

22/01736/F Development of 358 residential dwellings (Use Class C3) and 586sqm of Commercial, Business and Service floorspace (Use Class E), along with associated access, parking, landscaping, public realm and associated works.

Summary

Bristol Civic Society welcomes the development of this site and is broadly supportive of the planning application. Our only real concern relates to Block C2 in terms of its height and location close to the A4032. Quality of living could be improved with a higher proportion of dual aspect homes. More affordable housing units, better distributed would be desirable. The development should strive for a high level of energy efficient homes.

Land Use

Land use is consistent with policies for the site.

Height, Massing and Scale.

The height of the buildings is generally acceptable. Although there is some increase on the prevailing heights of buildings it is not excessive and a density consistent with the Urban Living SPD requirements is achieved – ie 208 dwellings per hectare cf 200 d/p/h suggested in the SPD. Block C2, in the north east corner of the site, is an exception at 10 storeys and the Society does not see why a high marker building is required for the development.

The massing is well considered and frames the view from Portland Square as well as the central car free square.

Scale, with the exception of C3, is acceptable.

Impact on Views.

The Society is not aware of any adverse impacts on views arising from the development and trusts the planning officers will check this particularly relating to Block C2.

Design.

The Society is comfortable with the design approach but wonders if a little more variety in the colour of materials might help to define different parts of the development.

Quality of Living Environment.

There is a good level of amenity space and provision of balconies. There is still a significant proportion of single aspect flats, many of which face north east or north west which will reduce the amount of sunlight available to residents. Our main concern relates to Block C2, however, and the implications of noise and air quality pollution arising from the nearby A4032. However, the same also applies to Block A which is also adjacent to a filling station. We note the findings of the applicants' noise and air quality studies but ask the Council to ensure that its requirements for noise and air quality are met.

Mix of Tenures and Unit Sizes.

20% of the accommodation will be affordable of which 75% would be social rent houses. The latter are accommodated in Block A. We would prefer to see a higher proportion of

affordable homes and for the social rent homes to be spread throughout the development like the affordable first home units.

The range of unit sizes is welcome with almost 50% providing homes to accommodate four or more people.

Public Realm.

The Society is impressed with the public realm proposals particularly the central, traffic free area. It will be important for on-going maintenance to be provided.

Permeability of the site would be improved if access from Halston Drive is provided. We understood from an earlier presentation that the land through which the route would go is owned by the Council, leased part to the school and part to the nursery. We would like to know if this has been resolved to allow this route to be implemented.

Access and Parking.

We support the proposal to restrict vehicular traffic and parking largely to the periphery of the site. The site is well located for access to public transport and so limited parking provision is appropriate. There are cycle parking and storage facilities for each building which we trust are at least policy compliant.

Climate Change and Sustainability Issues.

The Society supports the Council's drive to mitigate climate change and reduce energy consumption and the application should be at least policy compliant regarding these issues.