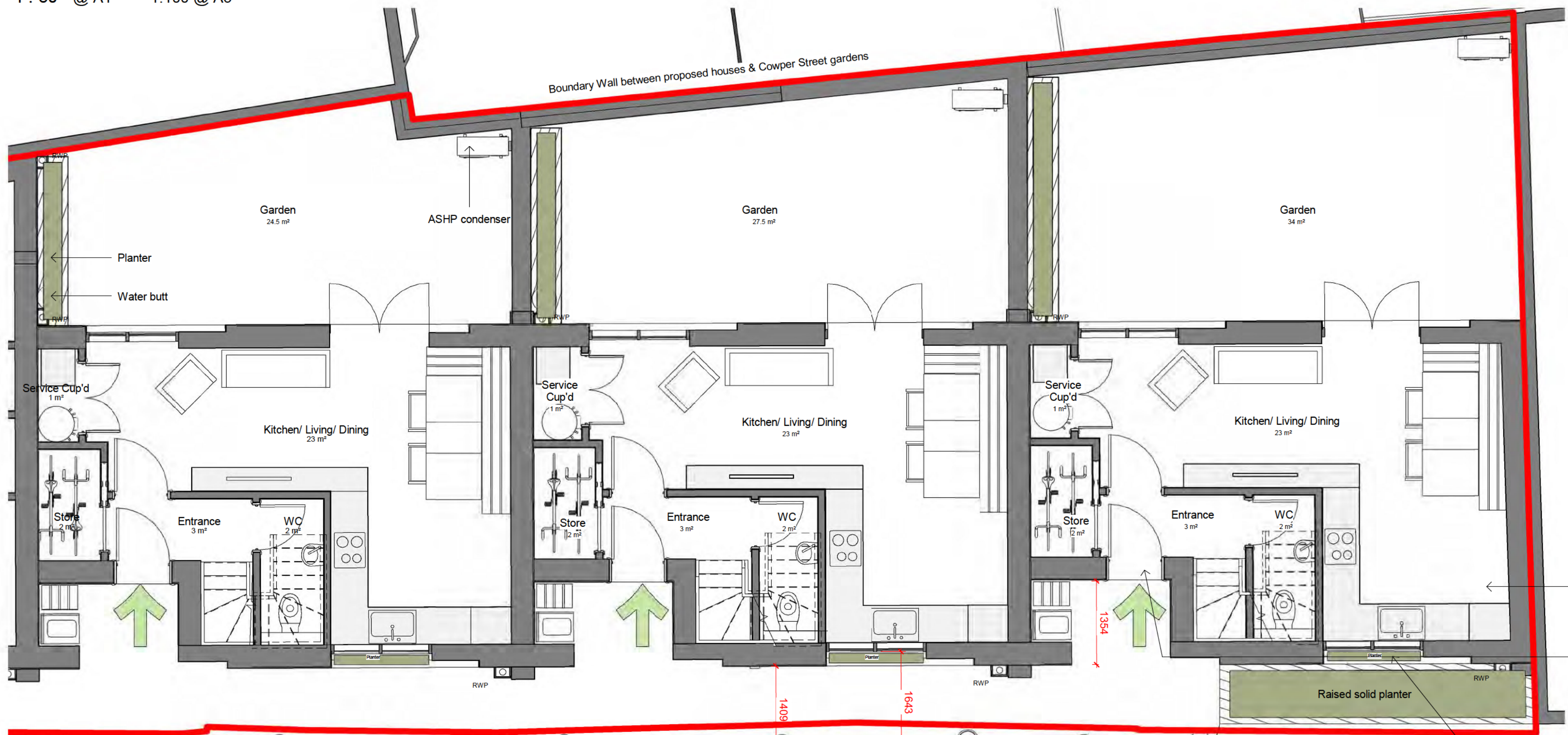
House Layout - Roof Plan (P1)

1 : 50 @ A1 1:100 @ A3



House Layout - First Floor Plan (P1)

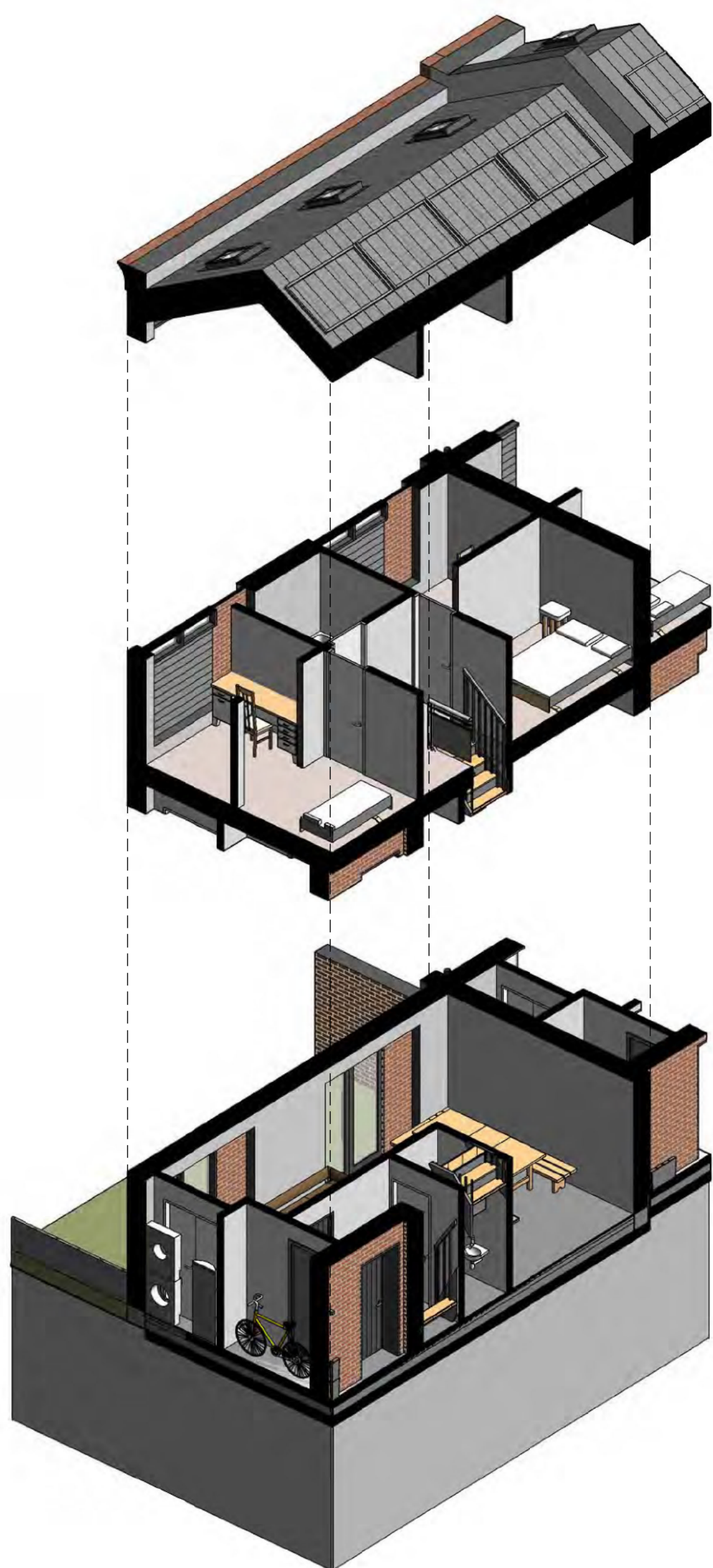
1 : 50 @ A1 1:100 @ A3



House Layout - Ground Floor Plan (P2)

1 : 50 @ A1 1:100 @ A3

Velux roof windows (550x780) provide additional light in bathroom and dual aspect bedrooms



House Exploded Sectional Axonometric

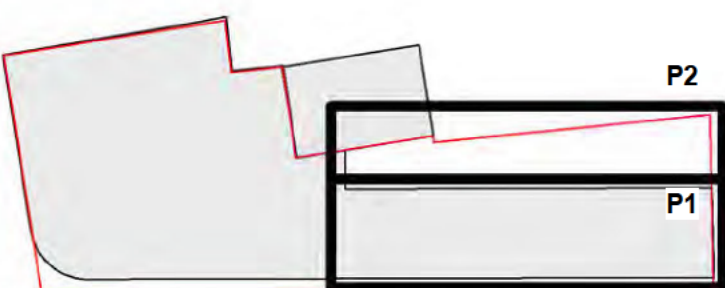
1:75 @ A1 1:150 @ A3

All residential units conform to technical housing standards

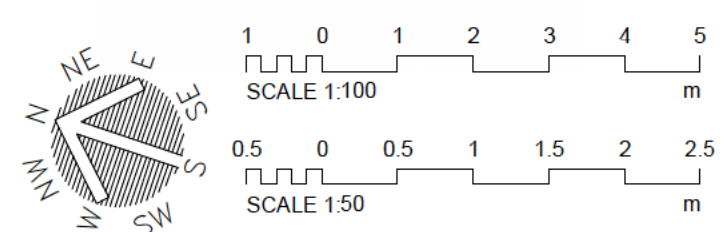
Entrance to houses recessed from highway to provide safe entry and egress from site

Front windows recessed from highway to provide privacy. Planters also enhance this.

E	17.08.21	HD	Revision from consultant reports
D	04.06.21	HD	Drainage added
C	21.05.21	HD	Revision from public consultation
B	22.03.21	HD	Revision from stakeholder meet
A	02.03.21	HD	Revision for stakeholder meeting
Rev	Date	Name	Description



Key Plan



STUDIO YAQUB

66-70 Church Road,
Redfield, Bristol, BS5 9JY

Proposed House Layouts

Project number 0215-01

Date 05.02.2021

Drawn by HD

Checked by UY

Scale As indicated

P055 E



West Elevation - Proposed (E2)

1 : 100 @ A1 1:200 @ A3



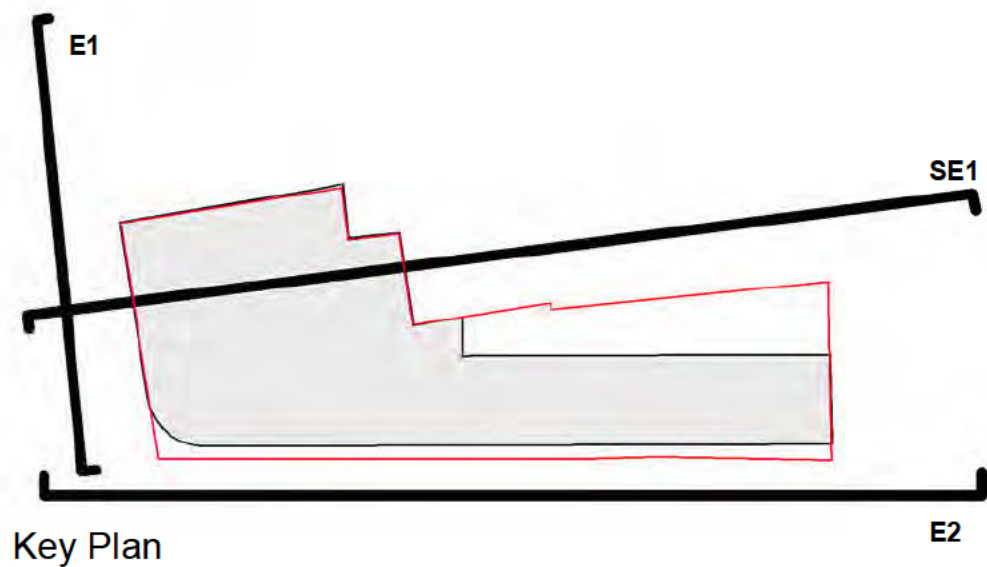
East Sectional Elevation - Proposed (SE1)

1 : 100 @ A1 1:200 @ A3

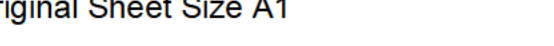
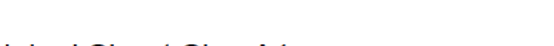
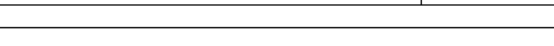
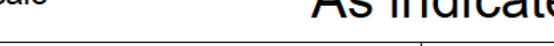
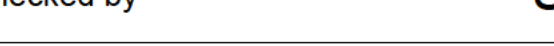
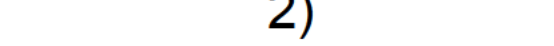
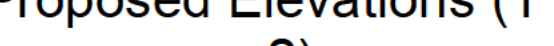
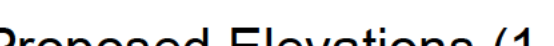
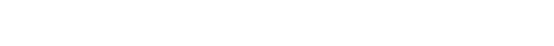
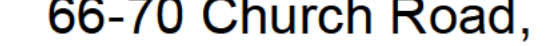
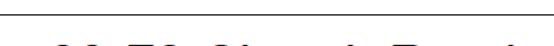
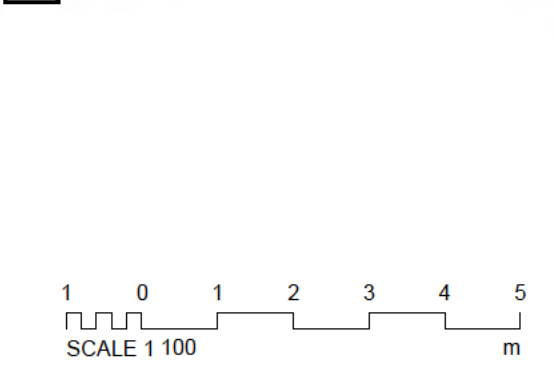
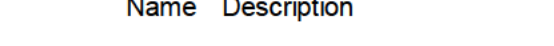
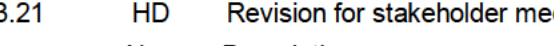
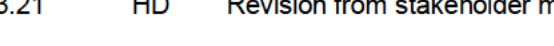
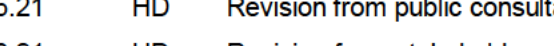
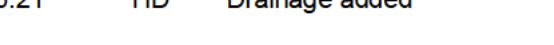
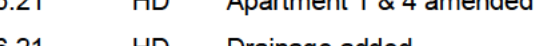
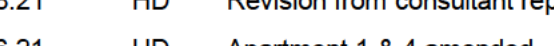
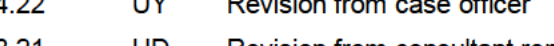
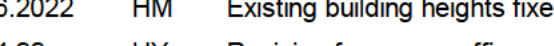
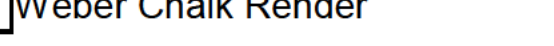
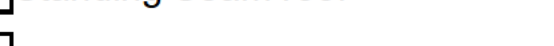
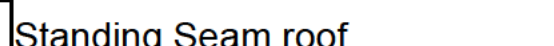
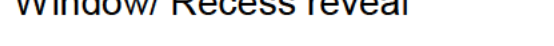
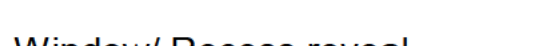
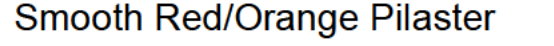
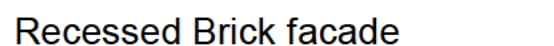
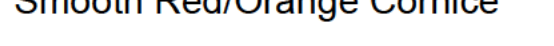
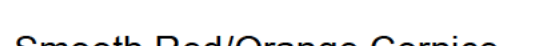
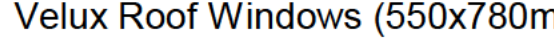
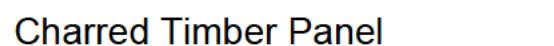
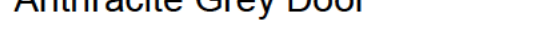
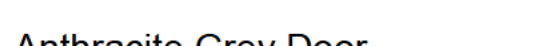
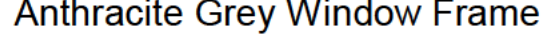
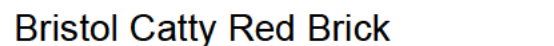
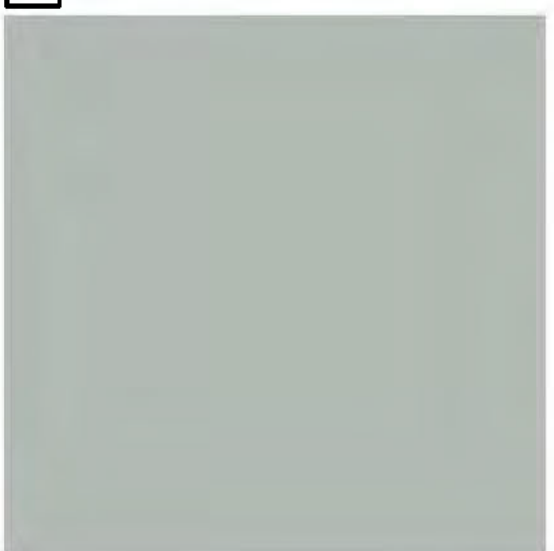


North Elevation - Proposed (E1)

1 : 100 @ A1 1:200 @ A3



Key Plan



- 1. Bristol Catty Red Brick
- 2. Anthracite Grey Window Frame
- 3. Anthracite Grey Door
- 4. Charred Timber Panel
- 5. Velux Roof Windows (550x780mm)
- 6. Smooth Red/Orange Cornice
- 7. Recessed Brick facade
- 8. Smooth Red/Orange Pilaster
- 9. Window/ Recess reveal
- 10. Standing Seam roof
- 11. Vented louvre
- 12. Weber Chalk Render

H	24.06.2022	HM	Existing building heights fixed
G	22.04.22	UY	Revision from case officer
F	17.08.21	HD	Revision from consultant reports
E	08.06.21	HD	Apartment 1 & 4 amended
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A	02.03.21	HD	Revision for stakeholder meeting
Rev	Date	Name	Description

J 18.07.2022 HM Minor amendment

STUDIO YAQUB

66-70 Church Road,
Redfield, Bristol, BS5 9JY

Proposed Elevations (1 of
2)

Project number 0215-01

Date 18.07.2022

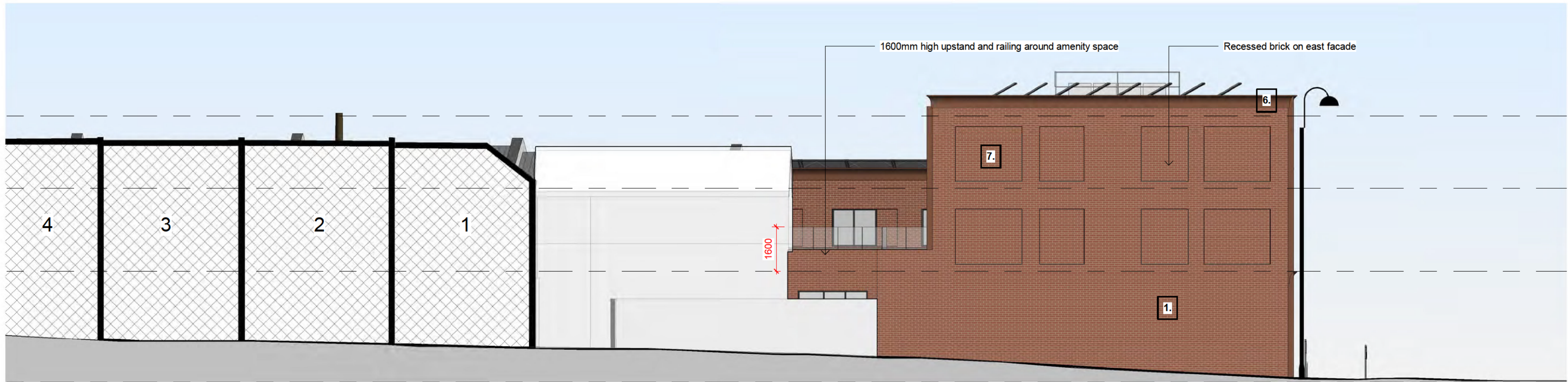
Drawn by HD

Checked by UY

Scale As indicated

P045 J

- 03_Roof PR
31060
- 02_Second Floor PR
28435
- 01_First Floor PR
25448
- 00_Ground Floor
21448



East Elevation - Site - Proposed (SE1)
1 : 100 @ A1 1:200 @ A3

- 03_Roof PR
31060
- 02_Second Floor PR
28435
- 01_First Floor PR
25448
- 00_Ground Floor
21448



East Elevation - Proposed (SE2)
1 : 100 @ A1 1:200 @ A3

- 03_Roof PR
31060
- 02_Second Floor PR
28435
- 01_First Floor PR
25448
- Apartment Entrance
22273
- 00_Ground Floor
21448



South Elevation - Proposed (SE3)
1 : 100 @ A1 1:200 @ A3

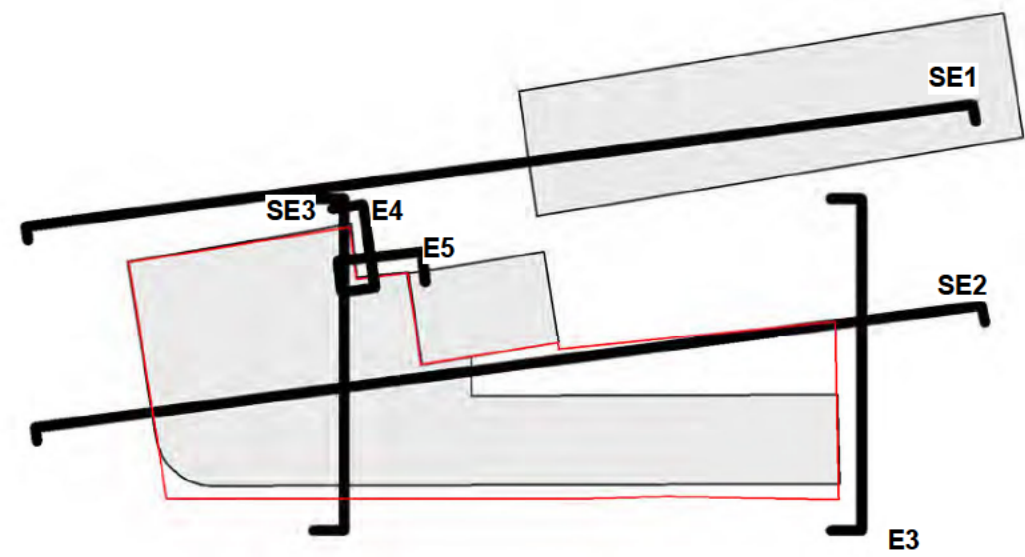


South Elevation - Site - Proposed (E3)
1 : 100 @ A1 1:200 @ A3



South Elevation - Site - Proposed (E4)
1 : 100 @ A1 1:200 @ A3

East Elevation - Site - Proposed (E5)
1 : 100 @ A1 1:200 @ A3



Key Plan

- 1. Bristol Catty Red Brick
- 2. Anthracite Grey Window Frame
- 3. Anthracite Grey Door
- 4. Charred Timber Panel
- 5. Velux Roof Windows (550x780mm)
- 6. Smooth Red/Orange Cornice
- 7. Recessed Brick facade
- 8. Smooth Red/Orange Pilaster
- 9. Window/ Recess reveal
- 10. Standing Seam roof
- 11. Vented louvre
- 12. Weber Chalk Render

1 0 1 2 3 4 5
SCALE 1:100 m

STUDIO YAQUB

66-70 Church Road,
Redfield, Bristol, BS5 9JY

Proposed Elevations (2 of 2)

Project number 0215-01

Date 24.06.2022

Drawn by HD

Checked by UY

Scale As indicated

P050 H

H	24.06.2022	HM	Existing building heights fixed
G	22.04.22	UY	Revision from case officer
F	17.08.21	HD	Revision from consultant reports
E	08.06.21	HD	Apartment 1 & 4 amended
D	04.06.21	HD	Drainage added
C	21.05.21	HD	Revision from public consultation
B	22.03.21	HD	Revision from stakeholder meet
A	02.03.21	HD	Revision for stakeholder meeting
Rev	Date	Name	Description



View from Church Road towards Dove Lane (1)



View From Moorfield Close - Proposed (2)



Visual along Church Road adjacent to Cowper Street (3)



Aerial Visual - Proposed

1:100 @ A1 1:200 @ A3



Key Plan

1 0 1 2 3 4 5
SCALE 1:100 m

STUDIO YAQUB

66-70 Church Road,
Redfield, Bristol, BS5 9JY

Proposed Aerials & Visuals
(1 of 2)

Project number 0215-01

Date 24.06.2022

Drawn by HD

Checked by UY

Scale As indicated

P065

G

G	24.06.2022	HM	Existing building heights fixed
F	22.04.22	UY	Revision from case officer
E	17.08.21	HD	Revision from consultant reports
D	04.06.21	HD	Drainage added
C	21.05.21	HD	Revision from public consultation
B	22.03.21	HD	Revision from stakeholder meet
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Rear Axonometric View

1:200 @ A1 1:400 @ A3



Front Axonometric View

1:200 @ A1 1:400 @ A3



Key Plan



View from 4 Cowper Street garden - Ex (2)



View from 4 Cowper Street garden - Pr (3)

2 0 2 4 6 8 10
SCALE 1:200 m



View from Church Road (1)

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66-70 Church Road,
Redfield, Bristol, BS5 9JY

Proposed Aerials & Visuals
(2 of 2)

Project number 0215-01

Date 24.06.2022

Drawn by HD

Checked by UY

Scale 1 : 500

P070

H

H	24.06.2022	HM	Existing building heights fixed
G	22.04.22	UY	Revision from case officer
F	17.08.21	HD	Revision from consultant reports
E	08.06.21	HD	Apartment 1 & 4 amended
D	04.06.21	HD	Drainage added
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