

LOVELL HOMES, NOVERS HILL Summary note following public meeting July 20, 2021

On July 20 Lovell Homes held an online public meeting, as part of its wider community consultation. The meeting was held from 6.30pm and closed at approximately 8.55pm. A total of 46 people attended, as well as eight representatives from the Lovell Homes team. This note seeks to summarise the key points raised during the meeting - and the wider consultation - alongside the response from the developer.

Issue/question	Response
<p>Principle of development Want the land retained as open green space. Previous applications on the site were refused.</p>	<p>Bristol City Council allocated the site for development through its 2014 Local Plan. The land covered by our proposal is one part of the land allocated for development; the other is owned by Bristol City Council. Part of our site is protected within the local plan - this area is shown on our proposals as open green space, which we are not seeking to build homes on, but to retain and enhance (we have retained some additional open green space over-and-above this area protected through the local plan). The site allocation reference numbers are: BSA1114 (the northern parcel) and part of BSA1108 (which we share with the council).</p> <p>All local authorities have a legal responsibility to produce a local plan which identifies where development should happen over a set period of time. This includes land for homes and employment. Bristol City Council needed to deliver 26,400 homes over the plan period 2006-2026 with 8,000 in South Bristol. It is currently working on its next local plan.</p> <p>Previous applications were made before the site was allocated for development.</p> <p>Currently the site we are proposing to develop is privately-owned land with no legal public access. If our proposals were to go ahead, the site would be open to everyone, including the part of the green corridor not protected for biodiversity measures.</p>
<p>Consultation Concern the consultation has been</p>	<p>The Knowle West Futures group responded to our pre-app in September 2020, which helped us understand the key community objectives and how we might best support those. After significant engagement with council officers as</p>



insufficient with a lack of transparency, including insufficient information provided in advance of the public meeting.

What changes have/will be made/considered as a result of the consultation?

Why are the events not face-to-face?

part of the standard pre-app process, the Lovell Homes team contacted the Knowles West Alliance (KWA) at the beginning of June 2021, to discuss the process to consult the wider community. Our team also confirmed with the Bristol Neighbourhood Planning Network which groups it needed to proactively engage with. The consultation was discussed with the KWA, and an initial meeting with that group (as set out in the KWA's protocol for community engagement) was held on 1 July 2021. During that meeting a significant number of questions remained, so we agreed to present again, in more detail.

We also agreed to:

1. Delay our application;
2. Delay the public consultation;
3. Extend the public consultation from two to three weeks;
4. Double the number of postcards issued to promote the online consultation from 609 to 1,165;
5. That we would come back to the KWA with our specialist ecology, landscape and transport consultants to go into more detail on those key areas.

The second meeting was open to the whole community. This was promoted on the postcard, on the consultation website (www.novershillconsultation.co.uk), through an advertisement on The Knowledge website, through media coverage in The Knowledge and Bristol Post (other media were also sent the details), and via the KWA. 100 people signed up to attend, with 45 residents joining the 2.5 hour meeting.

Information about the scheme was provided on the website. When asked for more information, we agreed to share further ecology and transport details, which we will upload onto the project website and share with the community via the KWA. All the final reports will be publicly available on the council's planning portal once the application has been submitted.



	<p>Residents not online or wishing to respond online have been able to call a freephone number to request paper copies of the proposals and feedback form, with a freepost envelope.</p> <p>The decision to undertake an online-only consultation was carefully considered, given the ongoing uncertainty around sharply-rising Covid 19 cases, and concerns expressed by health leaders that people needed to continue to be extremely cautious to avoid contracting and spreading the virus. Under these circumstances we felt it was more responsible to hold online-only events, despite restrictions being lifted on July 19 (six days after our consultation started).</p> <p>As explained on the website, and in meetings to date, this site is complex with a number of competing demands. We have explained we cannot reduce the number of homes or the area for development any further. However, there are areas the community has already asked us to consider further, and where we are seeking input from the community. Those areas include:</p> <ol style="list-style-type: none"> 1. Landscape strategy for the green open space; 2. Pedestrian connectivity to the neighbouring sites; 3. Management of the protected biodiversity habitat; 4. Locations for offsite biodiversity improvements (we are now engaging with key local ecology groups to understand where the community would most want to see these measures); 5. Whether Novers Hill should be made one-way and, if so, which way; 6. Ensuring accumulative impact of other developments - including the recycling centre - are fully considered in the transport calculations (please see traffic/highways section below); 7. That we engage with cycle groups, as part of the transport/movement strategy (approaches now made).
<p>Ecology & biodiversity</p>	<p><i>Have the studies undertaken been sufficiently comprehensive?</i></p> <p>The studies have comprised habitat surveys and protected species surveys in line with relevant good practice. The</p>



<p>Have the studies undertaken been sufficiently comprehensive?</p> <p>What is the total loss, including of grasslands? What value has been apportioned to those grasslands?</p> <p>If you cannot meet biodiversity targets onsite, where would the offsite mitigation happen? Who are you consulting on this?</p> <p>How will the fencing for the protected area keep people out, while allowing wildlife to travel through?</p> <p>How likely are the badgers to continue to stay on the site if the sett is moved, and during construction?</p> <p>What is the size of the retained green area/green corridor (how wide and how long)?</p> <p>Who will pay for ongoing management of the protected area?</p>	<p>scope has been previously agreed with the council's ecologist.</p> <p><i>What is the total loss, including of grasslands? What value has been apportioned to those grasslands?</i></p> <p><i>If you cannot meet biodiversity targets onsite, where would the offsite mitigation happen? Who are you consulting on this?</i></p> <p>The existing grassland on site comprises 2.75 hectares; after development the grassland will comprise 0.45 hectares; an additional 2.14 hectares of amenity grassland will also be created. The existing is calculated as in 'poor condition' using the Defra metric – this is largely due to poor management/horse grazing. The retained grassland will be enhanced and managed to at least moderate condition.</p> <p>Offsite proposals have looked at five local sites: Novers Common, Crox Bottom, Glyn Vale OS, Manor Woods Valley and Kingswear Rd OS. Consultation with the council's nature conservation officer is underway on this, and we have been advised to engage with two local groups to seek their input (Manor Woods Valley Group and the Northern Slopes Initiative, both of whom we have since approached).</p> <p><i>How will the fencing for the protected area keep people out, while allowing wildlife to travel through?</i></p> <p>There are many designs of fencing which allow permeability for wildlife but reduce human access – this will be specified at a later stage.</p> <p><i>How likely are the badgers to continue to stay on the site if the sett is moved, and during construction?</i></p> <p>If badgers are present on a site, they can be moved to artificial setts under license from Natural England. There are many examples of where this has been successful, and badgers will continue to use a site and the artificial setts.</p> <p><i>What is the size of the retained green area/green corridor (how wide and how long)?</i></p> <p>It is 1.92 ha. It is approximately 350m long and between 10 and 90 metres wide.</p>
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	<p><i>Who will pay for ongoing management of the protected area?</i> We will make a 30 year commitment.</p>
<p>Landscape, visual impact & open space</p> <p>Significant concerns about visual impact - what are the key measures to minimise this? How big is the area that can be accessed, excluding the protected, enclosed area to support biodiversity? How big is the play area? How will the open spaces be managed and who will pay?</p>	<p><i>How have long distance views into the site been assessed and considered?</i> A Landscape and Visual Appraisal has been carried out in accordance with best practice guidance and the report will accompany the planning application. The mitigation strategy has been informed by discussions with council officers, as well as a study of the local vernacular (existing buildings, streets and open spaces in the area).</p> <p>The housing layout on the highest part of the site is set out, not as a continuous terrace, but in mini cul-de-sacs to break up the built-form as seen from long distance views, and permit space for tree planting on-street and within back gardens where possible, to soften the scheme.</p> <p><i>What is the size of the retained green area/green corridor (how wide and how long)?</i> As above, it is 1.92 ha. It is approximately 350m long and between 10 and 90 metres wide.</p> <p><i>What landscaping is being proposed?</i> A community orchard, and an informal open space is proposed in the north-west corner of the site. The site, which is currently inaccessible to the public would deliver informal and formal walking routes for the community, educational interpretation/display boards, a quality play area with benches and seating. An edible planting scheme is also proposed throughout the site, whereby native fruiting trees and shrubs would be planted to create an on-site forage trail that leads to a small community orchard. Access to nature, recreational space and play could all help benefit the mental health of the community, and the planting scheme would reflect a sense of place that is in keeping with the area.</p> <p><i>No public access to protected area to support biodiversity</i></p>



The southern part of the green corridor on site is proposed to be protected for wildlife with no public access. The new badger sett is located within this area also, to prevent human disturbance.

Local play area

A new local area of play (LAP) would have high quality wooden play equipment that is in keeping with the character of the vegetated setting. Benches and picnic tables would be added to enhance the design and usability of the space. The play area is more than 200m².

Hedgerow improvements

The hedgerow on Novers Hill - which is currently patchy in places - would be reinforced with additional native planting, including fruit species.

Tree planting

Tree planting is proposed in the public area to soften and green the development, with additional tree planting in private gardens where engineering allows.

New trees would typically meet 'heavy standards' - which are 12-14 in girth. The detailed design of the scheme will set out planting schedules in detail, and all proposed planting, species, numbers, densities and sizes will be specified on drawings and subject to the agreement of the council. Depending on the type of trees, and nursery availability at the time of implementation, species selection can vary but typically, heavy standards are specified on residential schemes.

Connections to neighbouring sites

We have included pedestrian and cycle connections to the land owned by Bristol City Council to the west and south of the site, which was an aspiration of the Knowle West Regeneration Framework.



	<p><i>Future management</i></p> <p>This is yet to be agreed. Typically, we would set up a management company which would contract maintenance services. This would normally be funded by an annual management fee for new residents at a level set by that resident-run management company.</p>
<p>Housing</p> <p>How affordable will the homes be? Will the homes located closest to the industrial units suffer from noise levels? What is the quality of Lovells' homes?</p>	<p>Originally 188 homes were proposed. Through pre-application discussions with council officers that was reduced to 157. The homes would range in size from one-to-four bedroom. Of the 157 homes proposed, 47 (30 per cent) would be affordable. Of those affordable homes 36 would be social rental (discounted rented homes owned and managed by a housing association), and 11 would be shared ownership.</p> <p>The cost of the market homes would depend on the market at that time. There is significant housing demand due to the current under-supply.</p> <p>There would be five blocks of apartments, each three storeys. Three of these have been located closer to the industrial estate, partly as this is the lowest point and locating them here will reduce visual impact, given the majority of proposed new buildings would be two-storey houses. To help buffer any noise from the industrial units during working hours, we are proposing a 1.8metre fence, landscaping and a number of new trees on parts of our boundary. The three apartment blocks would also act - to a slight extent - as noise buffers, to protect the gardens of some of the adjacent proposed affordable homes. This means those three buildings require additional noise reduction measures within their design, including upgraded windows and appropriate ventilation options. Those windows would be able to be opened, and the two bedroom apartments would also have balconies facing away from the industrial area, so would have their own private outdoor space too.</p> <p>Lovell Homes was awarded the highest rating in the Home Builders Federation (HBF) 2021 National New Homes Customer Satisfaction Survey. Receiving five stars, Lovell is acknowledged for its committed approach to customer</p>



	<p>service and consistently high building standards over the last 12 months. https://www.lovell.co.uk/news/5-star-standards-rewarded-at-lovell/</p>
<p>Disabled provision</p> <p>How many homes would be wheelchair accessible? Would these be social houses? How many M4(2) and how many M4(3)?</p>	<p>As per BCC planning policy we are required to provide two per cent of the homes to M4(3) standards; this equates to three homes, and we have proposed a one bed-flat, three-bed house and four-bed house. These three homes would all be for Social Rent.</p> <p>With regards to part M4(2), which is classed as ‘accessible and adaptable’, 54 per cent of the proposed new homes would meet this requirement.</p>
<p>Pedestrian connectivity</p> <p>Concern the open space does not connect to other areas; Concerns about the safety of people walking on proposed pathway.</p>	<p>There are three things we’d like to explain:</p> <ol style="list-style-type: none"> 1. Proposed pedestrian cycle path along Novers Hill; 2. Pedestrian links within the site; 3. Pedestrian connections to neighbouring sites. <p>The proposed pedestrian and cycle path/route would run the entire length of our site, re-joining Novers Hill at each of the proposed new access points. We are also investigating a dedicated shared footway/cycleway for pedestrians and cyclists on the full length of Novers Hill itself, with signage at each of our two access points directing people onto the path which would run through our site. These changes would bring significant safety improvements and is consistent with the Department for Transport’s (DfT) recent publications ‘Decarbonising Transport – A Better, Greener Britain’ and LTN 1/20 ‘Cycle Infrastructure Design’.</p> <p>We are proposing footpaths through our site to connect the two areas of development. These have been designed so the gradients are suitable for everyone, regardless of their mobility.</p>



	<p>We have also included pedestrian and cycle connections to the land owned by Bristol City Council to the west and south of the site, which was an aspiration of the Knowle West Regeneration Framework.</p>
<p>Traffic/highways</p> <p>What surveys have been undertaken, what data is being used, from what period, and does it take it account the accumulative effect of other schemes and use of the recycling centre?</p> <p>Concern about further traffic on Novers Hill; How many additional vehicle movements?</p> <p>Concern about making it one way, and which way is preferable;</p> <p>How long would the one-way stretch be? Can we give more details on the one-way proposals/options?</p> <p>Have we engaged with cycle groups? What does the cycle path connect to at either end of the site? Will cycle/pedestrian path be lit...how do you balance safety</p>	<p><i>Studies undertaken</i></p> <p>We have undertaken a significant amount of work since we received the pre-application response from the council's highways officers in October 2020. This has informed the scope of work required to address the transport issues for the planning application.</p> <p>The council's highways team required us to address access, internal layout, impact on Novers Hill, accessibility and trip impact at the following junctions:</p> <ul style="list-style-type: none"> a) Novers Hill priority T-junction with Lynton Road / Parson Street; b) The roundabout junction between Novers Lane / Leinster Avenue / Inns Court Avenue; c) The signalised junction between the A4174 Hencliffe Way / Parson Street; and d) The signalised junction between the A4174 Hencliffe Way / Novers Lane. <p>In preparing our transport strategy, we have been assessing the following options:</p> <ul style="list-style-type: none"> (i) road widening into the site to allow the two-way flow of traffic; (ii) closure to northbound traffic; (iii) closure to southbound traffic; (iv) stopping up Novers Hill between the proposed access points to the scheme; and (v) provide active travel improvements for pedestrian and cyclists. <p>We have not been able to carry out any new traffic volume surveys during the Covid-19 pandemic. Instead, we have used the Greater Bristol Area Transport Study (GBATS) model to derive 2019 base (i.e., current in 2019) and future year traffic flows through to 2028. The 2028 future year data includes committed developments within the</p>



<p>with bats? Concern it would drive traffic into Knowle West as residents already wish to avoid Hartcliffe Way; Where are the access roads?</p>	<p>surrounding area, so any accumulative impacts have been accounted for...including traffic from the Waste Recycling Centre on Hartcliffe Way (although we will update our transport assessment to ensure this is explained). The data doesn't actually account for possible positive changes, like potential reduced travel at peak times due to post-COVID shifts in the way people work.</p> <p><i>Access points</i> Vehicular access to our site is proposed via two priority junctions with Novers Hill at the northeast and southeast corners of the site, with visibility splays.</p> <p><i>One-way options</i> We are considering two options for the one-way proposals for Novers Hill, both would provide a one-way stretch of approximately 500 metres, from Parsons Street to Novers Road. We have no preference at this stage about which direction - ultimately this will need to be agreed with the council's highway officers. However, we are open to suggestions from local residents.</p> <p><i>Speed reduction</i> We are proposing traffic calming measures to seek to reduce vehicle speeds to the existing 20mph speed limit.</p> <p><i>Pedestrians & cyclists</i> As explained above, the proposed shared footway/cycleway improvements are for the whole length of Novers Hill from its junction with Parson Street to the north to the roundabout junction with Novers Lane to the south. The shared footway/cycleway will connect directly to the Malago Trail to the north of the site that provides onwards connections to the city centre. Cyclists at the roundabout with Novers Lane would be required to use the carriageway as per the current situation. The development needs to consider its own impacts and is not responsible for resolving wider cycling issues. However, what we are proposing is considered to be safe and appropriate, would improve the</p>
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	<p>current situation, would be subject to Road Safety Audits and will need to be agreed with the council’s highway officers.</p> <p>The shared footway / cycleway will need to be illuminated. However, this has to be balanced against other considerations including bat routes. There are sensitive lighting solutions available, which will need to be discussed and agreed with council officers.</p> <p><i>Cycling groups</i> At the suggestion of residents, we have now contacted Sustrans and Bristol Cycling Campaign to seek their input on our proposals.</p> <p><i>Traffic volume</i> Our scheme is forecast to generate circa 70 two-way trips in the morning and evening weekday peak periods. Our initial junction modelling assessments show that the scheme would only have an impact on one junction that we need to address: Novers Hill/Parson Street/Lynton Road junction. We are proposing the best way to improve that junction is for vehicles on Lynton Road to give-way to vehicles travelling from Novers Hill to Parson Street.</p> <p>The studies of the other key junctions show they would have sufficient capacity, and no changes are required. That includes the Novers Hill/ Leinster Avenue roundabout, the Parson Street/ A4147 Hartcliffe Way and the Novers Lane/ A4147 Hartcliffe Way junctions. However, we will discuss this further with the council’s highways officers.</p>
<p>Air quality</p> <p>How will the development meet clean air zone requirements?</p>	<p>The application will be supported by an Air Quality Assessment. This will assess any impacts upon the Air Quality Management Area and set out mitigation measures to address any impacts. The scope of this assessment has been set out and agreed with the Local Authority.</p>



<p>Drainage</p> <p>Concern development will lead to flooding.</p>	<p>The drainage on our development has been designed based upon the following principles:</p> <ul style="list-style-type: none"> ➤ Surface water run-off from the site would be restricted to green field run-off rate; ➤ The surface water management proposal is to be designed to allow for a 40 per cent increase in rainfall intensity (to meet the Environment Agency’s requirements for a potential ‘1 in 100 year rainfall event in the next 100 years’); ➤ There would be no increased flooding to people and property elsewhere as a result of the development; ➤ No sewer flooding within the proposed development in all rainfall events up to and including 1 in 30 year return period storm. <p>The proposed development site sits in the low risk Flood Zone 1 and is assessed to be of low risk of flooding from all sources including rivers, groundwater, surface water, reservoirs, sewers and overland flows.</p>
<p>Construction</p> <p>How will construction be managed, including vehicles on existing local roads.</p>	<p>A Construction Management Plan is required by the council. This would include proposed working hours, routes for construction traffic, and parking arrangements for vehicles including sub-contractors.</p> <p>Lovell Homes is a Partner of the Considerate Constructors Scheme, which sets extremely high standards for how we manage our sites, to respect our neighbours and the communities where we are building. We would allocate a dedicated community liaison officer and would hold community events at the beginning of the project. Through our community relations programme Lovells Legacy we would also seek to work on and help fund community projects.</p> <p>Most of the work onsite would be undertaken by local sub-contractors and we would run a series of ‘meet-the-buyer’ events to give local tradespeople the chance to secure those contracts. Lovell Homes would also seek to recruit apprentices directly, and work with sub-contractors to also employ apprentices. We have already approached South Bristol College to seek its help in delivering apprentice training.</p>



<p>Sustainability</p> <p>How can this align with the council's climate emergency agenda?</p>	<p>It is important to build new homes in locations where residents do not have to drive a car to get to work, or to reach services and key facilities. This is a highly sustainable location.</p> <p>All homes will be built to the latest building standards including for energy efficiency.</p> <p>All homes with garages or driveways will have electric vehicle charging points, and the flats will share electric vehicle charging points.</p> <p>Rooftop photovoltaic (PV) solar panels will be provided on a proportion of the homes (to meet the council's Carbon Reduction Policy and Building Regulations).</p>
<p>Community benefits</p> <p>Concern expressed there were insufficient benefits.</p>	<p>Currently the site provides visual green open space but is not legally accessible with no Public Rights of Way. The proposals would open the site to the public.</p> <p>The benefits would include the following:</p> <ol style="list-style-type: none"> 1. Full access to the retained green corridor, other than one area which will be fenced off to protect biodiversity; 2. Access to the natural play area, woodland walk and other green spaces for existing and new residents; 3. Provision of a three-metre-wide pedestrian & cycling path within the site, to run alongside Novers Hill, offering a much safer alternative to Novers Hill itself; 4. Enhancing the hedgerow on Novers Hill, with additional planting of native species where the existing hedgerow is patchy; 5. Planting new, native species trees to soften and green the development, and provide further screening; 6. Offer opportunities to local trades people to secure contracts, helping support the local economy; 7. Creating a number of apprentices, alongside those created by sub-contractors, and seeking to work with South Bristol College to train apprentices;



	<p>8. Widen the local choice of housing size and tenure;</p> <p>9. Changes to Novers Hill could help resolve reported current speeding issues.</p>
<p>Employment & local economy</p> <p>Concerns of impact on neighbouring industrial businesses</p>	<p>As clarified above, the scheme has been designed so it won't negatively impact the existing neighbouring businesses.</p> <p>There would be five blocks of apartments, each three storeys. Three of these have been located closer to the industrial estate, partly as this is the lowest point and locating them here will reduce visual impact, given the majority of proposed new buildings would be two-storey houses. To help buffer any noise from the industrial units during working hours, we are proposing a 1.8metre fence, landscaping and a number of new trees on parts of our boundary. The three apartment blocks would also act - to a slight extent - as noise buffers, to protect the gardens of some of the adjacent proposed affordable homes. Of course, that means those three buildings require additional noise reduction measures within their design, including upgraded windows and appropriate ventilation options. Those windows would be able to be opened, and the two bedroom apartments would also have balconies facing away from the industrial area, so would have their own private outdoor space too.</p>
<p>Local facilities</p> <p>Concern there are no local shops or pubs to benefit from the additional spending Schools, GPs, public services impact</p>	<p>The site is approximately 10 minutes' walk to the centre of Knowle West, where there are local shops, including a Spar convenience store, as well as the Knowle West Media Centre and the Broad Plain House social club. The site is also within walking distance of the Knowle West Health Park.</p> <p>The Council's published School Strategy assesses and projects the ability for schools to cater for demand within the area. The Council has not identified any concerns in this regard, during the pre-application discussions.</p> <p>A Health Impact Assessment will be submitted with the application that will address matters such as access to health facilities.</p>

