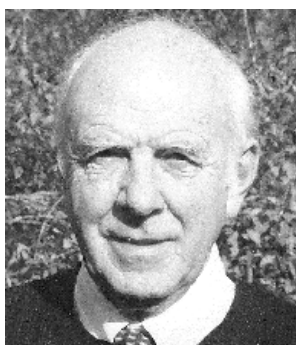


NEW PLANNING APPLICATIONS

The following are some of the more important or interesting applications considered by the Group since the last *Newsletter*.



Plots 15 and 16 Bond Street

This is an application for a new hotel for Future Inns on the diverted access to Newfoundland Street, being part of the extended Broadmead and to be known as the Cabot Circus Hotel. It is, in our view, of indifferent design but is a

substantial building of seven storeys and will be a significant new element in the heart of the city's expanded commercial quarter.

80 Stokes Croft

Otherwise known as Hamilton House, this is at present a rather unattractive office building, closing the view along Jamaica Street. The plans are to convert this to 83 residential units, plus some offices, a café and a 'winter garden'. We feel the changes will be for the better, certainly in design terms, and while we have criticised it for being too high it should make a very positive contribution to Stokes Croft, a street which needs all the help it can get.

O&M Sheds, Welsh Back

This is a proposal to develop these dockside sheds, adjacent to the Bascule Bridge leading to Redcliffe. The shed nearest to the bridge (M Shed) is proposed for demolition and replacement by restaurants at ground floor with apartments above; the other shed (O Shed) is to be kept and refurbished as restaurants. There will be 4 restaurants altogether. The biggest problem as we see it is that the developer wishes to cut down a fine, well-established plane tree adjacent to the bridge to make way for some of the apartments. We have objected to this aspect of the proposals.

99 Devonshire Road, Henleaze

This application has recently been the subject of a planning appeal and the outcome has been an encouraging decision from the Planning Inspectorate upholding the decision of the City Council to refuse consent. The proposed development was for the demolition of the chapel/hall on the site and its replacement with a mixed use scheme of commercial on the ground floor and six flats on the upper floors. In his decision letter, the Inspector concluded that the scheme(s) would have an unacceptable effect on the well-defined and distinctive character and appearance of this

north Bristol suburb, and that the possible benefits of the scheme(s) should not be achieved at the cost of compromising the local environment.

Temple Quay Central

This is an outline application, although with a great amount of detail, for that part of the Temple Quay 2 site between (approximately) Valentine's Bridge and the railway viaduct at the far end of Avon Street. It is the area between Avon Street and the Floating Harbour. The whole site has been in the process of development for a number of years and a masterplan was approved in 2001. Part of the site has been built upon but the current application is for the site described above. It comprises 4 sub-sites; one is for a 14-storey residential tower; one is for the new HQ building for Burges Salmon, the legal firm; and the other two for mainly office use but with a modest amount of residential content. All the buildings face on to the water and there is provision for a significant amount of retail/café use on the ground floors. All parking is underground.

We find ourselves happy with the residential tower (there were to be three) but not enamoured with the remaining blocks. We do not think the designs are very good; we think more could be made of the roofs; we are not confident that the waterfront usage is lively enough; and we would like to see more made of the water itself. We have made comments to the planners and the developers.

23 Cotham Grove, Cotham

This proposed development involved the lowering of the pavement and the altering of the front garden to provide parking for one car. In dismissing the appeal against the City's refusal of planning consent, the Inspector noted that the property was within the Cotham, Redland and Gloucester Road Conservation Area and that this required him to pay special attention to preserving the character and appearance of the area. He noted that at the heart of the dispute was the potential for a steady erosion of the character and appearance of Cotham Grove by conversion of front gardens to car parks. He referred to the council's supplementary planning guidance which sought to prevent such damaging effects on the visual quality of the locality. He further said that the existence of other hardstandings, including one next door, did not provide justification for a harmful form of development at the appeal site.

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