

## Dovercourt Depot Outline Planning Application FAQs

This list of FAQs is based on comments submitted to date on the outline planning application, enquiries received directly by Bristol City Council Housing Development Team officers, and a leaflet circulated amongst residents.

- 1. What is the planning reference number?** 22/00632/PB
- 2. When is the latest date for commenting?** The date on the planning portal was extended to 29<sup>th</sup> March but the case officer may accept further comments until four weeks before the decision is made, at his discretion.
- 3. Residents have shown a clear preference that the main access to the site should be via Petherbridge Way. Why is this not the proposed access for this site?** Bristol City Council officers and their consultants have considered in detail several alternative options for access to the proposed development. The proposed main access using the existing access and the emergency access via a lane between 98 and 100 Dovercourt Road were the most feasible of all the options considered.

As an access via Petherbridge Way was local residents' preferred option it was investigated in detail but was found to be unfeasible on ecological, planning, transport and cost grounds.

- 4. Is the proposed vehicle carriageway on the main access too narrow at 5.5m?** See section 3.3.6 and 3.3.7 of the Transport Assessment which states: "A 5.5m wide carriageway is suitable for access to a residential development. *Manual for Streets (MfS)* guidance states that 'carriageway widths should be appropriate for the particular context and uses of the street', and lists traffic volume and composition as key factors for consideration. The redeveloped site will no longer require regular access for large vehicles, as will be required for the extant depot / industrial use designation of the site. Furthermore, MfS suggests that a 5.5m carriageway can accommodate two-way movements between two rigid HGVs.

The existing access road has double yellow line markings extending between the depot access gates and Dovercourt Road. Dovercourt Road is subject to single-yellow line restrictions for approximately 15-20m either side of the access junction, in addition to the kerb line opposite. It is proposed that these parking restrictions are retained to prevent parking on the access road and to enable more efficient access for large vehicles into the site (such as refuse vehicles)."

- 5. Will the increased traffic from the development cause congestion? Especially on Downend Road which due to parked cars, only allows one way movement?** The transport assessment looked in detail at existing traffic flows, and forecast traffic in 2023 and 2028 (including the addition of this and other proposed developments in the neighbourhood). The assessment concluded that the impact would not be severe and meets planning policy requirements.
- 6. Why aren't the existing access points onto the main access road mentioned in the application?**

Access to the front door of 146b Dovercourt Road is referred to in paragraph 2.2.3 of the Transport Assessment, page 10. Accesses to the rear of properties facing Dovercourt road is referred to in paragraph 2.2.4, as is the access to a parking area serving eight properties.

Residents will be able to continue using these accesses as per their current arrangements.

Whilst it is acknowledged in paragraphs 3.3.10 and 3.3.11 of the Transport Assessment that there is likely to be some increase in traffic as a result of residential development, this is not considered to negatively affect residential amenity or highway safety/operation at this location.

The widening of the footway on the south-western side of the depot access and the installation of a dropped kerb crossing at the junction with Dovercourt Road will provide betterment to the current pedestrian amenity at this location, including access for No. 146b Dovercourt Road.

- 7. Will the accesses off the main access cause danger to pedestrians and cyclists entering and leaving the proposed development?** The low speed and small number of vehicles exiting and entering the accesses off the main access to the proposed development will pose a low risk to cyclists and pedestrians.
- 8. Will additional vehicles associated with the proposed development have a severe impact on traffic and safety?** A Transport Assessment has been undertaken to support the outline planning application. It reviewed the access arrangements and concluded that whilst there is likely to be some increase in traffic as a result of residential development, this is not considered to negatively affect residential amenity or highway safety/operation.

The Transport Assessment also looked at accident data from 1st October 2016 to 31st October 2021 and considered the likely impact of the development on the probability of future accidents. The assessment concluded that there are no inherent existing safety issues in the area around the site that will be exacerbated by the proposed development

- 9. Is there enough parking provided for the proposed development?** The layout shown in the outline application is illustrative and the actual layout in any subsequent reserved matters application may be different. The illustrative plan shows it is possible to achieve 170 spaces for 140 homes, with the number of parking spaces striking a balance between limiting overspill parking impacts, whilst not encouraging excessive car ownership in what we consider to be a highly accessible site for walking/cycling and public transport. Bristol Local Plan sets out **maximum** standards for car parking in residential developments which states that up to one space should be provided per one bedroom flat, 1.25 spaces for a two bed house/flat and 1.5 spaces for a three or more bed house/flat.
- 10. Why didn't Bristol City Council do an Environmental Impact Assessment?** There are criteria for whether developments need to include an environmental impact assessment which meets specific 2017 regulations. Two of the criteria are "*the development includes more than 150 dwellings; or the overall area of the development exceeds 5 hectares.*" Neither of these thresholds were reached and the planning officer concluded that "it is concluded that the known sensitivity of the site, what is known about the magnitude of the potential development and the extent of the area that is likely to be affected by the development, it is considered that

an Environmental Impact Assessment under the terms of the 2017 regulations is not required to accompany a planning application for the development.”

**11. What environmental assessments were undertaken for the outline planning application?**

Although an environmental impact assessment under the 2017 regulations was not required we did the following assessments to determine what impact the proposed development would have on the environment and included reports on these aspects in the outline planning application:

- Air quality assessment
- Arboricultural (tree) impact assessment
- Biodiversity net gain assessment
- Ecological impact assessment
- Energy statement
- Flood risk assessment
- Geo-environmental assessment
- Health impact assessment (which looks at health and school capacities among other things)
- Noise assessment
- Open space assessment
- Sustainability assessment
- Transport assessment

**12. Why are there so many homes proposed and why are some of the proposed buildings so tall (up to four storeys)?** The masterplan is indicative at this outline planning stage, the actual number and heights of buildings will be decided at the next (reserved matters) stage. The number and height of the buildings shown in the illustrative masterplan, which are between two and four stories, is to meet city-wide housing density requirements which makes the most of available space and provides much needed homes. This is a policy set out in the local plan for Bristol adopted in 2014.

**13. Residents feel that Dovercourt Road already suffers from vehicles travelling at excessive speeds, can the council implement traffic calming on the road as part of this planning application?** Cllr Renhard has spoken to the Cabinet Member for Transport, Cllr Alexander and they would both support traffic calming on Dovercourt Road. We will work with colleagues in the council’s transport team to explore all possible options.

**14. The report of community involvement states that fewer people came to later consultations, indicating greater acceptance of the development, can this be changed?** This has been changed.

**15. What affordable housing will be provided by the development?** The development will provide at least 30% affordable homes and aims to provide more than this. The actual number of homes and the type of affordable homes will be decided at the next planning stage (reserved matters) but it is expected that 78% of the affordable homes will be social rent (council houses or flats). If 30% of the 140 homes are affordable about 32 homes would be social rent and 10 would be shared ownership, or potentially first homes, which is a new affordable home type.

- 16. The application proposes the lane between 98 and 100 Dovercourt Road as an access to be used in the very rare event that the main access is blocked and there is an emergency with the development. Residents whose properties benefit from access from the lane are responsible for its upkeep. If it gets damaged in an emergency who would pay for its repair?** Goram Homes (who will be the developer if the planning permission is granted) have said that if all the affected residents agree, they will enter into a legal agreement to maintain and repair the lane between Dovercourt Road and the development (shown in yellow below), if reserved matters planning permission is granted.



- 17. Is the proposed emergency access between 98 and 100 Dovercourt Road too narrow for emergency vehicles?** The lane is between 3.7 and 4.4m wide along its length and is wide enough to accommodate emergency vehicles in the very rare event that the main access is blocked **and** there is an emergency within the proposed development. This may never occur.
- 18. Do emergency vehicles have the right to use the lane between 98 and 100 Dovercourt Road?** Avon Fire and Rescue Service have confirmed that they have access powers in the event of an emergency under the Fire Service Act 2004. This would only be used in the rare event that the main access to the development is blocked and emergency access is required to enter the site. AF&RS services can assist other emergency services as necessary.