

PLANNING, DESIGN & ACCESS STATEMENT

PARTIAL DEMOLITION OF EXISTING BUILDING AND ERECTION OF A THREE STOREY BUILDING COMPRISING 14NO ONE, TWO AND THREE BEDROOM FLATS (5NO. 1 BEDROOM, 7NO. TWO BEDROOM AND 2NO. THREE BEDROOM); SECURE CYCLE PARKING; REFUSE AND RECYCLING STORE.

42 BRENTY AVENUE , BRISTOL, BS5 0DL

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1. Introduction

Sergio Garcia-Huidobro is instructed by Evans AV Staging Ltd ('The Applicant') to submit a pre planning application for the partial demolition of the existing building at 42 Brentry Avenue, Lawrence Hill ("the application site") and its replacement with a new building with 14 no. 1, two and 3 bedroom flats, including cycle parking and a refuse and recycling store.

The existing building is used as a storage facility. There is also no demand for commercial use in this location and therefore its redevelopment will regularise the use of the site and provide a replacement building that is sensitively designed in this sustainable location. The full description of development is as follows:

"Partial demolition of existing building and erection of a 3 storey building comprising 14 one, two and three bedroom flats (5no. one bedroom, 7no. two bedrooms and 2no three bedrooms); secure cycle parking (1 per unit); refuse and recycling store." This Planning, Design & Access Statement sets out the justification for the proposed development by reviewing the site and surroundings. It will then demonstrate how the proposal complies with both national and local planning policies and that the conversion and extension to provide fourteen residential dwellings is an entirely acceptable development for this site. This Statement should be read in conjunction with existing and proposed floor plans and elevations prepared by Sergio Huidobro Architecture.

2. Site Description

The site is located on a former milk cooperative building in the Lawrence Hill area of Bristol; with the entirety of the site covered by an existing brick industrial building. The site abuts a similar building to the north-east, currently used as a music rehearsal-recording studio. To the southwest it abuts with No 41 and to the south with Gaunt's Ham Park.

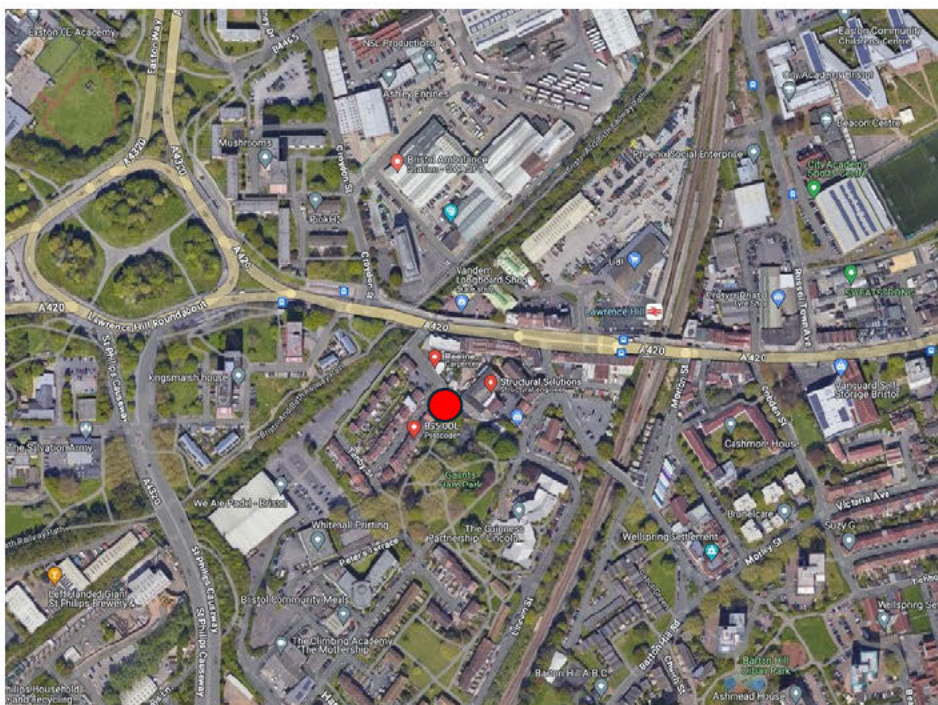


Figure 1 Google Map extract showing the location of the site.

As photographs 1 -4 below show, the site is in an area (cul-de-sac) of late Victorian two storey housing, and a couple of similar buildings currently used as recording studios and offices. Both buildings have their access through Lincoln Street, so there is no impact on traffic, or parking spaces in Brentry Avenue.



Photograph 1 From the site towards Brentry Avenue cul-de-sac



Photograph 2 From Brentry Avenue towards the site



Photograph 3 From the site showing No 41, the rear of the recording studios.



Photograph 4 From Sarah Street towards the site

As figure 1 above confirms, the site is also within walking distance of Lawrence Hill Station, on a branch line from Severn Beach to Bristol Temple Meads, where numerous long distance services call.

Gaunt's Ham Park, opened in 1895, is a short walk away and offers attractive gardens and childrens' play area.

3. The proposal

The proposal is for the partial demolition of the existing building down to street level and the erection of a three storey replacement building. The facade part of the building is being retained to maintain the character of the existing building and as a historic reference. A new and three storey building will be erected on the site with fourteen apartment units.

The floorplans and elevations provide details of the proposed replacement building. The building footprint matches the existing one.

All flats share the same entrance from Brentry Avenue

A Schedule of Accommodation confirms that all units meet the minimum size requirements as set out in the 'Technical Housing Standards: Nationally described space standards' (March 2015).

FLAT	NO BEDROOMS / BEDS	AREA/M2
1	1 / 2	53
2	2 / 4	67
3	2 / 3	65
4	3 / 5	87
5	1 / 2	53
6	2 / 3	67
7	2 / 3	65
8	3 / 5	87
9	2 / 4	75
10	1 / 2	50
11	1 / 2	50
12	1 / 2	50
13	2 / 4	74
14	2 / 4	72

Several communal facilities are proposed including a large, secure cycle store in the heart of the building enabling access by all future residents. This space is of sufficient size to provide 1 secure cycle space/flat. An internal refuse and recycling store is proposed near the site entrance. This meets the space standards set out in the BCC 'Waste and Recycling'.

The appearance of the replacement building is shown on the proposed elevations which confirm the use of brick to replicate the existing appearance. On the upper floor, a vertical zinc cladding will emphasize the new addition while also providing a contemporary look to a traditional brick structure.

Design

The design of the proposed flats' windows will ensure that there is no overlooking or amenity issues towards the residential properties on the opposite side and the neighbours property facing the park.

Windows proposed on the elevation adjacent to no 41 Brentry Av. will be obscured up to 1.7m and the boundary wall will provide sufficient sound attenuation.

The windows on the top floor are set in from the existing rear building line to ensure that there is no overlooking towards the neighbouring properties.

The proposal is for a car free development which, in this sustainable town centre location with the access to all the shops, services and facilities of the A420 /Church Road, is acceptable.

4. Planning History

The earliest recorded use of the site was as a dairy cooperative. The site was previously used as a caravan repairs and storage.

All other commercial buildings have their access through Lincoln Street, which is more suitable for commercial vehicles. The only possible access to this site is through Brentry Avenue.

The commercial land use is not viable in a cul-de-sac residential area. The area lacks parking, and the street is narrow for big vehicles to park or turn. Deliveries usually block the movement of local residents' cars and it's one of the reasons for the residential proposal for this site.

5. Planning policy background

KEY ISSUES A. IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.

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

The development would be on previously developed land in accordance with Policy BCS20.

WOULD THE PROPOSED DEVELOPMENT BE OUT OF SCALE AND/OR CONTEXT WITH THE SURROUNDING AREA?

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design.

Policies DM26-28 of the Site Allocations & Development Management Policies require development to contribute to the character of an area through its layout, form, public realm and building design.

Policy DM29 states that new buildings should be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm.

The proposed development would consist of a three-storey building, constructed in red brick and zinc cladding.

The proposed palette of materials would be in keeping with the adjacent building and the use of red brick would reflect the prevailing character of the area of Victorian terraced houses.

WOULD THE PROPOSED DEVELOPMENT CAUSE ANY UNACCEPTABLE HARM TO RESIDENTIAL AMENITY?

Policy BCS18 sets out that residential development should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards.

Policy BCS21 states that new development should safeguard the amenity of existing development and create a high-quality environment for future occupiers. Buildings should be adaptable to changing social, technological, economic and environmental conditions.

IS THE IMPACT OF THE PROPOSED DEVELOPMENT UPON TRANSPORT AND HIGHWAYS ACCEPTABLE?

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

Policy DM23 of the Site Allocations and Development Management Policies outlines that development should not give rise to unacceptable traffic conditions. Cycle storage for 14 bikes would be located within the ground floor. The location allows for a car free developments due to its proximity to public transport.

Recycling and refuse area is located to the front and within the site and it's accessible also from Bentry Avenue.

SUSTAINABLE DESIGN AND CONSTRUCTION

Policy BCS13 sets out that development should contribute to both mitigating and adapting to climate change, and to meeting targets to reduce carbon dioxide emissions. The proposal considers a communal heating and hot water system.

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

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

6. Summary and conclusions

The site is a storage building in a poor condition located in a residential cul-de-sac.

The usage is longer for acceptable in a residential street, where there is no space for large vehicles to park or turn.

There is need for smaller residential units and the central location with good transport links and access to shopping allows for a car free development.

The mass and scale is within acceptable parameters and there is provision for safeguarding the privacy and amenity of neighbouring properties.

It would contribute to the diversity of the area by accommodating 1, 2 and small number of 3 bedroom units.