

WARD: Southville **CONTACT OFFICER:** Jonathan Coombs

SITE ADDRESS: Imperial Tobacco Ltd Upton Road Bristol BS3 1QZ

APPLICATION NO: 14/02061/FB Full Planning (Regulation 3)

EXPIRY DATE: 26 August 2014

Change of use from B1 Offices to D1 Educational Institution for the areas identified, alterations to elevations, new external lift shaft, reduction in parking areas for playgrounds, new parking and external landscaping and the closure of Upton Road to motor vehicles.

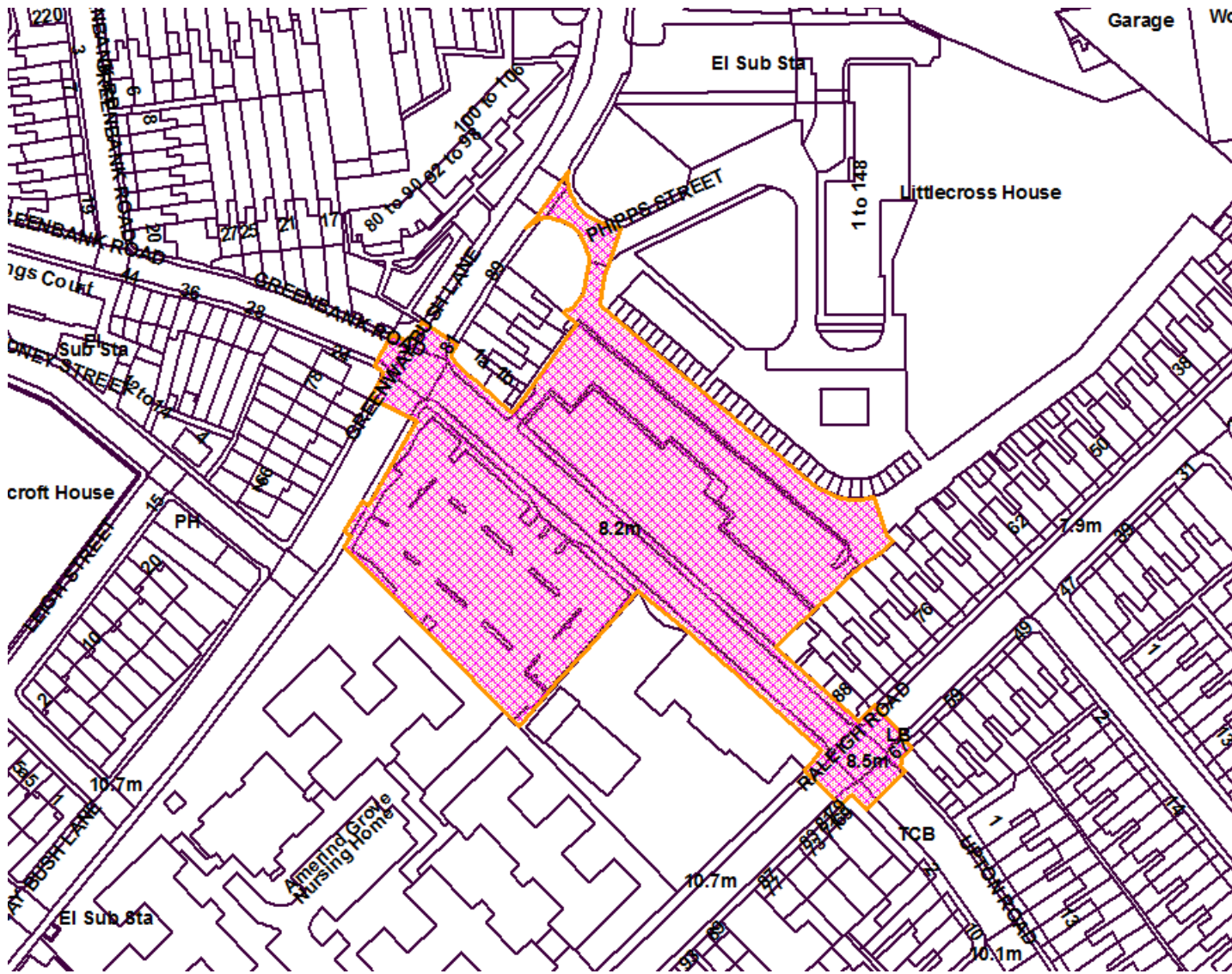
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: DK Architects
The Malthouse
Sydney Buildings
Bath
BA2 6BZ

APPLICANT: Bristol City Council
City Hall
College Green
Bristol
BS1 5TR
United Kingdom

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



comtop
v4.0408

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REASON FOR REFERRAL

The application has been referred to committee due to the volume of objection (21 objections – including from the BS3 Planning Group) and closure of Upton Road to vehicular traffic.

SUMMARY

The scheme seeks the expansion of Ashton Gate Primary School from a 2 form entry to a 4 form entry school through the use of the Imperial Tobacco Offices on Upton Road for a satellite site for years 3-6. This involves the conversion of the car park area to play/sports space on the opposite side of Upton Road with this road closed to vehicular traffic to cater for a safe means of access between the play/sports space and the building.

While no concern is raised over the principle of the development, the closure of the road forms the main issue raised in objection to the scheme with 34 comments received including 21 objections (including from the BS3 Planning Group), with specific concerns being over the loss of on-street parking and diverted traffic from continual closure of the road.

31 on-street spaces would be lost and some traffic diversion would occur. It is difficult to accurately predict alternate routes taken given the surrounding road network. The road safety and traffic counts set out that the nearby junctions currently perform relatively adequately and BCC Transport have not objected on this basis. Moreover, there would be some benefit to existing residences experiencing rat running and the surrounding streets could accommodate the displaced parking under the future Residents Parking Scheme.

Alternative times of closure could not be managed in respect of physical restraints which would remove any obstruction to vehicular use of the road when in use by pupils. The use of zebra crossings are not observed by drivers were not in regular use, as would be the case with the school. The proposed closure is considered, on balance, an appropriate method of ensuring safe access for users of the school.

The scheme would otherwise improve highway safety through the introduction of raised table junctions.

Other issues raised focused on adequate tree retention/planting and amenity impacts which, subject to condition/off-site planting do not result in any objection from your officers.

The proposal is recommended for approval, subject a memorandum of understanding for off-site payments (trees and highway works/Traffic Regulation Order) and conditions.

SITE DESCRIPTION

The application site consists of the Imperial Tobacco offices and associated car park located to Upton Road, between Greenway Bush Lane and Raleigh Road within the Southville area of the city. The building is located to the north-eastern side of Upton Road and consists of a large three storey building fronting Upton Road, with two and single storey components to its rear. This was purpose built as a factory over 1913-1920s and subsequently became used as the offices for Imperial Tobacco Ltd.

To the sides of this building are located two-storey terraced housing backing onto the premises from Greenway Bush Lane and Raleigh Road. To the north is a service road to a private garage block around the edge of Littlecross House, a 13 storey housing block off of Phipps Street, set within an

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area of open space.

To the south-west side of Upton Road is the car park for the offices serving 49 spaces and cycle storage. This is currently reduced by virtue of temporary modular buildings (comprising of 3 classrooms, nursery classroom, a small hall and staff facilities) located to its north-western end to cater for additional pupil numbers at the nearby Ashton Gate Primary School. This is located within 200m to the south-west along Greenway Bush Lane. The school facilities are accessed from Greenway Bush Lane. The car park area is bounded by the St John's Ambulance site to the south-east and Armerind Grove Nursing Home to the south-west. The area is otherwise characterised predominantly by housing.

The application site has no allocations. The Bedminster Conservation Area is located along Coronation Road to the north and views from the Conservation area to the site are available.

RELEVANT PLANNING HISTORY

The site has a series of permissions relating to minor alterations to the premises, which are not considered relevant for the purposes of this application. The current modular classrooms to the parking area referenced above were however granted consent under application 13/01158/FB.

A formal pre-application enquiry was submitted in September 2013 for the scheme (ref: 13/04218/PREAPP).

APPLICATION DESCRIPTION

The application proposal seeks permission for the conversion of 3,175 sq m of the 4,115 sq m of floorspace to non-residential education (D1) use, which due to the creation of a double height room results in 3,035 sq m in D1 use. This would combine with the nearby Ashton Gate Primary School to expand from a 2 form entry school (210 pupils) to provide a 4 form entry school (420 pupils), with years 3-6 catered for within the application site. A foyer area would be retained to the south-eastern side with two floors of office space above.

The car park is proposed to be converted to provide play and sports facilities for the school, as well as 16 car parking spaces (including 2 disabled spaces) accessed from Greenway Bush Lane. The proposal envisages the closure of Upton Road to vehicular traffic to provide a safe means of access between the two.

Various alterations are necessitated to the building, with the most notable change being the addition of a lift shaft to the rear elevation towards the north-western end of the building. There are otherwise minimal external alterations as a result of the refurbishment of the building, such as removal of redundant plant and installation of new equipment.

The principal changes are to Upton Road and the car park. The car park would be re-configured to provide for a staff car park to its western corner, a Multi-Use Games Area (MUGA) to its southern corner, 64 cycle spaces, scooter storage and a small fenced off area with some planting and seating. The remaining space is left as hard standing for play area.

The proposals envisage Upton Road being closed to vehicular traffic with revised hard-standing and integrated landscaping to secure this and pedestrian/cycle traffic able to pass through. Removable bollards would enable re-directed traffic to continue through Upton Road during markets taking place adjacent to the Tobacco Factory on Sundays. The scheme also includes raised table junctions and crossing points to the junctions of Upton Road with Raleigh Road and Greenway Bush Lane.

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PRE-APPLICATION CONSULTATION

The BS3 planning Group have counter-signed a Community Involvement Statement carried out prior to the pre-application enquiry submission, setting out two rounds of consultation with the school and public. Issues raised revolved principally around the closure of Upton Road, including knock on traffic impacts, loss of on-street parking and the need for traffic calming measures. Other matters included the justification for staff parking and use of the play/sport space by the wider community.

RESPONSE TO PUBLICITY AND CONSULTATION

A site and press notice were issued, alongside 282 neighbour notifications. Following complaint over the location of the site notices, further notices were erected to Greenway Bush Lane and Raleigh Road and the consultation period extended accordingly.

36 comments were received with 21 in objection (including from the BS3 Planning Group and Bristol Tree Forum), 14 in support and 1 neutral comment. It is noted that of the comments in objection none objected to the principle of the school use.

The following issues were raised in support of the scheme:

- Strongly support development and closure of Upton Road.
- Closure of Upton Road would reduce use of the road as a 'rat run' and reduce pollution and use by the school would be preferred.
- Slight inconvenience of closure of Upton Road is heavily outweighed by improved road safety and school provision. This would only require a small diversion to vehicular traffic.
- Support number of road improvements alongside Upton Road.
- Essential to provide an adequate number of school places.
- Great use of an existing building which will benefit the wider community.
- Use of solar panels on the roof is supported.
- Positive that scheme will meet BREEAM standards at a high level.
- The exterior space looks excellent
- Would wish to see water and electrical services in the outside space so that they may be used for events.
- Good to see cycle parking.
- Ideal location for a green travel plan.
- Scheme should see the relocation of the City Car Club space.

The following issues were raised in objection to the scheme:

- Object to closure of Upton Road outside of school times.
- Closure of Upton Road would sever the community.
- Suggest a zebra crossing would be sufficient.
- Loss of on-street parking provision used by local residents and visitors to the Tobacco Factory, North Street and Ashton Gate stadium, causing knock on additional parking and traffic demands on other streets. Will also result in additional use by non-residents of Littlecross House (residents only) car park by the public.
- Will encourage higher speeds along Greenway Bush Lane due to closure of Upton Road.
- Are 16 car parking spaces necessary? Preferable use of parking for additional outside area for school.
- A zebra crossing across Raleigh Road would be welcome.
- Crossing of road should be a zebra crossing rather than a 'home zone' style crossing as a visual reminder for the children to be careful and require cyclists to stop for them.
- Concerns about use of the road by cyclists during school hours and prefer that they be required to dismount.

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- Traffic statement assessment of the current road use and traffic conditions is incomplete and contains no data to back up inaccurate assumptions [Traffic counts have been provided to BCC Transport and were uploaded to the application record during the lifetime of the application.]
- Upton Road is essential for access to those living on and south-east of Raleigh Road. This would encourage a circuitous route when heading east from the western end of Coronation Road of down Greenway Bush Lane, along North Street and up Raleigh Road, or use difficult Beaulley Road junction to get into Southville.
- Object to new external lift shaft which will block out sky and light and appear overbearing/unattractive from Greenway Bush Lane.
- The new lift shaft and solar arrays will be visible from the nearby Conservation Area.
- [Bristol Tree Forum] objects to the loss of T15 and provision of 3 new trees within planters on the road as these should be planted within the ground so they may grow and add value to the environment.
- Would support planting of trees in the road rather than in containers.

The following issues were raised that are not material planning considerations?

- The proposed scheme conflicts with the 2014 Residential Parking Zone consultation [This is a separate matter to planning. Colleagues managing this have been advised of the application to inform their proposals and BCC Transport have been consulted as part of the application.]
- The rear boundary should be knocked down and the garaging demolished and used for additional external space for the school. [Only the application submitted can be considered.]
- Suggest Aldi car park is free after 6pm [This is not within the demise of the application or committee to consider/impose].
- Lack of consultation [The consultation carried out was in accordance with statutory requirements and best practice.]

The BS3 Planning Group have made the following comments:

- We are concerned that little or no notice seems to have been taken of points raised in the consultation, as the proposal brought forward appears to resemble that consulted in every regard.
- Whilst the safety of the children must be paramount we see the complete "24/7" closure of Upton Road to through traffic as a wholly disproportionate reaction. Traffic calming measures may be warranted, but we believe that a closure would cause further difficulties on streets already gridlocked at least twice per day.
- We are also concerned that the combination of the proposal plus the RPZ proposal is going to cause significant local residents parking issues, by taking the whole of Upton Road out of the pool of available spaces [see above commentary].
- We do not recognise the traffic survey findings.
- The proposal appears to give over excessive space to staff parking. The school will be a community asset and no other local school appears to have parking as such a priority.
- We are also concerned that the consultation process seems focussed on parents of the school, not local residents. One local resident (living within 100m of the proposed school) has had no leaflet drop or other apparent notice of this other than via the BS3 Group.
- We specifically OPPOSE the closure of Upton Road.

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OTHER COMMENTS

BCC Transport (Development Management) Team made the following comments:-

The proposal is to convert the existing offices into a school. There is no objection to this proposal in principle. The extant use as offices would create considerably more vehicular trips than a school.

There is currently a temporary building on the car park, which accommodates pupils from the neighbouring school Ashton Gate. This new school will also be part of Ashton Gate Primary School.

The playground would be based within the existing car park, which is on the opposite side of Upton Road. For operational reasons, there is a proposal to close Upton Road to through traffic to allow for the safe movement of children between the school building and the playground. The impacts of this are discussed below

Local Conditions

The area is close to good public transport links. The walking and cycling network is good, with a high proportion of sustainable travel shown by pupils at the existing school.

Speeds are a concern to residents in the area, particularly on Raleigh Road. The proposals include a speed table at the junction of Upton Road, which would reduce conflict at this junction. There have been 2 accidents recorded at this junction previously. The table would also incorporate build outs which would make crossing at the junction easier. A similar treatment is proposed in Greenway Bush Lane, which would improve walking between the two school sites.

Trip Generation

The current travel patterns for Ashton Gate Primary have been used to predict the number of trips to this site, which is appropriate. With the increase in pupil spaces, it is likely that the school will be able to offer greater capacity to local children which will reduce the need to travel to or from further afield.

The increase in number of cars will be in the region of 91 vehicles (not taking into account potential car sharing by siblings). This is a low proportion of vehicles compared to other schools, but clearly an additional 91 cars will still have an impact at peak times.

It is therefore recommended that suitable travel measures are put in place to encourage the use of more sustainable modes of transport. These shall include road safety measures, as well as adequate cycle and scooter parking and robust School Travel Planning, including means to drop siblings in one school rather than travel between sites. These are outlined below.

Traffic Impact

Closure of Upton Road

In order to maintain the safety of pupils travelling between the play areas and school building a road closure has been proposed in Upton Road. The closure of the road to vehicular traffic would not affect the ability to walk and cycle through Upton Road. It would also allow access to those with a need to access their properties in Upton Road.

However, the proposed closure of Upton Road has met with some objections from local representatives. There are concerns that the surveys undertaken are not representative of the actual conditions. I have requested these surveys and the data is attached.

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Diverted traffic

There will be inconvenience to those currently using Upton Road. According to the Automatic Traffic Count data, the volume of traffic currently using Upton Road peaks northbound in the morning and southbound in the evenings, as expected of rat-running traffic. The main movements appear to be between Coronation Road and Raleigh Road north/ Upton Road south. The afternoon peak starts at 3pm, which suggests that much of the traffic is associated with school travel.

This traffic will inevitably be displaced elsewhere. It is impossible to predict the extent of the impact of this, as there are several alternative routes available. Some additional congestion will be experienced on North Street and Coronation Road, but the nearby junctions currently perform relatively adequately in terms of road safety, as shown in the accident data submitted and BCC's records.

Times of Operation

There have been some requests to make the hours of operation more in keeping with school days. This has been considered but it is not practical or possible to do. It is not possible to create a Traffic Regulation Order for a closure which is dependent on changes of date of school terms. It is legally possible to create a closure between, say, the hours of 8am – 6pm Mondays to Fridays, but any closure would have to be 52 weeks a year.

The closure would have to be self-enforcing – experience has shown that prohibition of driving orders are widely disregarded unless physical restraint is in place. Safety of pupils during peak hours would be compromised by those ignoring the restrictions.

Practically speaking, restraint measures such as fold down bollards or barriers would therefore need to be operated every weekday in perpetuity. This is impractical and unmanageable.

The proposal put forward is therefore the most practical and safe. Alternatives such as crossings which would not be operational during weekends and school holidays would not be suitable, as the underuse of formal crossings leads to them being disregarded, to the detriment of safety to those who would occasionally use them.

Tobacco Factory Market

Upton Road is currently used as a diversion route when the Tobacco Factory Market day closures are in place. The closure has been designed to be reversible on these days. As temporary traffic management measures are already put in place for these events by stewards, the practical operation of this is considered acceptable.

Parking loss

Parking associated with the offices has become increasingly difficult, but the offices have relocated to new premises, which appears to have reduced some on-street parking pressure.

The Residents' Parking Scheme proposals show 31 parking spaces available in Upton Road. These would be shared use spaces between permit users and pay and display. These spaces would be lost. The car club space will have to be relocated into Raleigh Road.

The existing use as offices has had an impact on parking in the area, as has commuter parking. The RPS is intended to reduce the impact of those who are not residents or commuters from parking in these areas, which will free up spaces within the residential streets for residents.

Upton Road has no frontages other than the Offices and the St John's Ambulance Station. This road has previously been used as overflow parking and parking for football traffic and other visitors to the

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area. It is a fact that these spaces will no longer be available. It is the view of officers that the residential on-street parking can be accommodated in the nearby residential streets subject to the introduction of the Residents' Parking Scheme, but an impact will be felt by those wishing to drive to the area as visitors.

In summary, the benefits of the reduction of vehicular traffic running between the school building and the playground will need to be weighed up against the disbenefits of the impacts of the displaced traffic and reduction in parking. It is the view of officers that the disbenefits are not severe enough to warrant the refusal of the proposals.

Traffic Calming measures

Some concern has been raised about the safety and traffic speeds in Raleigh Road and Upton Road. In view of this the proposals include speed tables and build outs at the junctions of Upton Road with Raleigh Road and with Greenway Bush Lane. These are considered suitable to reduce speeds and encourage walking and allow crossing to the site.

Areas of coloured surfacing have been proposed within Upton Road. These are not a suitable way of dealing with this environment and is not practical to maintain – a shared surface would be more practical and accessible. Further details of the treatment of this area directly outside the school will be needed and could be secured by a condition. Further details of street furniture (including the fold down bollards) and trees would also be required. In the absence of adequate service surveys, it is not possible to guarantee the installation of trees within the highway, so a condition should cover the survey of the services and tree installation. Trees must not be installed where it may interfere with street lighting.

The highway works can be secured through a Grampian Condition and Memorandum of Understanding (attached).

Parking and servicing

Car parking has been provided and is well within the maximum standard. On street parking will be limited for staff with the proposed implementation of the RPS, so provision of parking on site is practical.

Cycle parking is also provided and meets the cycle parking standards. This is secure and covered and acceptable.

Deliveries will take place from the rear access as currently occurs. There is no objection to this.

Travel Planning

A School Travel Plan should be submitted prior to occupation of the new buildings and then reviewed annually. This would be secured by a condition. This will need to include measures to transfer children between sites, and measures to reduce travel to school by car for both staff and pupils.

Construction Management

An informative will be required as outlined below to ensure the impacts on the highway network are minimised.

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B1 Approval of road works necessary

SPECIFYING:

- Raised table and build outs at the junction of Upton Road with Greenway Bush Lane
- Raised table and build outs at the junction of Upton Road with Raleigh Road
- Closure of Upton Road to vehicular traffic
- Shared surface in Upton Road
- Contribution of £5000 for Traffic regulation Orders for alterations to waiting restrictions and road closure
- Reinstatement of redundant accessways and new vehicular crossover
- Associated ancillary measures including lining, signing, resurfacing, drainage, lighting, street furniture

B3 Construction management plan

C5 Implementation/Installation of Refuse Storage and Recycling Facilities – Shown

C11 Completion and Maintenance of Vehicular Servicing facilities – Shown

C12 Completion and Maintenance of Car/Vehicle Parking – Shown

C13 Completion and Maintenance of Cycle Provision – Shown

C14 Travel Plans – Not submitted

D18 Use of Refuse and Recycling facilities

D19 Restriction of Parking Level on site

D20 Protection of Parking and Servicing Provision

Advices

I026) Traffic Regulation Order (TRO)

I043) Impact on the highway network during construction

BCC Pollution Control have made the following comments:-Noise from fixed plant and equipment

The acoustic report details noise limits for plant and equipment but the actual plant to be used and predicted noise levels are not given at this stage.

Noise breakout from within the school

I have concerns regarding the likelihood of noise from the hall affecting the retained offices above. The acoustic report also states on page 6 that 'As the design progresses we will assess the specific uses of the Hall and the likely noise levels, it may be that the naturally ventilation opening sizes can be reduced or attenuated to reduce the impact on noise sensitive receptors'. I therefore feel that a further acoustic report will be required regarding the hall.

Noise from MUGA and playgrounds

The report predicts that both average and maximum noise levels from the outside areas will be above existing noise levels. I therefore feel that noise from children using the outside area could be audible and potentially at a level to be a nuisance at residential properties in the area.

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It is difficult to think of any reasonable measures that can be taken to suitably reduce noise from the outdoor areas and as the premises is to be a school there will inevitably be use of the outdoor area.

From having dealt with both an application and complaints regarding the use of an outdoor area at St Johns Primary School, Lower Redland Road, local residents accept the need for new schools and accept there will be some noise during the school day they do however feel that further noise outside of the normal school day, at weekends and during the school holidays will be unnecessary and unreasonable.

At St Johns Primary, largely through the outdoor area noise management plan (though this is still to be discharged) I have suggested that the outdoor area be used during the normal school day 09.00 to 16.30 term times only with provision for a maximum of 10 other uses outside of the normal school day which would only be held between 9 am and 7 pm Monday to Saturday and 10 am and 5 pm on Sundays. I feel that compliance with the above would allow for the school to operate but offer some protection to local residents from noise from the use of the outdoor areas.

Lighting

The lighting plan appears to show that there may be an overspill of light above the levels we would usually accept at the rears of properties at 74 to 78 Raleigh Road.

Kitchen extract flue

I can't see any information about this in the application other than how it is shown on the rear elevation.

I would therefore ask for the following conditions should the application be approved:

1. Sound Insulation

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of noise insulation measures for the hall, this scheme shall also include details of ventilation.

The scheme of noise insulation measures shall be prepared by a suitably qualified acoustic consultant/engineer and shall take into account the Noise Assessment submitted with the application the provisions of BS 8233: 1999 "Sound Insulation and Noise Insulation for Buildings - Code of Practice".

2. Outside area

The outside area shall only be used in accordance with the Outdoor Area Management Plan and shall only be used during the following times 8.30 am and 6.30 pm Monday to Saturday and 10 am and 5 pm on Sundays

3. Outdoor Area Management Plan

No development shall take place until there has been submitted to and approved in writing, by the Council, an Outdoor Area Management Plan, setting out details of times the areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised.

The approved outdoor management plan shall be complied with throughout the duration of the use.

NB The plan will need to restrict the use of the outdoor area as detailed in my comments.

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4. Details of Extraction/Ventilation System

No development shall take place until details of ventilation system for the extraction and dispersal of cooking odours including details of the flue, method of odour control, noise levels and noise attenuation measures has been submitted to and approved in writing by the Council.

The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Advice

It is recommended that any flues for the dispersal of cooking smells shall either:

- (a) Terminates at least 1 metre above the ridge height of any building in the vicinity, with no obstruction of upward movement of air or:
- (b) Have a method of odour control such as activated carbon filters, electrostatic precipitation or inline oxidation.

Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527. <http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>

Post Occ Management

5. Noise from plant & equipment

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS4142: 1997-"Method of rating industrial noise affecting mixed residential and industrial areas".

6. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2011.

BCC Urban Design made the following (verbal) comments: -

Refer to advice from BCC Landscape Design for external areas and no concern over external changes to the building on design grounds.

BCC Landscape Design made the following comments: -

In relation to landscape and public realm the proposals outlined in the submission documents raise a number of issues and concerns: -

- The closure of Upton Road to through traffic provides an opportunity for a more thorough treatment in favour of pedestrians and cyclists including more comprehensive street tree planting along the length of Upton Road up to and including the new junctions (mitigating the extent of tree loss on the existing car park site).
- Trees to be planted in properly specified and constructed tree pits rather than planters which inevitably will fail due to lack of watering.
- Expansion of any material treatment to reinforce the shared use nature of the street.
- Reduction in the use of bollards/no entry signs where possible to reduce clutter
- Use of quality details and materials throughout the public realm, identifying and retaining any

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heritage assets.

- Use of appropriate site furniture.
- Within the school grounds, insufficient details are provided for railings, access gates off Greenway Bush Lane, fencing, cycle storage
- Similarly insufficient information is provided for proposed planting and the detailing of plant beds.
- The Chair of the Bristol Tree Forum makes a point about the retention of the class B tree in the existing parking area. Presumably this will be picked up by the council's arboriculture officer will pick this up, but the retention of good trees wherever possible is a principle which is supported in these comments.

In summary, the application as it stands in its current form should be refused and the applicant required to address the issues raised.

BCC Public Art made the following comments: -

The planning submission 14/02061/FB is for a building of scale that triggers Policy BCS21 of the Bristol City Council Core Strategy which states Major Developments should deliver high quality urban design and: - enable the delivery of permanent and temporary public art, promoting a multi-disciplinary approach to commissioning artists in the design process (page 124).

The planning submission does not include a public art strategy however the school is included within the Councils programme of public art projects within primary schools (The Primary Capital Programme), and an art consultant and artist are engaged to develop a public art work for the school building, details of which will be supplied post decision in line with a public art condition attached to this application.

PUBLIC ART CONDITION DRAFT:

Public Art

Prior to the commencement of the development hereby permitted, (or as otherwise agreed in writing by the Local Planning Authority) a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority in accordance with the City Council's Public Art Policy and Strategy.

Reason: In order to secure public art as part of the development in the interests of the amenity of the area.

Public Art Designs

Following approval of the Public Art Plan by the Local Planning Authority, detailed design of the public art commission for the school and details of its care and maintenance, shall be submitted for approval prior to the occupation of the building. All public art works shall be completed in accordance with a programme to be agreed in writing by the Local Planning Authority, and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design of the development.

BCC Nature Conservation made the following comments: -

The provision of a living (green/brown) roof should be considered on the single storey wing which it is proposed to demolish and rebuild at the rear of the existing office building [This is incorrect – this element is being refurbished only]. The following guidance applies. The roof should be covered with local low-nutrient status subsoil and no nutrients added. The roof should not be seeded (to allow wild plants to colonise) and not employ *Sedum* (stonecrop). The landform on the roof could be mounded

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with troughs and mounds to provide habitat diversity and structure, with stones included to provide invertebrate niches (the use of egg-sized pebbles should be avoided). Please see www.livingroofs.org for more information.

The following planning condition is recommended.

Condition: Prior to commencement of development details of any external lighting shall be submitted and agreed by the local planning authority.

Guidance: According to paragraph 125 (page 29) of the National Planning Policy Framework (2012), 'By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'

Reason: To conserve legally protected bats and other nocturnal wildlife.

It is recommended that landscaping includes plants which are planted in containers or raised beds on some of the areas of hard surfaces, including perhaps wildflowers and nectar-rich flowering plants for invertebrates. This would also have educational benefits. Landscaping of the site should include native species of local provenance including berry and fruit-bearing tree, hedgerow and shrub species for birds and nectar-rich flowering plants for invertebrates. The following planning condition is recommended.

Condition: Prior to occupation details of a landscaping scheme including new boundary treatments shall be submitted and agreed in writing by the Local Planning Authority.

Reason: To protect the wildlife features on site.

There are records of a number of bird species in the vicinity. These include priority (i.e. Section 41 Species of Principal Importance in England) species including house sparrow, starling and dunnock. House martins and swifts have also been recorded in the vicinity. A planning condition along the following lines is recommended.

Condition: Prior to commencement of development details shall be submitted providing the specification and location for built-in bird nesting and bat roosting opportunities. This shall include six built-in bird and two built-in bat boxes to include at least two house sparrow terraces and two swift bricks or boxes.

Guidance: Examples of built-in bird and bat boxes are available from:

<http://www.ibstock.com/sustainability-ecozone.asp>

http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html

If built-in bird and bat boxes cannot be provided within built structures, they should be provided on trees (with no more than one bird box per tree).

Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators. For small hole-nesting species bird boxes should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well lit locations.

Reason: To help conserve legally protected bats and birds which include priority species.

The following advisory note is recommended. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No site clearance or tree or hedge removal shall be carried out on site between 1st March and 30th September inclusive in any year, unless a check has been carried out beforehand by a qualified ecologist as agreed with the local planning authority.

This proposal includes demolition and conversion works which are not covered in the ecological survey dated March 2013 which only assessed the adjacent car parking red line application area. The following advisory note is recommended. All species of bats and their roosts are legally protected. If bats are encountered all demolition, conversion or construction work should cease and the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.

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BCC Contaminated Land have made the following comments:-

I have reviewed the three reports prepared by CJ Associates and Arup.

The main school building has not been reviewed but given that the site will remain hardstanding then risks would be mitigated anyway. Mention is made of a requirement for radon protection which should be considered for the main building as part of the Building Regulations process.

The plans do not provide much detail of the landscaping for the future playground area. This area was subject to an investigation last year and identified one elevated lead, spatially the site investigation was limited to the centre of the site and given the nature of the history the site it is likely other hotspots are present.

The investigations to date identify the made ground not being suitable for landscaping the applicant will need to import clean topsoil to site to protect the future users of the site and to promote healthy plant growth.

Therefore I would only require the applicant to agree to verifying the topsoil prior to placement on site and the reporting of unexpected contamination conditions

RELEVANT POLICIES

National Planning Policy Framework – March 2012

Bristol Core Strategy (Adopted June 2011)

| | |
|-------|--|
| BCS1 | South Bristol |
| BCS8 | Delivering a Thriving Economy |
| BCS9 | Green Infrastructure |
| BCS10 | Transport and Access Improvements |
| BCS11 | Infrastructure and Developer Contributions |
| BCS12 | Community Facilities |
| BCS13 | Climate Change |
| BCS14 | Sustainable Energy |
| BCS15 | Sustainable Design and Construction |
| BCS16 | Flood Risk and Water Management |
| BCS20 | Effective and Efficient Use of Land |
| BCS21 | Quality Urban Design |
| BCS22 | Conservation and the Historic Environment |
| BCS23 | Pollution |

Bristol Site Allocations and Development Management Policies (Adopted July 2014)

| | |
|------|---|
| DM1 | Presumption in favour of sustainable development |
| DM12 | Retaining valuable employment sites |
| DM14 | The health impacts of development |
| DM15 | Green infrastructure provision |
| DM17 | Development involving existing green infrastructure |
| DM19 | Development and nature conservation |
| DM23 | Transport development management |
| DM24 | Transport schemes |
| DM26 | Local character and distinctiveness |
| DM27 | Layout and form |
| DM28 | Public realm |
| DM30 | Alterations to existing buildings |
| DM31 | Heritage assets |

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| | |
|------|---|
| DM32 | Recycling and refuse provision in new development |
| DM33 | Pollution control, air quality and water quality |
| DM34 | Contaminated land |
| DM35 | Noise mitigation |

KEY ISSUES

(A) IS THE CHANGE OF USE ACCEPTABLE IN LAND USE TERMS?

The proposal would result in the creation of 3,035 sq m of floorspace for school use and the remaining 940 sq m would stay within office use. This key issue comprises of three key elements; the loss of employment floorspace, whether the remaining office floorspace would be viable and the principal of use for a school (D1 - non-residential institution use). These are addressed in turn below.

(i) Loss of employment use

The site is currently occupied by Imperial Tobacco Ltd for office use. The occupation is being phased out as part of relocation to a brand new purpose built facility off of Winterstoke Road and it can therefore be argued that there would be no loss of employment levels resulting from the application. However, Policy DM12 does not set out that this is justification for the loss of such a use. It states that employment sites should be retained for employment use unless any of the following criteria can be demonstrated:

- There is no current demand for employment use.
- Continued employment use would have an unacceptable impact on the environmental quality of the surrounding area.
- A net reduction in floorspace is necessary to improve the existing premises.
- It is to be used for industrial; purposes or commercial training purposes.

Of the above criteria only the first is of relevance to this application. The applicant has therefore commissioned a commercial report by Savills that summarises the current levels of supply and demand in the Bristol office market and draws conclusions upon the likely demand for this site. It identifies the following:

- That demand for office space of this scale is primarily within the city centre and the site is comparatively unattractive.
- Scale of accommodation is too large for most occupiers.
- Notes that city centre premises are being converted following unsuccessful marketing and this should be taken as indication that the site is unlikely to be successfully let.

Supporting paragraph 2.12.4 to Policy DM12 sets out that “the Council will expect applicants to submit evidence that the site has been adequately marketed for employment uses”. The site has not been marketed and it can therefore not be stated with certainty that the site has no current demand for its ongoing use. The scheme would therefore fail to comply with Policy DM12.

(ii) Remaining office floorspace viability

It is also necessary to consider whether the remaining 940 sq m of office space would remain viable. The private parking facility would be lost which would make this less attractive. It is also noted that this would be a 10,118 sq ft. facility and the commercial report sets out that the current demand for office space is focused at the sub 10,000 sq ft. level. This does not however prevent the office use being split over its two floor levels for example (with the ground floor entrance used as a lobby) to address this.

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It can therefore not be concluded with any certainty, beyond the general viability of the established office accommodation in this area, that the remaining office use would be unviable. Concerns over noise impacts from the school upon any retained office use are set out in Key Issue E below.

(iii) Use for a school

The National Planning Policy Framework states in para 72 that:

“The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.”

National policy therefore heavily encourages the creation of additional school places. The design and access statement sets out that the existing Ashton Gate Primary School occupies two grade II listed buildings which heavily constrains its ability to expand and deliver modern teaching facilities to cater for existing/projected pupil numbers. This has resulted in the temporary buildings currently located to the car park of the application site to allow for an additional class to be accepted at reception year in the last (2013/2014) academic year. These only form a temporary measure for a continuing increase in demand for school places within the area requiring an increase to a 4 form entry school. The application site forms an ideal location for a satellite site for Ashton Gate Primary School due to its proximity.

Members are therefore entitled to make a judgement upon the appropriate weight to be given to the conflicting nature of Policy DM12 and the NPPF in this circumstance. Officers recommend however that a school use within an office facility where the current employment activities are being relocated should be actively supported given the prominence of encouraging new school places within the NPPF.

(B) DOES THE PROPOSAL ADEQUATELY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Policies BCS10 and DM23 set out the requirements to provide safe and adequate access as well as appropriate traffic improvements to overcome unsatisfactory transport conditions created or exacerbated by the development. This also sets out parking standards. Para. 32 of the NPPF also states that “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”

The projected additional traffic generated from the use has been based upon existing data for Ashton Gate Primary School. BCC Transport have advised that this would result in approximately 91 additional vehicles, but that with additional pupil numbers catering for local demand this would reduce the overall demand to travel from/to further afield.

This key issue can be broken down into three key elements; the closure of Upton Road to vehicular traffic, the provision of further highway mitigation works in the form of table junctions to Raleigh Road and Greenway Bush Lane and the provision of suitable vehicle, cycle and scooter parking facilities and traffic demand management measures. Each of these matters are addressed in turn.

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- (i) The closure of Upton Road to vehicular traffic.

The proposal seeks to close Upton Road to vehicular traffic through a Traffic Regulation Order. This would provide a vehicular traffic free crossing point to provide safe access for users of the school between the main building and the play/sports provision, whilst also maintaining the use of Upton Road for cyclists and pedestrians. Upton Road would however be open to vehicular traffic on Sundays, when traffic is redirected from the Tobacco Factory Sunday Market which includes the closure of the southern section of Raleigh Road and redirecting of traffic along Upton Road.

This element was the main focus of objection to the scheme on the basis of both loss of on-street parking and diverted vehicular traffic. These matters are considered below.

The closure would result in the relocation of the City Car Club space currently located to Upton Road. In addition, under the proposed Resident's Parking Scheme (RPS), the loss of 31 shared use (between pay and display and permit holders) spaces would occur. BCC Transport have noted that the existing use of the site has an impact upon on-street parking in the area and the intention of the RPS is to free up spaces for residents within these areas. Outside of office hours it is recognised that this section of Upton Road is used as 'overflow' parking for residents in the area as well as visitors to Ashton Gate Stadium and the local area.

BCC Transport consider that residential on-street parking can be accommodated within the nearby residential streets subject to the introduction of the Residents Parking Scheme and the chief impacts of the loss of parking will be felt by visitors to the area. Members should note that there is no explicit policy requirement to maintain on-street parking provision for visitors to an area.

The submitted Transport Statement and BCC Transport both note that the scheme will benefit a number of residents in the area by deterring 'rat-running' traffic. The Transport Statement specifically references this as causing existing harm to residents of Greenbank Road and Walter Road. Appendix A of the Transport Statement sets out the wider highway network within the area and one-way restrictions to the nearby main roads of Coronation Road (A370) and North Street (B3120). Residents in the area have specifically noted that the following access controls are in evidence in the area such that constraints upon access, particularly to properties along and south-east of Raleigh Road, would take effect should Upton Road be closed:

- Greenway Bush Lane is one-way from Coronation Road
- Greenbank Road to the north-west is one-way onto Coronation Road
- Beasley Road is considered a difficult junction to turn at

BCC Transport have advised that "Automatic Traffic Count data indicates that the volume of traffic currently using Upton Road peaks northbound in the morning and southbound in the evenings, as expected of rat-running traffic. The main movements appear to be between Coronation Road and Raleigh Road north/ Upton Road south. The afternoon peak starts at 3pm, which suggests that much of the traffic is associated with school travel.

This traffic will inevitably be displaced elsewhere. It is impossible to predict the extent of the impact of this, as there are several alternative routes available. Some additional congestion will be experienced on North Street and Coronation Road, but the nearby junctions currently perform relatively adequately in terms of road safety, as shown in the accident data submitted and BCC's records."

This 3 year road safety data is set out in Appendix B of the Transport Statement and sets out the following accidents:

- 1 slight accident to Greenbank Road/Coronation road junction.
- 2 slight accidents to Coronation Road and Greenway Bush Lane junction.
- 1 slight accident to Beasley Road and Coronation Road junction

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- 1 slight and 1 serious accident to the junction of Raleigh Road and Upton Road junction
- 1 slight accident to North Street outside of The Tobacco Factory.

Some objectors have queried the traffic data referenced within the applicant's Transport Statement. BCC Transport have been provided with the raw traffic data, which has been uploaded to the public record, and have not challenged this.

The other principle issue (to the loss of on-street parking) revolves around the times of operation of any road closure, specifically that this should be in line with school days/times of operation. BCC Transport have advised that it is not possible to create a Traffic Regulation Order that is dependent upon changes in school term dates.

With regard to opening times, they have advised that it is legally possible to create a closure such as 0800-1800 Mondays to Fridays but this would need to be yearlong. The concern with such a practice is that such a closure would have to be self-policing as any restraint measures (e.g. bollards) would be impractical and unmanageable to operate due to needing to be operated twice daily. BCC Transport have advised that experience has shown that road closures are widely disregarded unless physical restraints are put in place, such that the safety of pupils would be compromised by such an approach.

The alternative of a raised pedestrian bridge or dedicated crossings is also not considered appropriate. While the former did previously exist as part of the wider factory facilities to the area this is not practical in respect of land lost to provide a safe and enclosed stair/lift. The latter is not considered appropriate by BCC Transport, as the underuse of such crossings (such as during weekends and school holidays) leads to them being disregarded.

Overall, members must determine whether the benefits of the removal of vehicular traffic running between the school building and the playground outweigh the disbenefits of the impacts of the displaced traffic and reduction in parking. It is the view of officers that the disbenefits are not severe enough to warrant the refusal of the proposals.

BCC Transport have advised that the indicative arrangement set out within the submission is not satisfactory and have sought that a detailed shared surface arrangement, incorporating street furniture and landscaping be secured via condition and a memorandum of understanding. This is incorporated within the recommendation.

(ii) Other highway mitigation works

One of the chief areas of concern in respect of the local highway network has been traffic speeds along Raleigh Road and Greenway Bush Lane. The proposal incorporates raised table junctions with build-outs for pedestrian crossings. This would reduce traffic speeds and provide safer means of crossing the highway at these locations and is to be supported.

One resident has suggested the provision of a zebra crossing on Greenway Bush Lane and this is not considered appropriate (see above guidance on use of zebra crossings) with the above improved crossing provision considered suitable.

(iii) Parking facilities and traffic demand management measures

The scheme provides 16 off-street spaces for staff, which falls well within the maximum parking standard of 1 space per 2 staff with 54 staff on site and bearing in mind this would also cater for the current Ashton Gate Primary School. Such parking levels are considered appropriate when taking into account the future Resident's Parking Scheme.

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The proposed cycle parking meets adopted standards and is secure and covered. Scooter storage is also provided. Deliveries would take place from the rear as currently occurs and is acceptable.

A school travel plan is to be secured by condition, to include measures such as transfer of children between the sites, provision for single drop off for families with children attending both school sites as well as measures to reduce travel to school by car for both pupils and staff.

A construction management plan is required to clarify and reinforce the highway mitigation measures referenced within the submitted construction management statement to mitigate any highway safety harms during building works and can be secured by condition.

Overall, officers consider that, on balance, the proposal adequately addresses this key issue.

(C) DOES THE PROPOSAL ADEQUATELY ADDRESS DESIGN ISSUES?

The chief design changes to the scheme are to the car parking area and public highway. Some works are proposed to the building itself, but relate principally to the rear elevation in connection primarily with plant/equipment.

With respect to the external areas BCC Landscape Design advise that the closure of Upton Road presents an opportunity to enhance the public realm. They consider that insufficient detail has been provided at application stage and have recommended refusal of the scheme. Such detail can readily be secured by condition and this is incorporated within the recommendation. This includes the nature of the treatment to Upton Road.

The most notable change to the rear is the introduction of a lift shaft finished in a vertical standing seam grey cladding to match the roofing material of the existing building. Two objections from near neighbours raised concerns about the appearance of this specific element. The rear elevation can be seen from some distance due to the open land surrounding Littlecross House. This elevation is however clearly a rear elevation with various plant/flues currently visible and the introduction of a lift shaft can be readily accommodated without harm to the character and appearance of the building or wider area. This would be visible from within the Southville Conservation Area, but given the distances involved is not considered to materially impact upon the setting of the Conservation Area.

The proposal incorporates an archaeological desktop appraisal, which sets out that the building may require recording due to its historic architectural interest. The building is not listed or within a Conservation Area. While the building is clearly of some historic interest, the building has been extensively altered during its use as an office facility. The elements of any interest are limited to the front façade which would be retained. It is therefore not considered appropriate to attach an archaeological recording condition.

As a major school development, the proposal is subject to a requirement for Public Art provision and this can be secured by condition in accordance with advice from the BCC Public Art Officer.

Overall, the proposal adequately addresses this key issue.

(D) DOES THE PROPOSAL ADEQUATELY ADDRESS TREES/NATURE CONSERVATION?

Policy DM15 and DM17 set out the application of the Bristol Tree Replacement Standard to secure appropriate number of replacement trees based upon the size of those lost and also the expectation of additional trees in new development.

The scheme includes an arboricultural survey and report. While comments have not been received from BCC Arboriculture at the application stage, comments were made at the pre-application enquiry stage on a similar scheme. The officer advice in this key issue has been informed by this

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commentary.

The proposal sees the existing boundary planting largely retained along the Upton Road and Greenway Bush Lane boundaries. The scheme would result in the loss of 38 trees. The trees to the centre of the site would be lost to cater for the proposed MUGA and play areas. The Bristol Tree Forum have raised concerns about the loss of two B-graded trees to this area. The Council's Arboricultural Officer considered that the retention of these trees would either require the retention of the raised kerb bed and/or significant surfacing works which the trees would not tolerate well. They also felt that the plane trees were inappropriate to a playground environment and would be better replaced with preferable species in dedicated locations.

Your Arboricultural Officer also considered that tree groups G5 and G18 should be classified as U and not C grade as is the case within the submitted arboricultural report. This would therefore reduce the replacement planting required under the Bristol Tree Replacement Standard from 20-15. While new planting is shown within the submitted scheme the use of trees within planters is not considered satisfactory due to concerns over maintenance and limited growth potential (which has also been raised by BCC Landscape Design and BCC Transport). A services survey has recently been submitted to your officers and can be utilised in identifying appropriate tree planting, if/where feasible. Otherwise the replacement tree planting can be secured through a Memorandum of Understanding, with the Council's education service as applicant, for a sum of £11,478.15 in accordance with the Council's Planning Obligations Supplementary Planning Document covering replacement tree planting.

A tree protection plan is incorporated within the submitted arboricultural report. This however only covers areas within the existing car park and not protection measures upon Upton Road where works will also be required. Such details can be secured by condition. A detailed Arboricultural Method Statement can also be secured for works within the protection areas and arboricultural monitoring can also be secured by condition.

In respect of nature conservation, the scheme includes an ecology survey carried out in March 2013 covering the car park area. This concluded that the site had minimal nature conservation value and no suitable habitat for protected species, and concluded that any enhancement opportunities are limited to new planting and installation of bird and bat boxes. This survey has not been challenged by BCC Nature Conservation.

Policy DM19 sets out that any loss of nature conservation value will be expected to provide mitigation on-site and where this is not possible off-site.

The Council's ecologist has however suggested a living roof be provided to the rebuilt single storey wing to the rear, controls of lighting to protect bats, fruit/berry bearing plant species of native provenance within any landscaping scheme and bird/bat boxes. Given the limited ecological value of the site it is considered that any mitigation can readily be achieved through landscaping and commuted sums for off-site replacement tree planting, as well as bat/bird boxes.

He also advised in his written comments that a lighting plan should be secured by condition to address any harm to bats. In seeking clarification only 1 record of a bat is held in the area, 400m away to Coronation Road and the city ecologist was content that lighting would be addressed under residential amenity impacts (see key issue below). No further works/conditions are necessitated under nature conservation controls.

Overall, the proposal adequately addresses this key issue subject to conditions/memorandum of understanding.

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This key issue relates to three aspects, noise, light pollution and the impact to residential amenity from the proposed new lift shaft.

The submitted scheme incorporates a noise assessment. BCC Pollution Control have reviewed this and advised that the chief impacts will be from use of the external play/sports spaces. The report concludes that both average and maximum levels will be above existing noise levels. The Pollution Control officer has advised that noise from the use of these areas will likely be audible and potentially at a level that would form a nuisance to nearby residential properties.

Officers have identified that there is no reasonable mitigation that can be undertaken to address these impacts, but also note that there is a current facility to the car park area including external play area to the western corner. BCC Pollution Control have advised that experience has shown that many residents accept the need for new schools and accept some noise during the day. Noise beyond this is likely to be considered unnecessary and unreasonable. He has therefore suggested hours of use of this area to be kept to school times and a maximum of 10 other uses between 9am and 7pm a year to allow for reasonable use of the space for additional activities but to prevent unacceptable levels of harm.

Noise breakout from within the school is assessed within the submitted noise assessment. This only assesses the impact upon nearby residential occupiers and not the retained office element. This also sets out that "As the design progresses we will assess the specific uses of the Hall and the likely noise levels, it may be that the naturally ventilation opening sizes can be reduced or attenuated to reduce the impact on noise sensitive receptors". BCC Pollution Control therefore consider a further acoustic report to be necessary to ensure that these aspects are addressed. This is considered reasonable and can be secured by condition.

No details of plant/equipment have been provided beyond flues indicated to the elevations and details of the equipment to be installed can be secured by condition.

The scheme includes a projected lux level plan setting out proposed lighting equipment. This is considered acceptable with the exception of light spill to the rear of the building into the rear gardens of two properties to Raleigh Road. This could readily be addressed by the use of a different lighting position/product/directional hoods and can be secured by condition. No lighting is shown for the proposed MUGA and this will be controlled by condition should this be sought in future.

Two residences have raised concerns about this feature causing unacceptable loss of light/overshadowing and overbearing impact. The proposed scheme envisages a 14.25m high lift shaft adjacent to the 13.8m high roof. This would extend 3.8m from the existing rear elevation of the building and be set back from the north-western edge of the building by 4.8m. The location of this is limited by the layout of the building such that any other location would result in significant loss of effectively an entire room to ground level or each floor to provide additional internal circulation space.

The proposed lift shaft would be located closest to No. 83 Greenway Bush Lane to the north-west. This would be located 10m from the boundary and 14m from the closest element of the building, which due to its L-shape means the lift shaft is 22m from the principle rear elevation. This element would result in some overshadowing and loss of light to both the rear garden and habitable rooms of these properties during principally the mid-morning. However, given the minimal width/depth of this feature, combined with its proximity to an already large three storey building of comparative height, it is not considered that unacceptable harm could be demonstrated over and above the current impact that would warrant the refusal of the school development. By the same token it is not considered that the scheme could reasonably be said to result in overbearing impact.

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The proposal would not result in any other harm to amenity interests over and above the current use.

Overall, the proposal adequately addresses this key issue subject to condition.

(F) DOES THE PROPOSAL ADEQUATELY ADDRESS SUSTAINABILITY AND SURFACE WATER RUN-OFF ISSUES?

The proposal incorporates both a sustainability statement/energy report and drainage strategy.

The sustainability report sets out a commitment to meet BREEAM Very Good standard with an incorporated pre-assessment in the submission. This can be secured by condition in order to comply with Policy BCS15.

A site waste management plan has been submitted that demonstrate that elimination and reduction of waste, re-use, recycling and appropriate disposal of materials have been considered.

The existing building is heavily compromised in respect of providing good thermal performance and significant interventions are set out in order to meet the building regulations part L standard for energy in carrying out refurbishment of the scheme. This includes the use of natural ventilation, energy efficient lighting, improved U-values for existing walls and provision of 30kW of photovoltaic panel provision. Members should be clear that this only meets the energy baseline from which Policy BCS14 requires a 20% reduction from by the use of renewable energy sources.

The submitted reports notes that while alternatives are available such as ground source heat pump and/or air source heat pumps, these require space for plant rooms and/or would only cater for hot water supply, which is an inefficient renewables choice for a school with limited hot-water demand and that is not in use during summer months. The scheme would be heated by low-energy gas boilers, replacing the current gas boiler provision. Biomass has been considered for the site and dismissed due to the difficulty of providing appropriate plant and storage facilities upon the constrained site.

The photovoltaic panel provision is only located to approximately two thirds of the main roof space, with the area above the retained office left unutilised. This has been queried with the agent and their energy consultant has advised that they utilised the space advised as suitable for such provision by the architect. It is therefore considered reasonable that additional photovoltaic panel provision can be provided to this area. While this will not meet the 20% figure still, subject to this additional provision, it is considered that the feasibility exemption to compliance with this policy set out in Policy BCS14 would be met.

A condition is therefore included within the recommendation to secure additional photovoltaic panel provision.

The submitted drainage strategy notes that the premises currently discharge into the foul water sewage. The site is effectively entirely covered in hard standing save for the areas of tree planting. The scheme would see the use of the Wessex Water surface water connection via a hydrobrake and attenuation structure of 80 cubic metres provided in the external play area drainage system to reduce flows by 30% and thus reduce the risks of flooding from surface water run-off to mitigate 1:30 year surface water flood events. This is considered an appropriate improvement over the existing scenario and compliance with this approach can be secured by condition.

On balance, the proposal adequately addresses this key issue.

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(G) DOES THE PROPOSAL ADEQUATELY ADDRESS LAND CONTAMINATION ISSUES?

The proposal includes a desk top study for contaminants and sets out potential risks from contaminants. BCC Contaminated Land have advised that this matter could be addressed by the use of conditions to ensure verification of new topsoil upon the site and reporting of unexpected contamination.

(H) WHAT IS THE COMMUNITY INFRASTRUCTURE LEVY LIABILITY?

Conversions of buildings in lawful use are exempt from CIL and therefore no CIL is payable.

CONCLUSION

Officers consider that the principal of a school use should be readily supported over the loss of employment floorspace for a site that, while not marketed, its employment provision has been relocated to a new purpose built facility off of Winterstoke Road. The closure of Upton Road is considered to most practicable method of delivering a long-term safe means of access between the external play/sports areas and building of the school for pupils. While this will result in the loss of on-street parking provision and result in some diversion of traffic this is, on balance, not considered harmful.

The scheme will also result in a noise impact inherent to any use of school grounds within a residential environment. It is noted that no concern has been expressed by residents over the principal of a school upon the site and officers recommend that this harm should be accepted in supporting school provision upon the site. Impact upon the retained office element has not however been adequately demonstrated and can be secured by condition.

The treatment of the external space is recommended to be secured by condition to ensure a high quality that can be readily maintained, incorporating suitable landscaping.

The provision of replacement trees and highway works results in the need for a memorandum of understanding for off-site replacement tree planting, highway works and a Traffic Regulation Order. A draft document has been issued to colleagues in education and is yet to be signed at the time of this report.

The proposal is therefore recommended for approval subject to a memorandum of understanding being gained and appropriate conditions.

RECOMMENDED GRANT subject to Planning Agreement

That the applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director (Planning and Sustainable Development) a Memorandum of Understanding, entered into by the applicant - Service Director (Education and Skills), Bristol City Council to cover the following matters:

- (A) *A fee of £57.75 (FIFTY SEVEN POUNDS AND SEVENTY FIVE PENCE) to cover the proper and reasonable costs incurred by the council in connection with the monitoring of the obligations contained in the agreement.*
- (B) *The sum of £11,478.15 (ELEVEN THOUSAND FOUR HUNDRED AND SEVENTY EIGHT POUNDS AND FIFTEEN PENCE) for the provision of replacement tree planting to be provided within a one mile radius of the Development.*

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- (C) *The sum of £5,000 (FIVE THOUSAND POUNDS) towards the introduction or amendment of any Traffic Regulation Parking or other formal Order or Notice required as a consequence of the Development*
- (D) *Prior to carrying out a material operation (as defined in Section 56(4) of the Town and Country Planning Act 1990) in respect of the Development, the Education and Skills Service will undertake to either fund the Planning and Sustainable Development Service or procure directly works in relation to the following aspects, which shall be in place prior to occupation of the new buildings unless agreed in writing by the Highway Authority:-*
- *Raised table and build outs at the junction of Upton Road with Greenway Bush Lane*
 - *Raised table and build outs at the junction of Upton Road with Raleigh Road*
 - *Closure of Upton Road to vehicular traffic*
 - *Shared surface in Upton Road*
 - *Reinstatement of redundant accessways and new vehicular crossover*
 - *All associated ancillary works including (but not limited to) lining, signing, surfacing, street lighting, kerbing, surfacing, drainage and landscaping.*

All monetary contributions to be index linked to the date of committee.

- (E) *That the Director of Planning and Sustainable Development be authorised to conclude the Memorandum of Understanding to cover matters in recommendation (A-D).*
- (F) *That on completion of the Memorandum of Understanding, planning permission be granted, subject to the following conditions:*

Time limit for commencement of development

1. Full Planning Permission

The development hereby permitted shall begin before the expiration of three years from the date of this permission.

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004.

Pre commencement condition(s)

2. Approval of road works necessary

Prior to commencement of any highway works (and pre-occupation) details of the following works to the highway shall be submitted to and approved in writing by the Local Planning Authority:

- (i) Raised table and build outs at the junction of Upton Road with Greenway Bush Lane
- (ii) Raised table and build outs at the junction of Upton Road with Raleigh Road
- (iii) Closure of Upton Road to vehicular traffic
- (iv) Shared surface in Upton Road
- (v) Reinstatement of redundant accessways and new vehicular crossover
- (vi) All lining, signing, resurfacing, drainage, lighting, landscaping and street furniture associated with the above works

The building hereby permitted shall not be occupied until these works have been completed in accordance with the approved details.

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Reason: To ensure that all road works associated with the proposed development are to a standard approved by the Local Planning Authority and are completed before occupation in the interests of highway safety and visual amenity.

3. Construction management plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to, and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- * Parking of vehicle of site operatives and visitors
- * routes for construction traffic
- * hours of operation
- * method of prevention of mud being carried onto highway
- * pedestrian and cyclist protection
- * proposed temporary traffic restrictions
- * arrangements for turning vehicles

Reason: In the interests of safe operation of the highway.

4. Sound Insulation

No development works shall take place to the hall until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of noise insulation measures for the hall, this scheme shall also include details of ventilation.

The scheme of noise insulation measures shall be prepared by a suitably qualified acoustic consultant/engineer and shall take into account the Noise Assessment submitted with the application the provisions of BS 8233: 1999 "Sound Insulation and Noise Insulation for Buildings - Code of Practice".

Reason: In the interests of securing the viability of the retained office use and the amenity of neighbouring residential occupiers.

5. Details of Extraction/Ventilation System

No installation of any ventilation system for the extraction and dispersal of cooking odours shall be installed until detail of the flue, method of odour control, noise levels and noise attenuation measures for the system has been submitted to and approved in writing by the Council.

The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: In the interests of the amenity of neighbouring occupiers.

6. Submission and approval of landscaping scheme

Prior to relevant commencement (including any works to the highway, new boundary treatments, landscaping and surfacing works) and/or occupation of the approved development a scheme of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority, which shall include:-

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- (i) Details of any new planting including species choice, number, location and for trees stock size and section of tree pits.
- (ii) Maintenance plan for the 5 year establishment period.
- (iii) An indication of all hard surfacing materials, railings/gates, street furniture and raised bed/retaining structures.

The approved scheme shall be implemented so that planting can be carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area and to ensure its appearance is satisfactory.

7. Further details before relevant element started

Details of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- (i) Manufacturer's details of all cycle and scooter stores indicating material, colour and finish
- (ii) Samples and manufacturers details of all hard surfacing materials indicating material, colour and finish.
- (iii) Manufacturers' details of all new gates, surfacing materials, fencing/railings, street furniture and raised beds/retaining structures (indicating materials, colour and finish)
- (iv) Sample of standing seam grey cladding to lift shaft (to match roofing material as best as practicably possible).
- (v) Manufacturer's details of supporting frames to photovoltaic panels indicating material, colour and finish.

Reason: In the interests of visual amenity and the character of the area.

8. Protection of retained trees during the construction period

Prior to the commencement of any development upon the site details of tree protection fencing in accordance with BS5837:2012, in the course of development (to include tree protection for works upon Upton Road and details of phasing if necessary) and a detailed arboricultural method statement for any works within the root protection areas of the retained trees.

No work of any kind shall take place on the site until the agreed tree protection measures are in place protective fence(s) has (have) been erected around the retained trees in the position and to the specification approved. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes.

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The approved development shall only be carried out in accordance with the detailed arboricultural method statement approved. Copies of written site notes and/or reports detailing the results of site supervision shall be submitted to the Local Planning Authority in writing within two working days.

Method statements for any unexpected remedial works necessitated by the scheme shall be submitted to and approved in writing by the Local Planning Authority prior to their implementation. All remedial works shall be carried out in accordance with the agreed details under the strict supervision of the arboricultural consultant.

If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Reason - In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.

Pre occupation condition(s)

9. BREEAM

No building shall be occupied (or in accordance with a timetable to be agreed in writing with the Local Planning Authority) until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Very Good' has been achieved for this development unless the Local Planning Authority agrees in writing to an extension of the period by which a Certificate is issued.

Reason: To ensure that the development achieves BREEAM rating level 'Very Good' (or any such equivalent national measure of sustainability for building design which replaces that scheme) and assessment and certification shall be carried out by a licensed BREEAM assessor and to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.

10. Public Art

Prior to the occupation of the development hereby permitted, (or as otherwise agreed in writing by the Local Planning Authority) a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority in accordance with the City Council's Public Art Policy and Strategy.

Following approval of the Public Art Plan by the Local Planning Authority, detailed design of the public art commission for the school and details of its care and maintenance, shall be submitted for approval prior to the occupation of the building. All public art works shall be completed in accordance with a programme to be agreed in writing by the Local Planning Authority, and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to secure public art is integrated into the development in the interests of the amenity of the area.

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11. Implementation/installation of refuse storage and recycling facilities - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

12. Prior to commencement of development details shall be submitted providing the specification and location for six bird and two bat boxes to include at least two house sparrow terraces and two swift bricks or boxes.

Reason: To help conserve legally protected bats and birds which include priority species.

13. Completion and maintenance of vehicular servicing facilities - shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

14. Completion and maintenance of car/vehicle parking - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

15. Completion and maintenance of cycle provision - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

16. Travel Plans - not submitted

No building or use hereby permitted shall be occupied or the use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and been approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

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Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

17. Outside area

No development shall take place until there has been submitted to and approved in writing, by the Local Planning Authority, an Outdoor Area Management Plan, setting out details of times the areas will be used (including no use of the outside area outside 8.30 am to 6.30 pm Monday to Saturday and 10 am to 5 pm on Sundays), numbers of children that will use specific areas at any one time and how the areas will be supervised.

The approved outdoor management plan shall be complied with throughout the duration of the use.

Reason: In the interests of the amenity of neighbouring occupiers.

18. Sustainability

Prior to the occupation of the development hereby approved, a revised roof plan and manufactures details of additional photovoltaic panels to cover the south-eastern end of the main roof shall be submitted to and approved in writing. The approved development shall be built out in accordance with the approved sustainability statement and the above approved solar panel shall be installed prior to the first occupation of the development.

Reason: In the interests of reducing the developments carbon generation and improving its energy efficiency.

19. Drainage

The development shall be carried out in accordance with the approved drainage strategy, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of reducing surface water run-off from the development site.

20. Topsoil Requirements

Soft-landscaped areas must receive a capping of clean inert soil .A capping layer of at least 400mm for landscaped areas should be laid on a high visibility geo-textile membrane or capillary-break layer. A mixture of sub soil and topsoil can be applied.

Soils must not be contaminated with significant quantities of concrete, brick, plastics, metal, asbestos, glass, tarmac or organic matter such as wood/timber. All samples should also be inspected for signs of Japanese Knotweed and if any rhizomes are identified, then the soil will not be suitable.

All imported topsoil must comply with the Environment Agency's CLEA Soil Guideline Values for the proposed end use and with the British Standard BS 3882: 2007 Specification for Topsoil.

The source and supplier of the soil must be provided to Bristol City Council's Environmental Protection Team, accompanied by certificates of analysis appropriate to the quantity provided. For a volume of soil up to 20 cubic metres, chemical analysis of two samples will be required per source. For a volume exceeding 20 cubic metres, three samples per source or per 250 cubic metres (whichever is the lesser quantity) will be required. The soil should be analysed for metals, speciated polycyclic aromatic hydrocarbons (PAHs); total petroleum hydrocarbons

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(TPH) and pH. Bristol City Council's Environmental Protection Team must approve the results of the chemical analysis of the topsoil prior to use.

Reason: To protect the health of future occupiers of the site and to encourage healthy plant growth.

Post occupation management

21. Reporting of Unexpected Contamination

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11', and where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

22. Use of Refuse and recycling facilities

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers

23. Restriction of parking level on site

Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

24. Protection of parking and servicing provision

The areas allocated for vehicle parking, loading and unloading, circulation and manoeuvring on the approved plans shall only be used for the said purpose and not for any other purposes.

Reason: To ensure the provision and availability of satisfactory off-street parking and servicing/loading/unloading facilities for the development.

25. Restriction of noise from plant and equipment

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 1997- "Method of

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rating industrial noise affecting mixed residential and industrial areas".

Reason: To safeguard the amenity of nearby premises and the area generally.

26. Notwithstanding the submitted lighting strategy, prior to the installation of any external lighting details shall be submitted to and approved in writing by the Local Planning Authority of the following:

- Manufacturers details of the lighting systems utilised.
- Lux contour map of the lighting system

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2011. The lighting systems installed shall comply with the detailed thereby approved.

Reason: The proposed lighting scheme would result in unacceptable levels of artificial illumination to residents of Raleigh Road and to ensure that any further lighting systems installed are subject to detailed consideration to ensure that no light nuisance arises.

List of approved plans

27. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

0001 P05 Site location plan, received 27 May 2014
 0002 P02 Existing site plan, received 27 May 2014
 0005 P01 Existing car park plan, received 27 May 2014
 0101 P07 Proposed site plan, received 27 May 2014
 0102 P01 Proposed rear wall elevation, received 27 May 2014
 0105 P06 Playground plan, received 27 May 2014
 1001 P03 Existing ground floor plan, received 27 May 2014
 1004 P06 Proposed ground floor plan, received 27 May 2014
 1101 P03 Existing first floor plan, received 27 May 2014
 1104 P05 Proposed first floor plan, received 27 May 2014
 1201 P04 Existing second floor plan, received 27 May 2014
 1204 P05 Proposed second floor plan, received 27 May 2014
 1301 P04 Existing roof plan, received 27 May 2014
 1304 P06 Proposed roof plan, received 27 May 2014
 1401 P02 Existing basement plan, received 27 May 2014
 1402 P02 Proposed basement plan, received 27 May 2014
 2001 P03 Existing section A-A, received 27 May 2014
 2002 P03 Existing section B-B, received 27 May 2014
 2101 P05 Proposed section A-A, received 27 May 2014
 2102 P05 Proposed section B-B, received 27 May 2014
 3002 P01 Existing South East and South West elevations, received 27 May 2014
 3003 P02 Existing North East and North West elevations, received 27 May 2014
 3103 P03 Proposed South East and South West elevations, received 27 May 2014
 3104 P05 Proposed North East and North West elevations, received 27 May 2014
 4303 P02 External lighting layout, received 27 May 2014
 ARP/IT/C/SK101 P3 Indicative drainage works, received 27 May 2014
 12479 SE-01 B Topographical survey, received 27 May 2014

Development Control Committee A – 10 September 2014**Application No. 14/02061/FB: Imperial Tobacco Ltd Upton Road Bristol BS3 1QZ**

12479 SE-02 B Topographical survey, received 27 May 2014
 Arboricultural Impact Assessment, received 27 May 2014
 Archaeological Desk-Based Assessment, received 27 May 2014
 BREEAM Pre-Assessment, received 27 May 2014
 BREEAM Pre-Assessment Statement, received 27 May 2014
 Construction Management Statement, received 27 May 2014
 Contamination Preliminary Note on Main Car Park, received 27 May 2014
 Drainage Strategy, received 27 May 2014
 Ecology Statement, received 27 May 2014
 Environmental and Energy Strategy, received 27 May 2014
 Ground Investigation Factual Report, received 27 May 2014
 Ground Investigation Interpretative Report, received 27 May 2014
 Project Environmental Management Plan, received 27 May 2014
 Site Waste Management Plan, received 27 May 2014
 Sustainability Input and BREEAM, received 27 May 2014
 Transport Statement, received 27 May 2014
 Acoustic Report, received 27 May 2014
 Commercial Report, received 27 May 2014
 0003 P05 Services plan, received 27 August 2014

Reason: For the avoidance of doubt.

Advices

1. Traffic Regulation Order (TRO): In order to comply with the requirements of condition 2 you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.
2. The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures, or temporary parking restrictions. Please call 0117 9031212 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.
3. Advice - It is recommended that any flues for the dispersal of cooking smells shall either:
 - (a) Terminates at least 1 metre above the ridge height of any building in the vicinity, with no obstruction of upward movement of air or:
 - (b) Have a method of odour control such as activated carbon filters, electrostatic precipitation or inline oxidation.
 Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527. <http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>
4. In respect of bird and bat boxes - If built-in bird and bat boxes cannot be provided within built structures, they should be provided on trees (with no more than one bird box per tree).

Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators. For small hole-nesting species bird boxes

Development Control Committee A – 10 September 2014**Application No. 14/02061/FB: Imperial Tobacco Ltd Upton Road Bristol BS3 1QZ**

should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well lit locations.

5. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No site clearance or tree or hedge removal shall be carried out on site between 1st March and 30th September inclusive in any year, unless a check has been carried out beforehand by a qualified ecologist as agreed with the local planning authority.

This proposal includes demolition and conversion works which are not covered in the ecological survey dated March 2013 which only assessed the adjacent car parking red line application area. The following advisory note is recommended. All species of bats and their roosts are legally protected. If bats are encountered all demolition, conversion or construction work should cease and the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.

BACKGROUND PAPERS

| | |
|-----------------------------------|----------------|
| City Centre Projects (Public Art) | 26 July 2014 |
| Landscape | 18 June 2014 |
| Urban Design | 26 June 2014 |
| Transport Development Management | 21 August 2014 |
| Pollution Control | 27 August 2014 |
| Nature Conservation Officer | 25 June 2014 |

Case Officer Site Photographs

Application No:
14/02061/FB

Site Address: Imperial Tobacco Ltd
Upton Road
Bristol
BS3 1QZ



Aerial view of site and surrounds looking north



Application site - as seen from Upton Road/Raleigh Road junction



Application site as seen from junction with Upton Road/Greenway Bush Lane



View of western corner of site (temporary school buildings can just be seen) looking north-east along Greenway Bush Lane



View of rear of site from access to garage block adjacent to Littlecross House



View of rear of site from northern end of Greenway Bush Lane (note one-way to this section).



View of rear garage block and rear of building



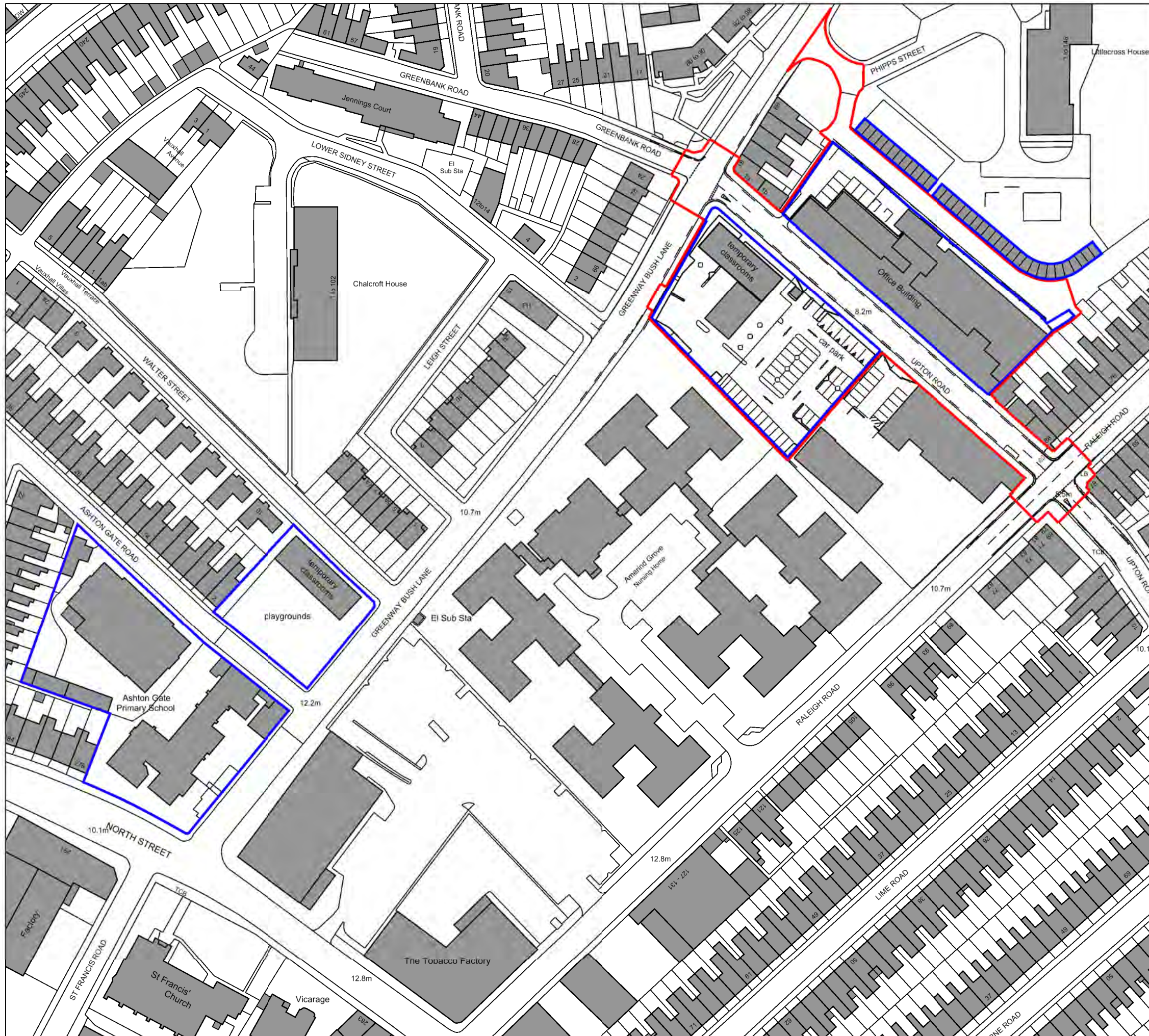
View of car park and temporary school buildings taken from roof of Imperial Tobacco Offices.



Entrance to car park and temporary school buildings beyond.



View of car park with St John's Ambulance site beyond and boundary to nursing home to rear.



Project:
Bristol Schools

- Notes:
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- The application area
- Land owned by the applicant

| | | | | |
|-----|----------|-----------------------------------|-----|----|
| P05 | 01.05.14 | red line for planning application | AB2 | SL |
| P04 | 02.01.14 | red line for planning application | AB2 | SL |
| P03 | 03.09.13 | red line for pre-app | AB2 | SL |
| P02 | 28.08.13 | updated for pre-app | AB2 | SL |
| P01 | 23.07.13 | first issue | AB2 | SL |

| Rev | Date | Description | Dm | Chkd |
|-----------|------|-------------|----|------|
| Revisions | | | | |

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Site key plan:



0 50m
1:1250 @ A3

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Drawing Originator



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BA2 6BZ
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F: + 44(0)1225 465 714

Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

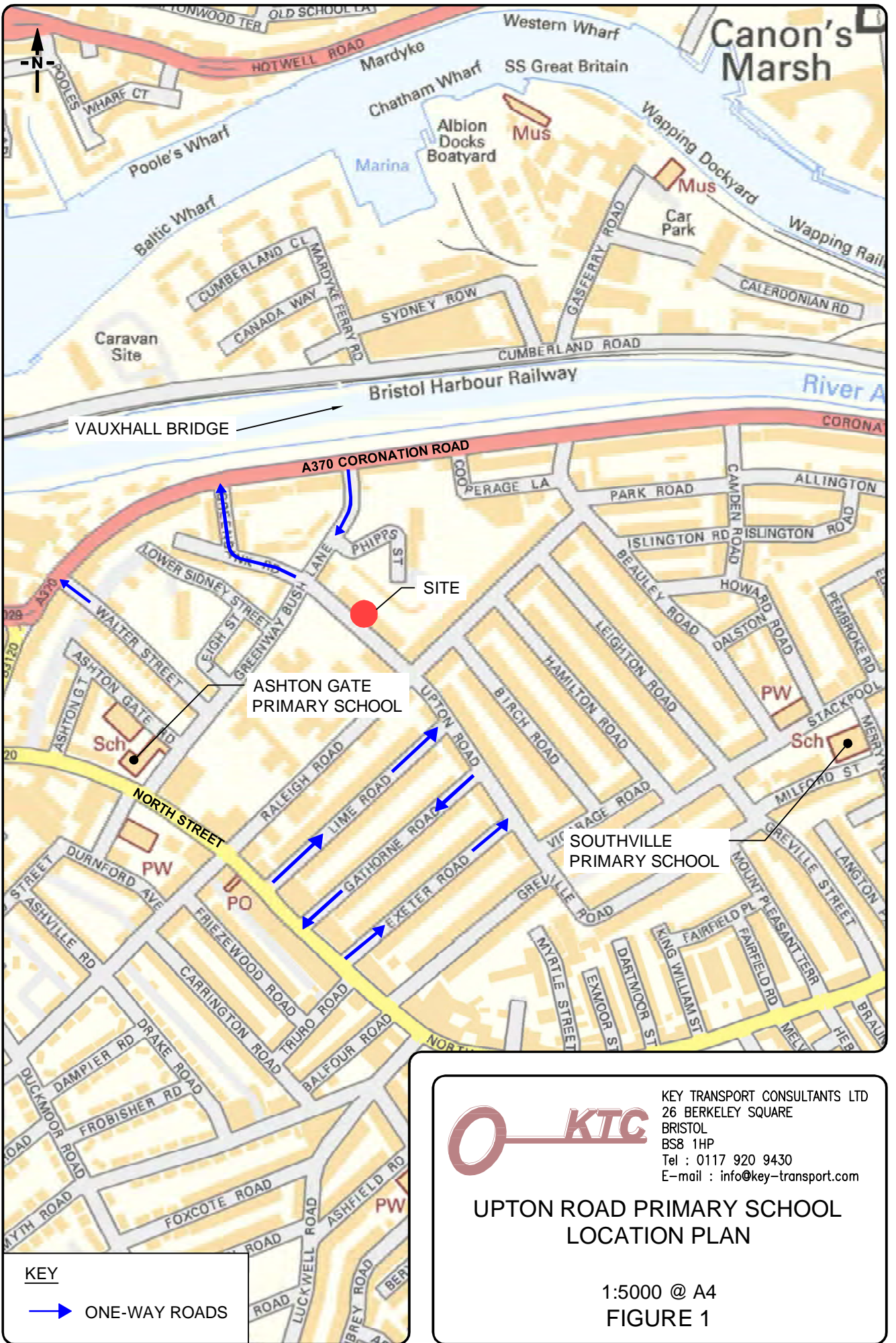
| | | | |
|-----------------|-----------------------|----------------------|-------------------------|
| Drawn by AB2 | Drawn Date July 13 | Checked by SL | Checked Date July 13 |
| Approved by | Approved Date | Scale 1:1250 @ A3 | |

Title
Original drawing sheet is A3

Site Location Plan

| Site code | Originator | Discipline | Document type | Unique nr | Revision |
|-----------|------------|------------|---------------|-----------|----------|
| AGP | DKA | A | DWG | 0001 | P05 |

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Tel : 0117 920 9430
E-mail : info@key-transport.com

**UPTON ROAD PRIMARY SCHOOL
LOCATION PLAN**

1:5000 @ A4
FIGURE 1



SKANSKA

Project:
Bristol Schools

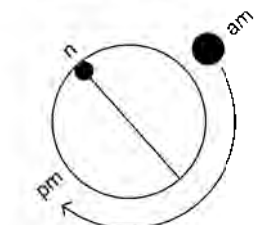
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| Rev | Date | Description | Drm | Chk'd |
|-----|----------|------------------------|-----|-------|
| P02 | 02.01.14 | existing trees plotted | AB2 | SL |
| P01 | 03.09.13 | first issue | AB2 | SL |

Revisions

CONFIDENTIAL

Site key plan



0 25m
1:500 @ A3

SKANSKA

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

| | | | |
|-----------------|-----------------------|---------------------|-------------------------|
| Drawn by AB2 | Drawn Date June 13 | Checked by SL | Checked Date June 13 |
| Approved by | Approved Date | Scale 1:500 @ A3 | |

Title: Original drawing sheet is A3

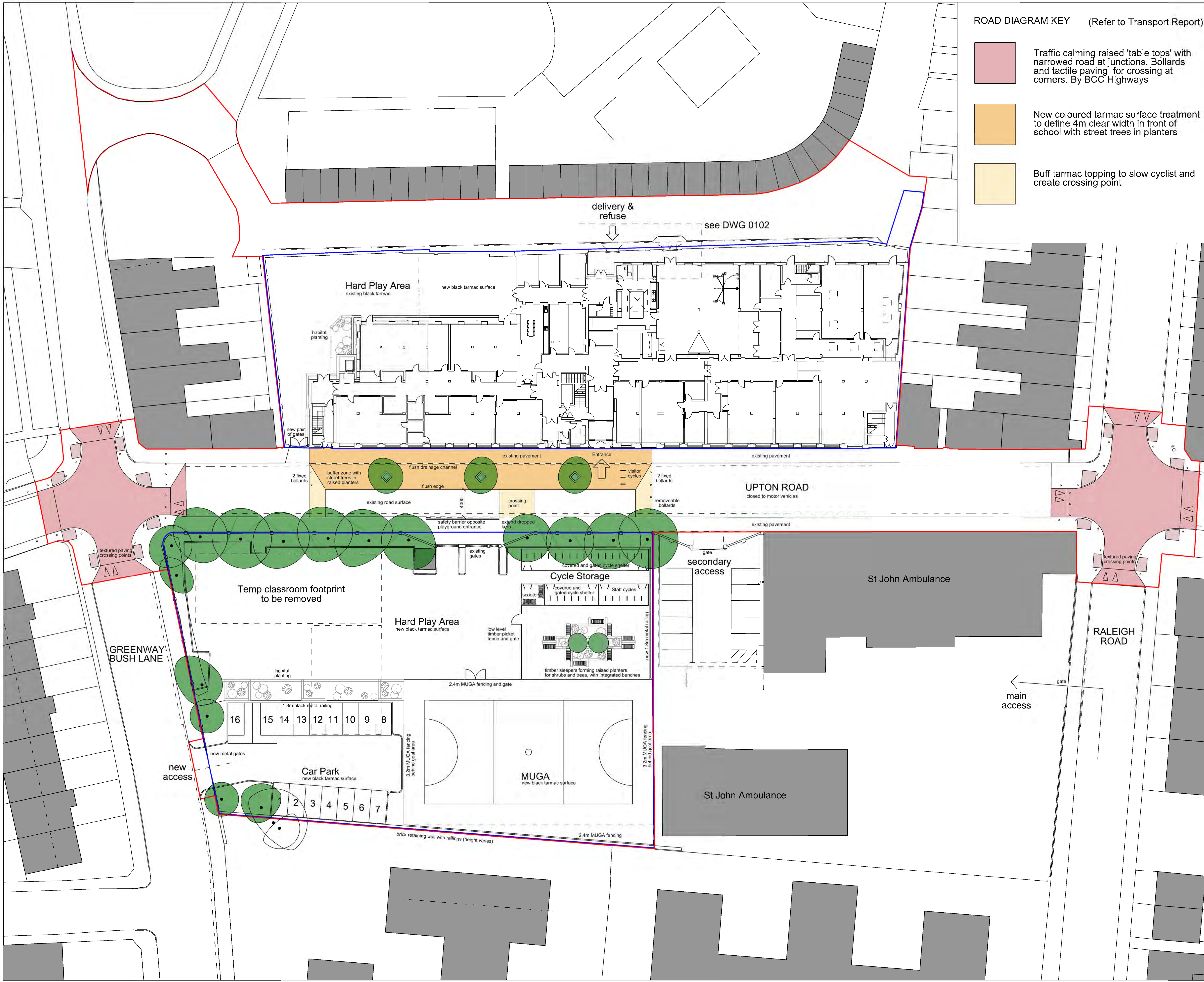
Existing Site Plan

| Site code | Originator | Discipline | Document type | Unique id | Revision |
|-----------|------------|------------|---------------|-----------|----------|
| AGP | DKA | A | DWG | 0002 | P02 |

- Notes:
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ROAD DIAGRAM KEY (Refer to Transport Report)

- Traffic calming raised 'table tops' with narrowed road at junctions. Bollards and tactile paving for crossing at corners. By BCC Highways
- New coloured tarmac surface treatment to define 4m clear width in front of school with street trees in planters
- Buff tarmac topping to slow cyclist and create crossing point



| Rev | Date | Description | Drn | Chkd |
|-----|----------|---|-----|------|
| P07 | 16.04.14 | incorporate Skanska comments | AB2 | SL |
| P06 | 03.04.14 | incorporate Skanska comments | AB2 | SL |
| P05 | 31.03.14 | incorporate new Highways layout, acid landscaping | AB2 | SL |
| P04 | 05.02.14 | review external finishes | AB2 | SL |
| P03 | 04.09.13 | updated for pre-app | BN | AB2 |
| P02 | 28.08.13 | updated for pre-app | BN | AB2 |
| P01 | 14.08.13 | First Issue | BN | AB2 |

Revisions

CONFIDENTIAL

Site Key Plan

0 25m
1:250 @ A1 1:500 @ A3

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F: + 44(0)1225 465 714

Drawing Status

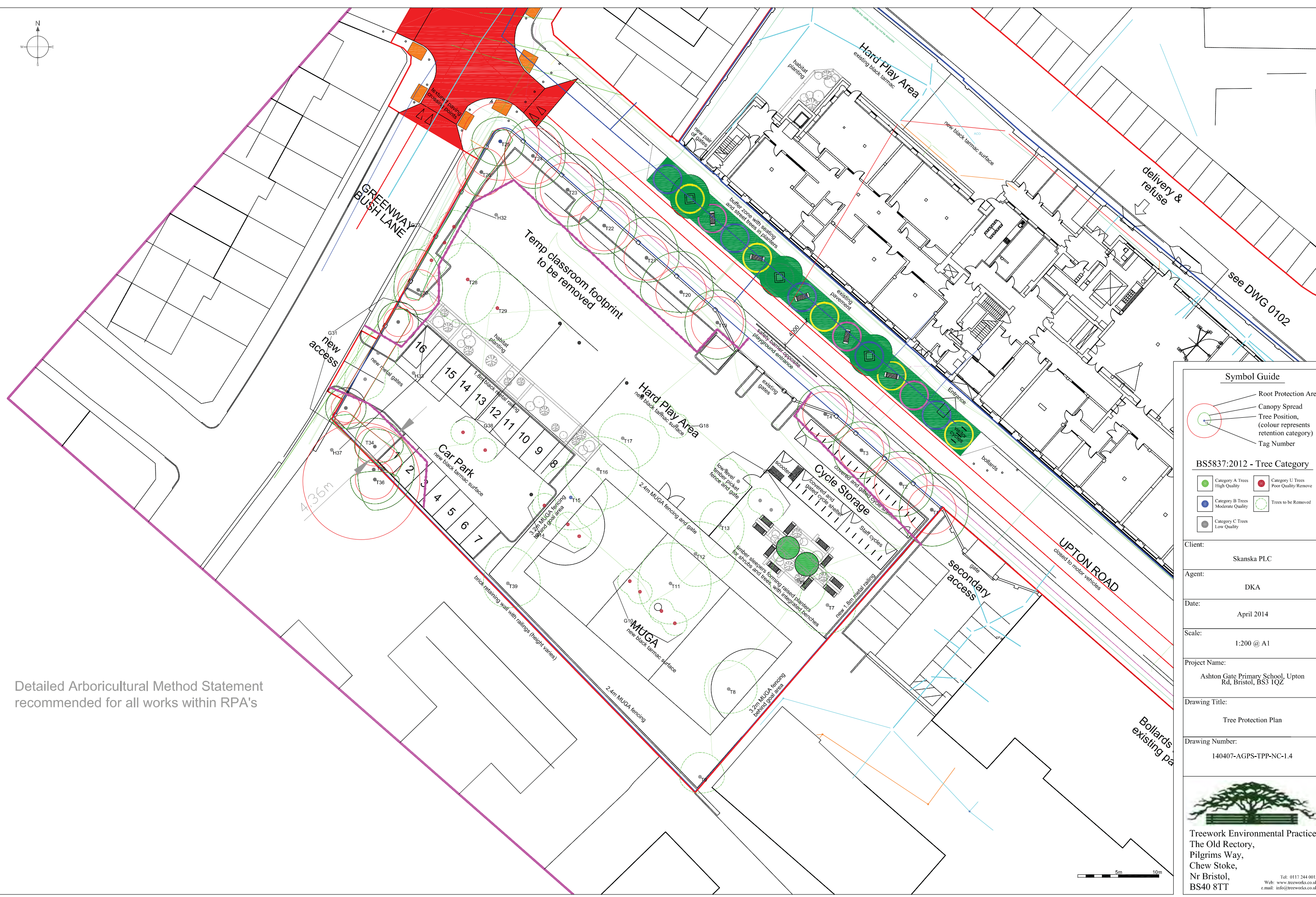
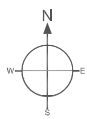
Project Name
Ashton Gate Primary School Annex - 277619

| | | | |
|----------------|-------------------------|--------------------------------|---------------------------|
| Drawn by BN | Drawn Date August 13 | Checked by AB2 | Checked Date August 13 |
| Approved by | Approved Date | Scale 1:250 @ A1 1:500 @ A3 | |

Title
Proposed Site Plan

Original drawing sheet is A1

| Rev | Origin | Design | Document | Version | Revision |
|-----|--------|--------|----------|---------|----------|
| AGP | DKA | A | DWG | 0101 | P07 |



Detailed Arboricultural Method Statement recommended for all works within RPA's

Symbol Guide

- Root Protection Area
- Canopy Spread
- Tree Position, (colour represents retention category)
- Tag Number

BS5837:2012 - Tree Category

| | |
|-----------------------------------|--------------------------------------|
| Category A Trees High Quality | Category U Trees Poor Quality-Remove |
| Category B Trees Moderate Quality | Trees to be Removed |
| Category C Trees Low Quality | |

Client: Skanska PLC

Agent: DKA

Date: April 2014

Scale: 1:200 @ A1

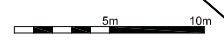
Project Name: Ashton Gate Primary School, Upton Rd, Bristol, BS3 1QZ

Drawing Title: Tree Protection Plan

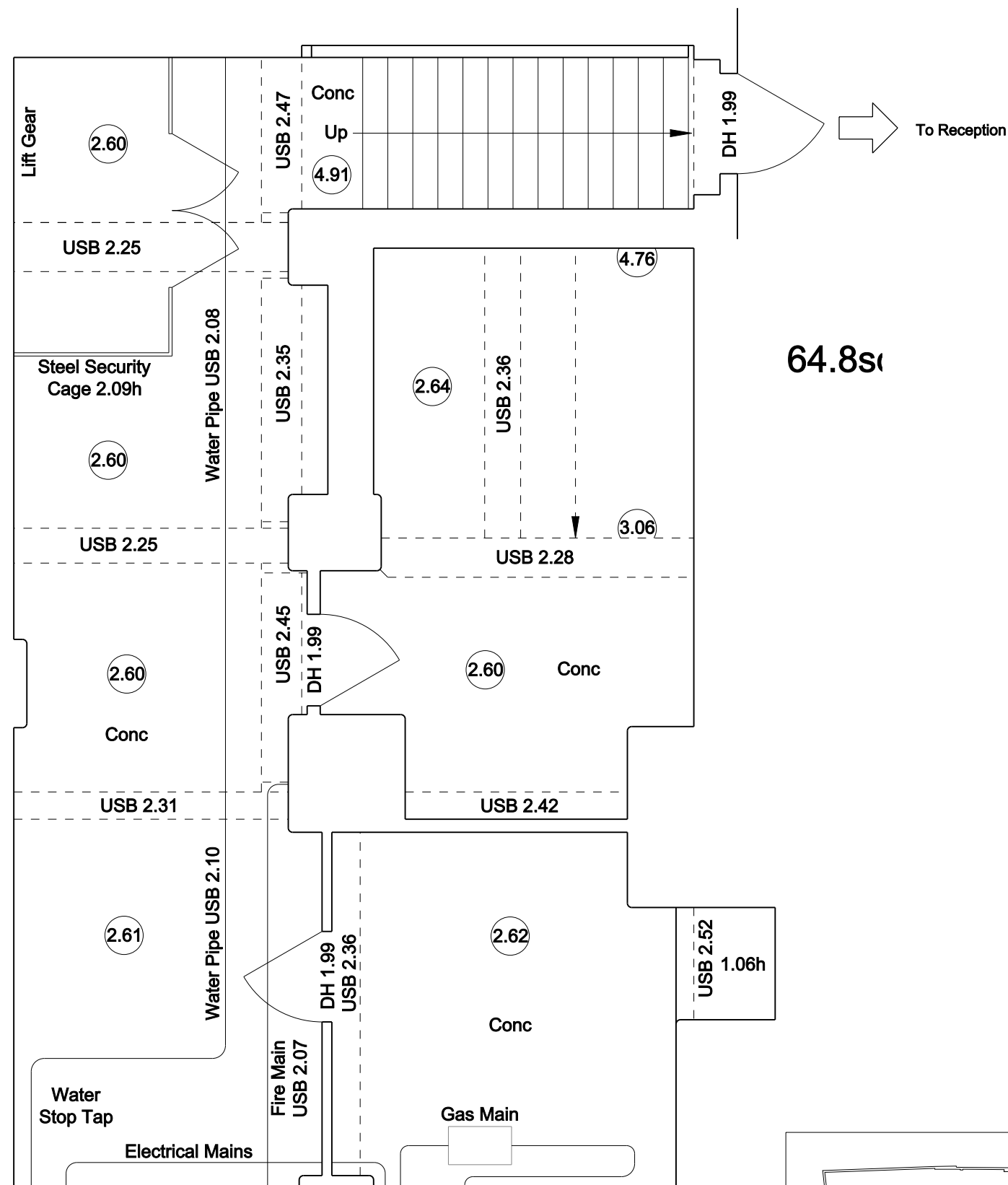
Drawing Number: 140407-AGPS-TPP-NC-1.4

Treework Environmental Practice
The Old Rectory,
Pilgrims Way,
Chew Stoke,
Nr Bristol,
BS40 8TT

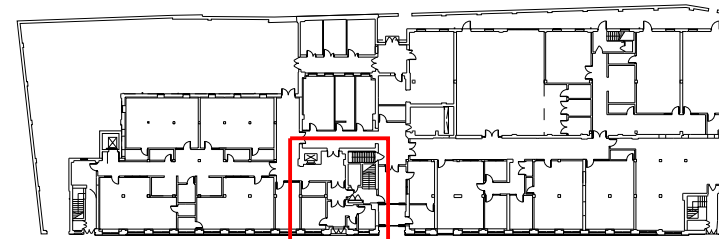
Tel: 0117 244 0012
Web: www.treeworks.co.uk
e-mail: info@treeworks.co.uk



- Notes:
1. **DISCLAIMER:** This drawing is for planning purposes only. If you scale from this drawing it is your responsibility to ensure that it has been printed to scale correctly. To do this, review the drawing's scale label (ie: 1:100 @ A1 or 1:200 @ A3) against the scale bar provided to ensure accuracy.
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64.8st

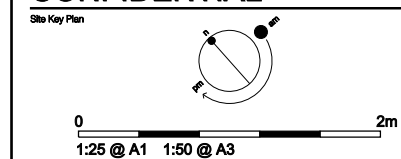


Ground Floor Key Plan locating Basement area

| Rev | Date | Description | Drn | Chkd |
|-----|----------|----------------|-----|------|
| P02 | 05.02.14 | planning issue | AB2 | SL |
| P01 | 14.08.13 | First Issue | BN | AB2 |

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F: + 44(0)1225 485 714

Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

| Drawn by | Drawn Date | Checked by | Checked Date |
|-------------|---------------|---------------------|--------------|
| AB2 | August '13 | AB2 | August '13 |
| Approved by | Approved Date | Scale | |
| n/a | n/a | 1:25 @ A1 1:50 @ A3 | |

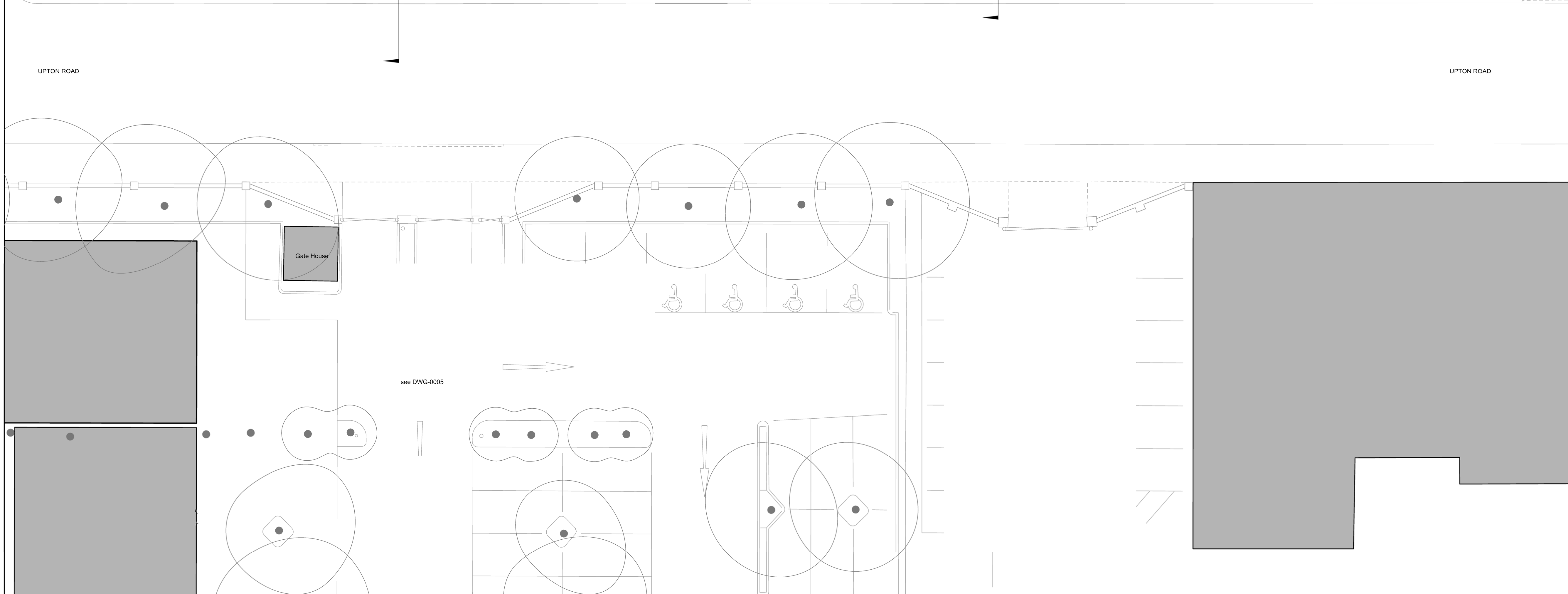
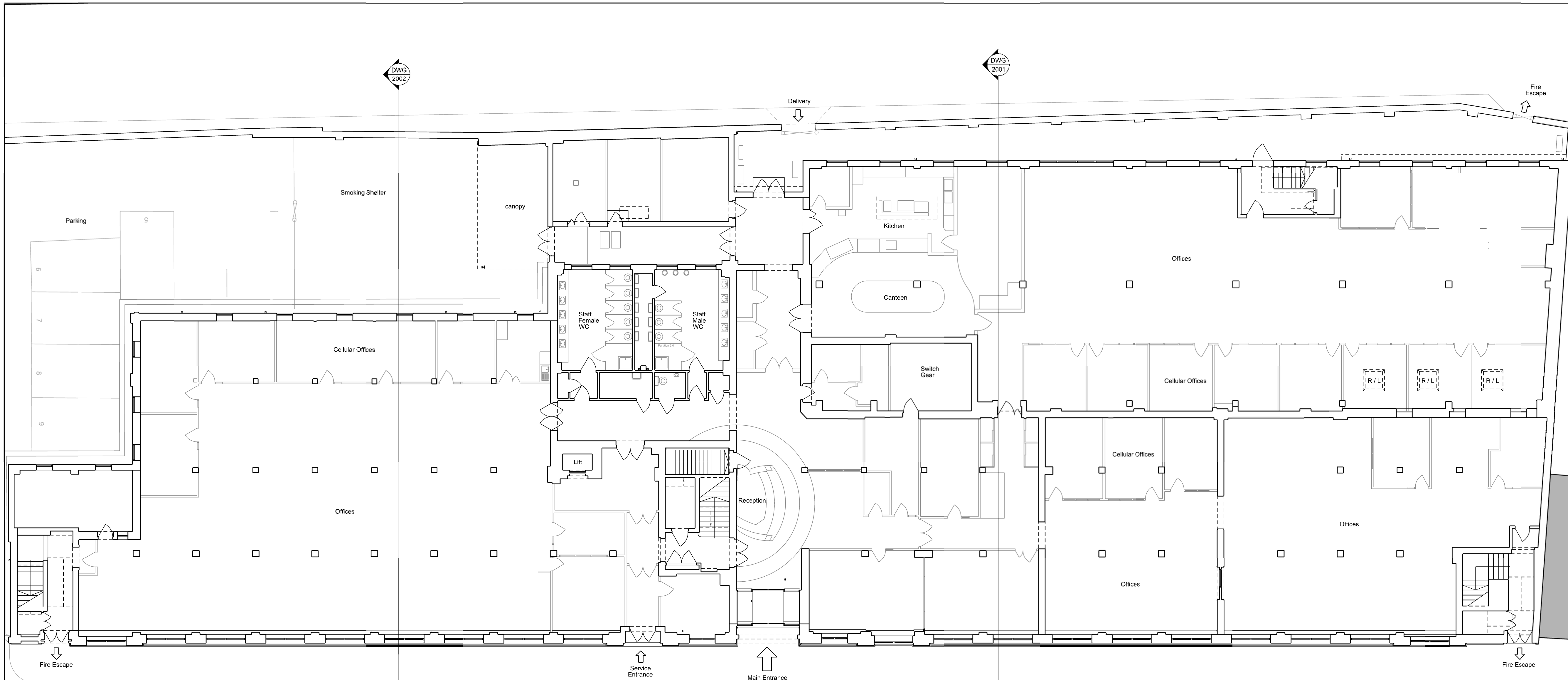
Title
Proposed Basement Plan

| No | Origin | Scale | Description | Issue | Date |
|-----|--------|-------|-------------|-------|------|
| AGP | DKA | A | DWG | 1402 | P02 |



Project:
Bristol Schools

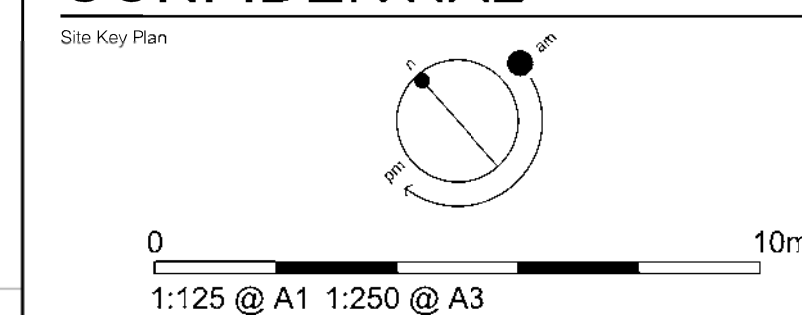
- Notes:
1. DISCLAIMER: This drawing is for planning purposes only. If you scale from this drawing it is your responsibility to ensure that it has been printed to scale correctly. To do this, review the drawing scale label (ie. 1:100 @ A1 or 1:250 @ A3) against the scale bar provided to ensure accuracy.
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| Rev | Date | Description | Drn | Chkd |
|-----|----------|------------------------------|-----|------|
| P03 | 02.04.14 | Stage 1 issue | AB2 | SL |
| P02 | 03.09.13 | Identify exising switch gear | BN | AB2 |
| P01 | 14.08.13 | First Issue | BN | AB2 |

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

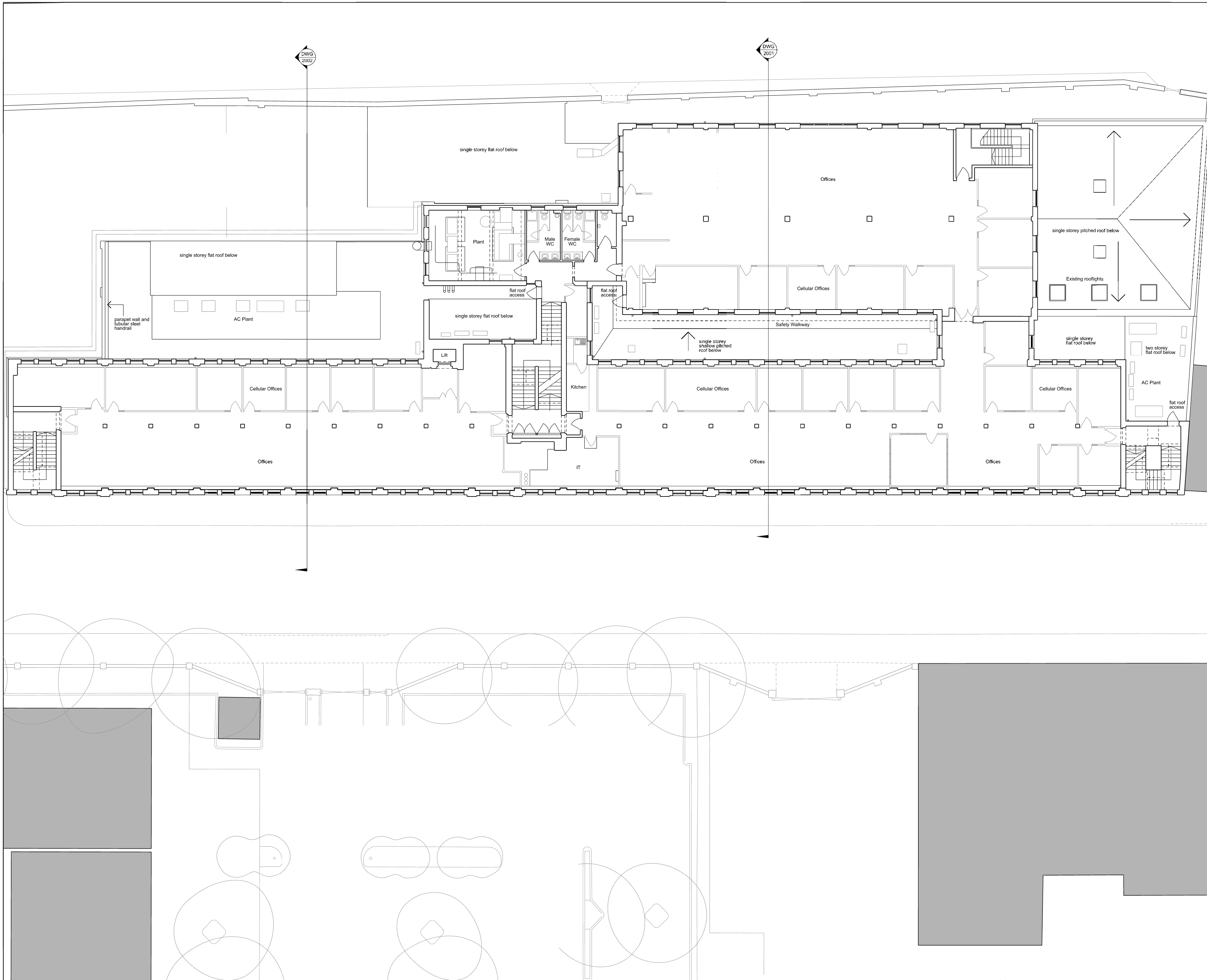
| Drawn by | Drawn Date | Checked by | Checked Date |
|-------------|---------------|-----------------------|--------------|
| BN | August '13 | AB2 | August '13 |
| Approved by | Approved Date | Scale | |
| n/a | n/a | 1:125 @ A1 1:250 @ A3 | |

Title
Existing Ground Floor Plan

| Doc Code | Originator | Designer | Document Type | Version | Revision |
|----------|------------|----------|---------------|---------|----------|
| AGP | DKA | A | DWG | 1001 | P03 |

Project:
Bristol Schools

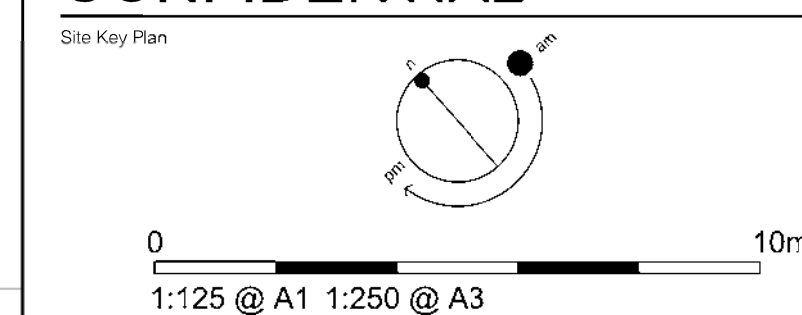
- Notes:
1. DISCLAIMER: This drawing is for planning purposes only. If you scale from this drawing it is your responsibility to ensure that it has been printed to scale correctly. To do this, review the drawing scale label (ie. 1:100 @ A1 or 1:250 @ A3) against the scale bar provided to ensure accuracy.
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 4. This drawing is to be read in conjunction with all relevant documents and drawings.



| Rev | Date | Description | Drn | Chkd |
|-----|----------|-----------------------|-----|------|
| P03 | 02.04.14 | stage 1 issue | AB2 | SL |
| P02 | 04.09.13 | Boundary line updated | BN | AB2 |
| P01 | 14.08.13 | First Issue | BN | AB2 |

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

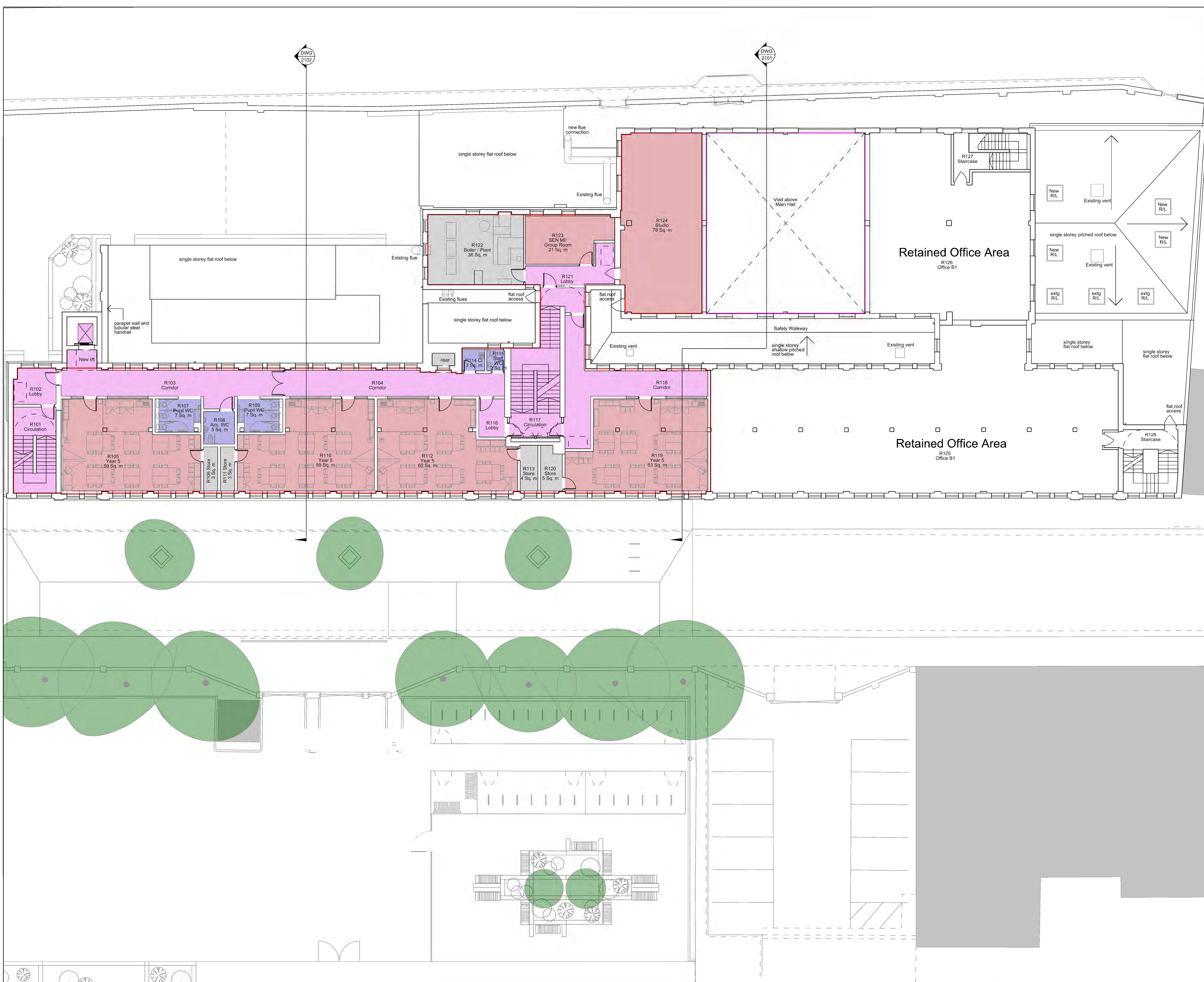
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|--------------------|-------------------------|--------------------------------|------------------------------|
| Drawn by BN | Drawn Date August 13 | Checked by AB2 | Checked Date September 13 |
| Approved by n/a | Approved Date n/a | Scale 1:125 @ A1 1:250 @ A3 | |

Title
Existing First Floor Plan

| Doc Code | Originator | Discipline | Document Type | Version | Revision |
|----------|------------|------------|---------------|---------|----------|
| AGP | DKA | A | DWG | 1101 | P03 |

- Notes:
1. DISCLAIMER: This drawing is for planning purposes only. If you scale from this drawing it is your responsibility to ensure that it has been printed to scale correctly. To do this, review the drawing scale label (ie: 1:100 @ A1 or 1:250 @ A3) against the scale bar provided to ensure accuracy.
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- Areas
- Existing GIA 1287 sqm
 - Change of Use Area 647 sqm
 - Retained Office Area 474 sqm
 - Demolition area 154 sqm
 - New Build GIA 3 sqm



| Rev | Date | Description | Dim | Chkd |
|-----|----------|------------------|-----|------|
| P05 | 16.04.14 | skanska comments | AB2 | SL |
| P04 | 07.04.14 | add room numbers | AB2 | SL |
| P03 | 02.04.14 | updated | AB2 | SL |
| P02 | 26.03.14 | updated | AB2 | SL |
| P01 | 05.02.14 | First Issue | AB2 | SL |

| Rev | Date | Description | Dim | Chkd |
|-----|------|-------------|-----|------|
| | | | | |

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Site Key Plan

0 10m
1:125 @ A1 1:250 @ A3

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

| Drawn by | Drawn Date | Checked by | Checked Date |
|-------------|---------------|-----------------------|--------------|
| ABZ | Jan 14 | SL | Jan 14 |
| Approved by | Approved Date | Scale | |
| n/a | n/a | 1:125 @ A1 1:250 @ A3 | |

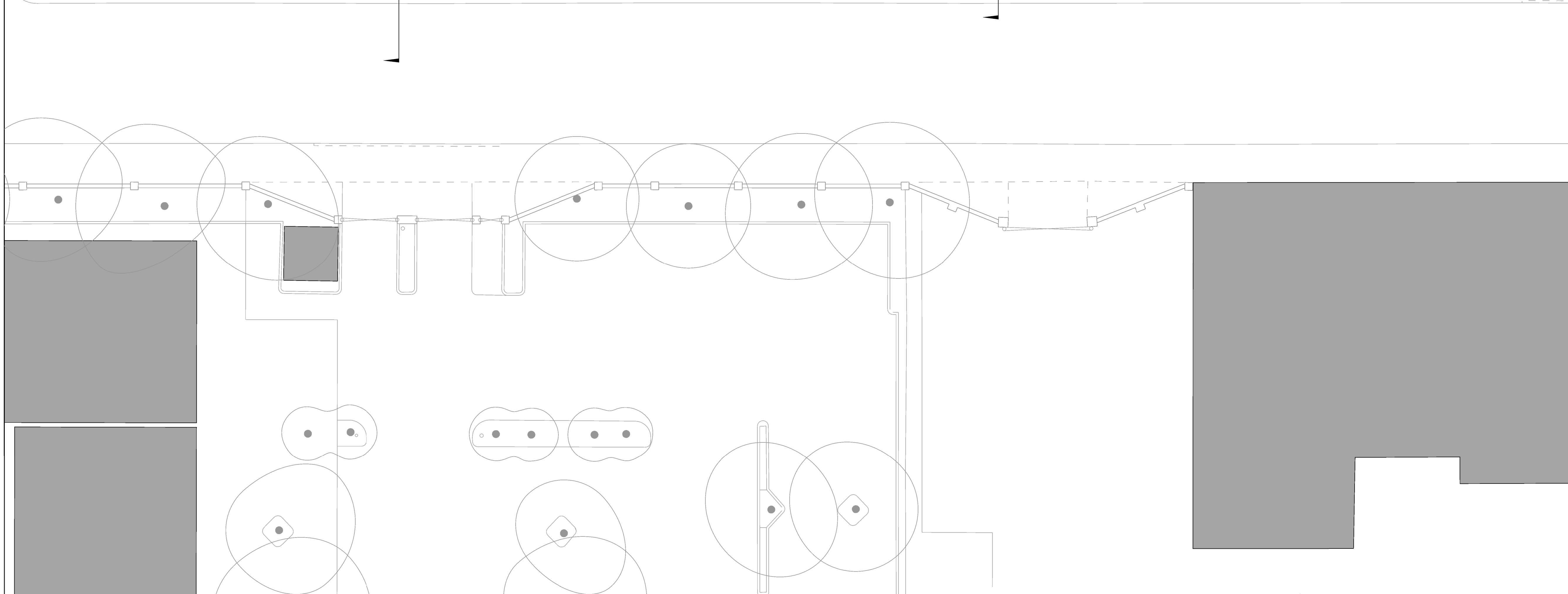
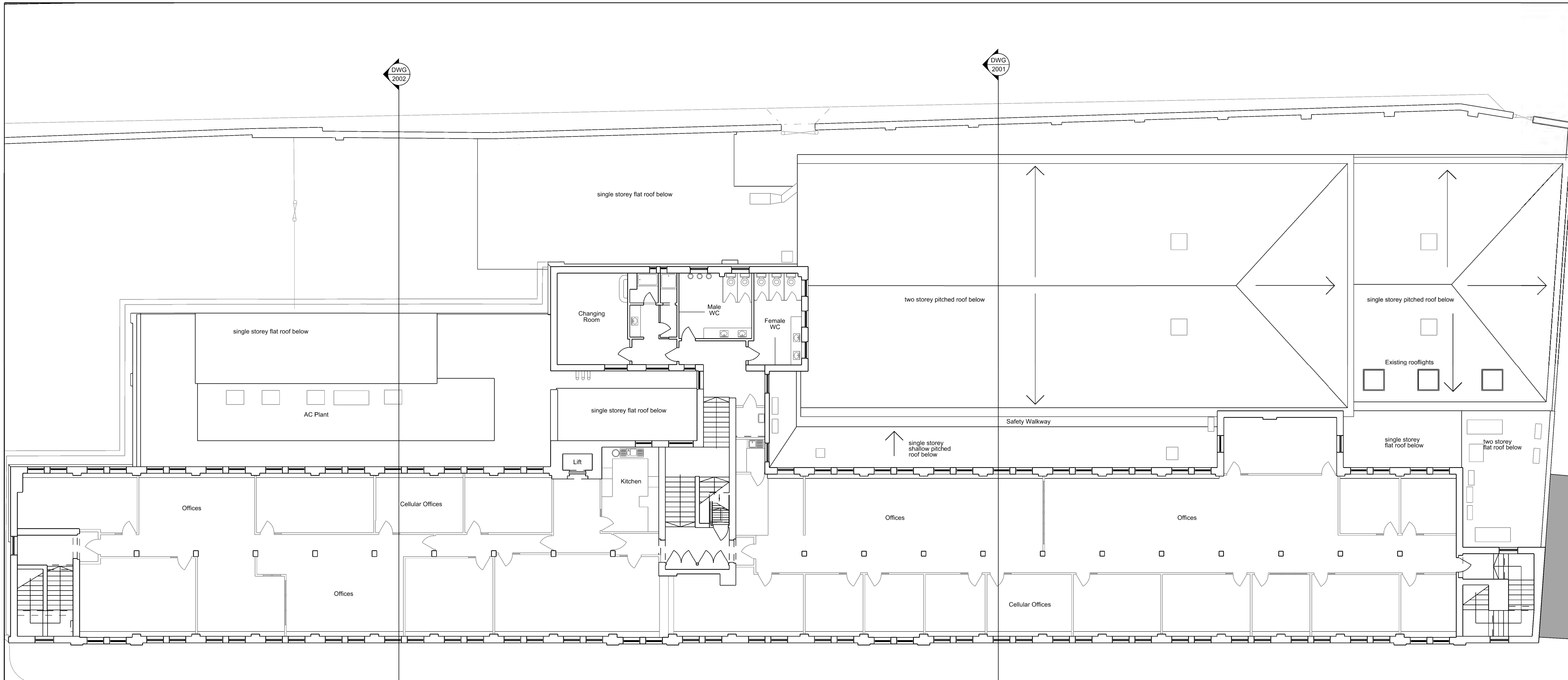
Title
Original drawing sheet is A1

Proposed First Floor Plan

| Rev | Origin | Design | Document | Number | Revision |
|-----|--------|--------|----------|--------|----------|
| AGP | DKA | A | DWG | 1104 | P05 |

Project:
Bristol Schools

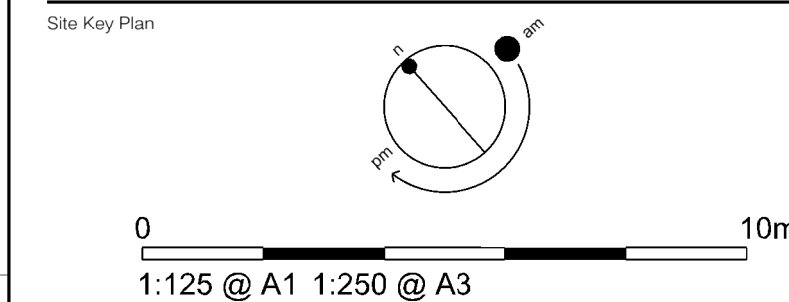
- Notes:
1. DISCLAIMER: This drawing is for planning purposes only. If you scale from this drawing it is your responsibility to ensure that it has been printed to scale correctly. To do this, review the drawing scale label (ie: 1:100 @ A1 or 1:250 @ A3) against the scale bar provided to ensure accuracy.
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| | | | | |
|-----|----------|------------------------|-----|-----|
| PO4 | 07.04.14 | corrected roof shape | AB2 | SL |
| PO3 | 02.04.14 | stage 1 issue | AB2 | SL |
| PO2 | 04.09.13 | Boundary line updated. | BN | AB2 |
| PO1 | 14.08.13 | First Issue | BN | AB2 |

| Rev | Date | Description | Dm | Chkd |
|-----|------|-------------|----|------|
| | | | | |

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

| | | | |
|--------------------|--------------------------|--------------------------------|-------------------------------|
| Drawn by BN | Drawn Date August '13 | Checked by AB2 | Checked Date September '13 |
| Approved by n/a | Approved Date n/a | Scale 1:125 @ A1 1:250 @ A3 | |

Title
Existing Second Floor Plan

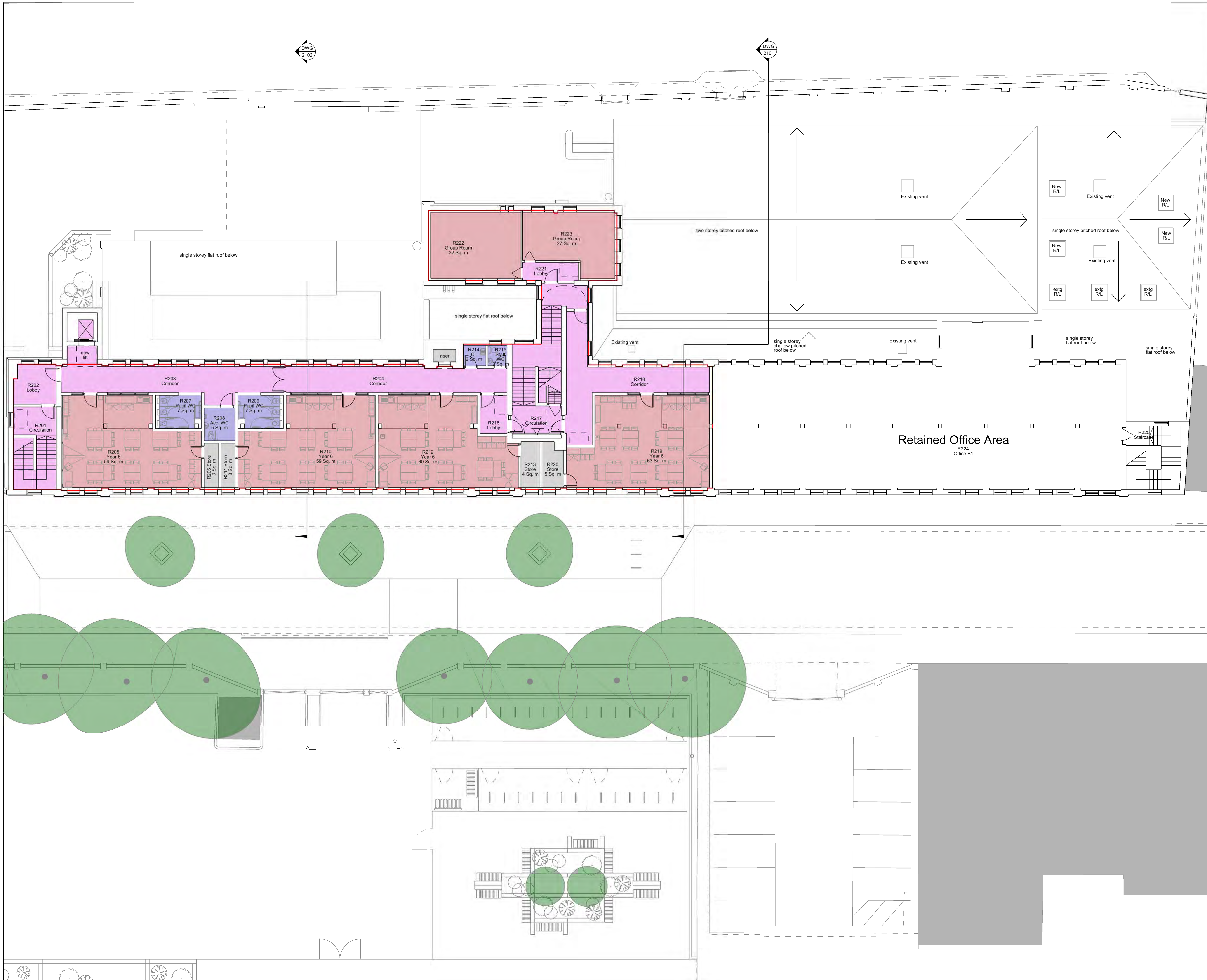
| Site code | Originator | Division | Document type | Version | Revision |
|-----------|------------|----------|---------------|---------|----------|
| AGP | DKA | A | DWG | 1201 | P04 |

Project:
Bristol Schools

- Notes:
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Areas

- Existing GIA 881 sqm
- Change of Use Area 567 sqm
- Retained Office Area 313 sqm
- Demolition area 0 sqm
- New Build GIA 3 sqm

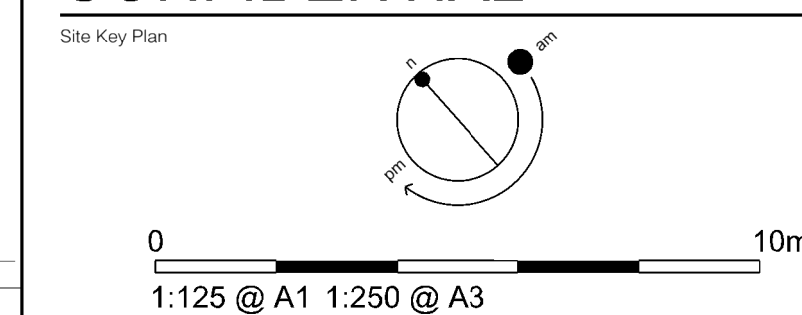


| | | | | |
|-----|----------|--------------------------------------|-----|----|
| PO5 | 16.04.14 | skanska comments | AB2 | SL |
| PO4 | 07.04.14 | add room numbers, correct roof shape | AB2 | SL |
| PO3 | 02.04.14 | updated | AB2 | SL |
| PO2 | 26.03.14 | updated | AB2 | SL |
| PO1 | 05.02.14 | First Issue | AB2 | SL |

| Rev | Date | Description | Drn | Chkd |
|-----|------|-------------|-----|------|
| | | | | |

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

| | | | |
|--------------------|----------------------|--------------------------------|------------------------|
| Drawn by ABZ | Drawn Date Jan 14 | Checked by SL | Checked Date Jan 14 |
| Approved by n/a | Approved Date n/a | Scale 1:125 @ A1 1:250 @ A3 | |

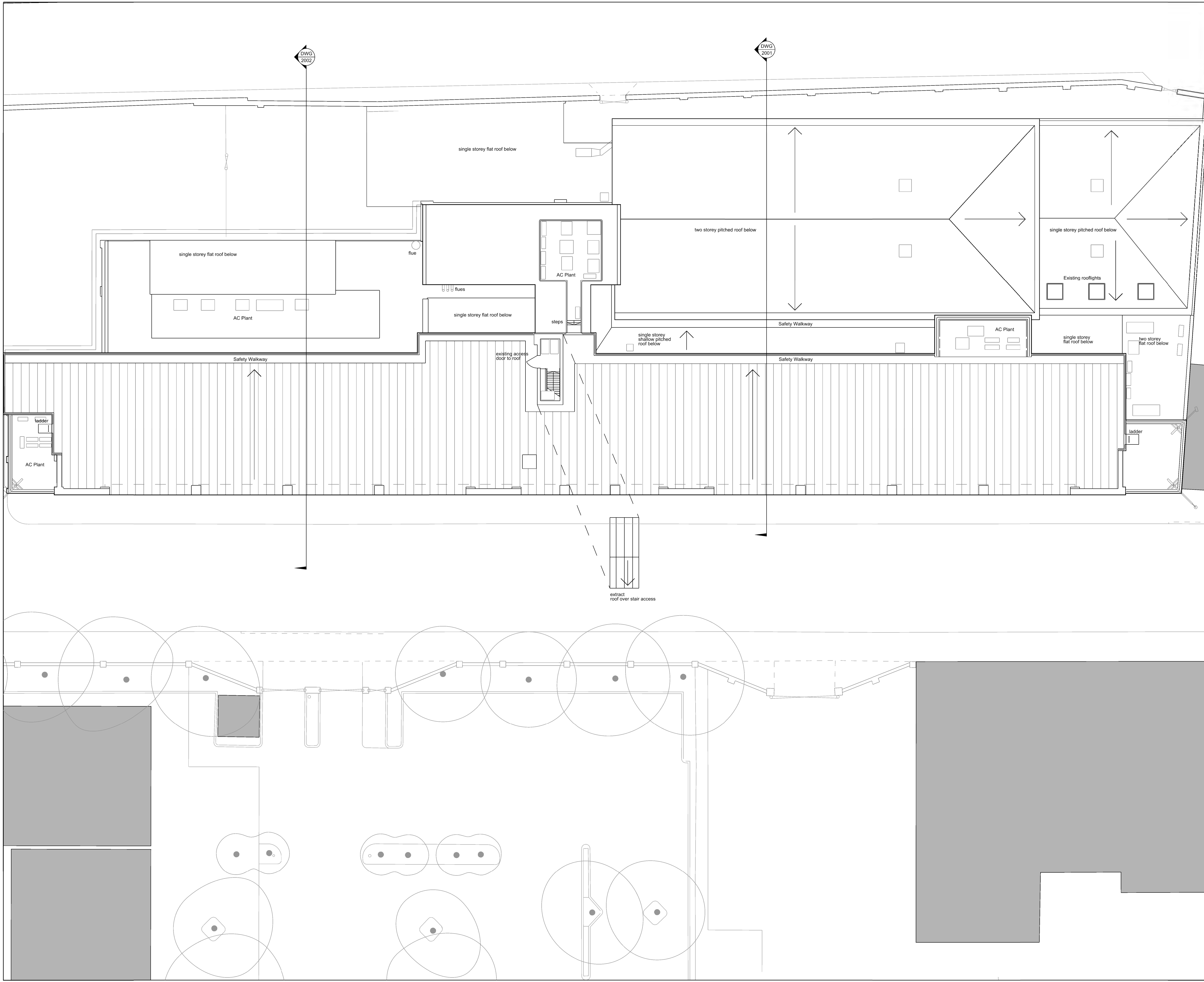
Title
Original drawing sheet is A1

Proposed Second Floor Plan

| | | | | | |
|-----|-----|---|-----|------|-----|
| AGP | DKA | A | DWG | 1204 | PO5 |
|-----|-----|---|-----|------|-----|

Project:
Bristol Schools

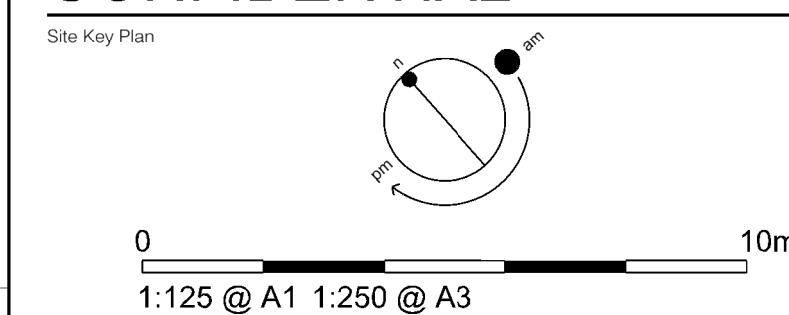
- Notes:
1. DISCLAIMER: This drawing is for planning purposes only. If you scale from this drawing it is your responsibility to ensure that it has been printed to scale correctly. To do this, review the drawing scale label (ie: 1:100 @ A1 or 1:250 @ A3) against the scale bar provided to ensure accuracy.
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| Rev | Date | Description | Drn | Chkd |
|-----|----------|----------------------|-----|------|
| P04 | 07.04.14 | corrected roof hip | AB2 | SL |
| P03 | 02.04.14 | stage 1 issue | AB2 | SL |
| P02 | 04.09.13 | Boundary line added. | BN | AB2 |
| P01 | 14.08.13 | First Issue | BN | AB2 |

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

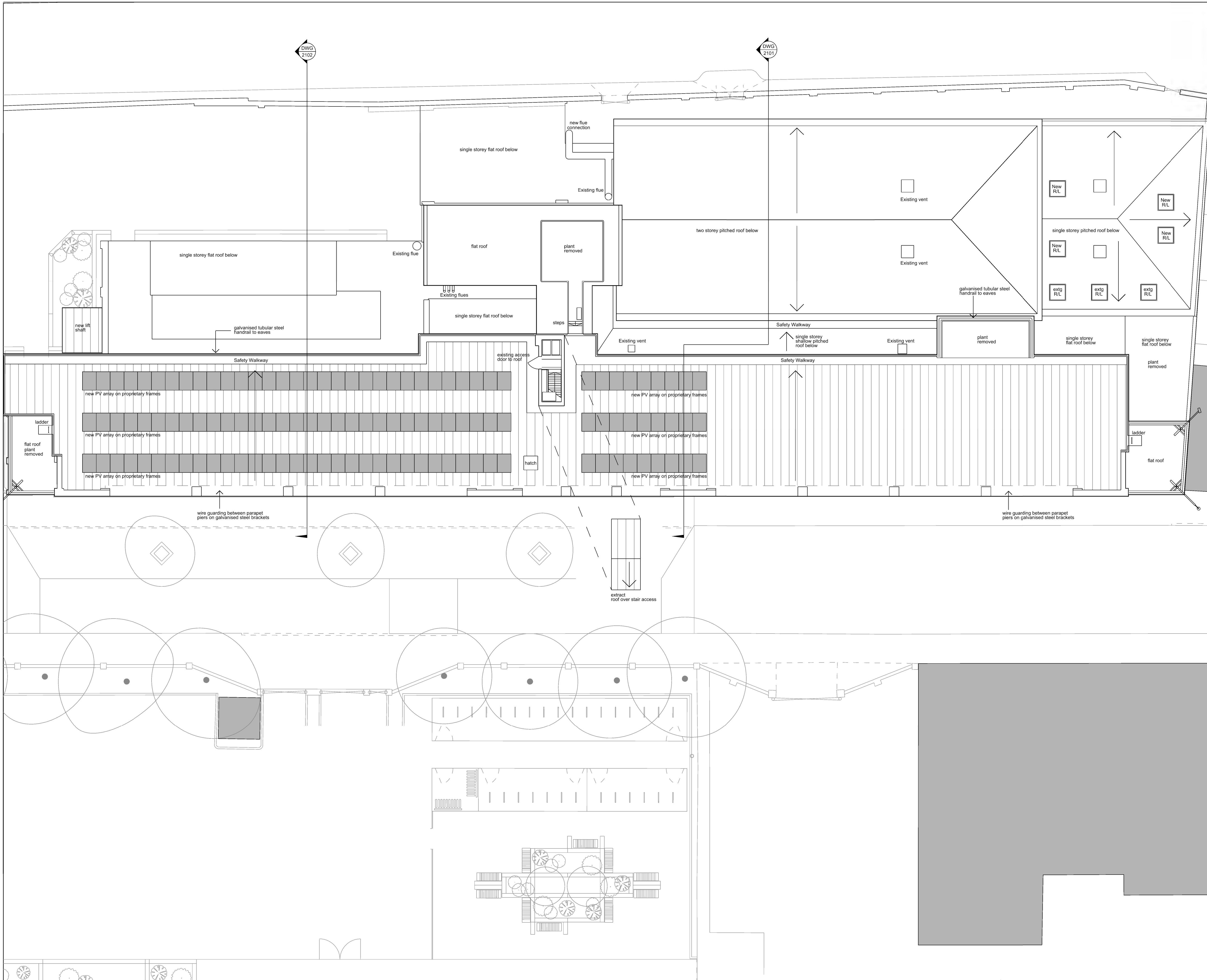
| | | | |
|--------------------|--------------------------|--------------------------------|-------------------------------|
| Drawn by BN | Drawn Date August '13 | Checked by AB2 | Checked Date September '13 |
| Approved by n/a | Approved Date n/a | Scale 1:125 @ A1 1:250 @ A3 | |

Title
Original drawing sheet is A1

Existing Roof Plan

| Site code | Originator | Division | Document type | Version | Revision |
|-----------|------------|----------|---------------|---------|----------|
| AGP | DKA | A | DWG | 1301 | P04 |

- Notes:
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| Rev | Date | Description | Drn | Chkd |
|-----|----------|---------------------------------|-----|------|
| P06 | 25.04.14 | Finalise PV array size | AB2 | SL |
| P05 | 16.04.14 | skanska comments, add PV array | AB2 | SL |
| P04 | 07.04.14 | new flue and corrected roof tip | AB2 | SL |
| P03 | 02.04.14 | updates | AB2 | SL |
| P02 | 26.03.14 | updates | AB2 | SL |
| P01 | 05.02.14 | First Issue | AB2 | SL |

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Site Key Plan

0 10m
1:125 @ A1 1:250 @ A3

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

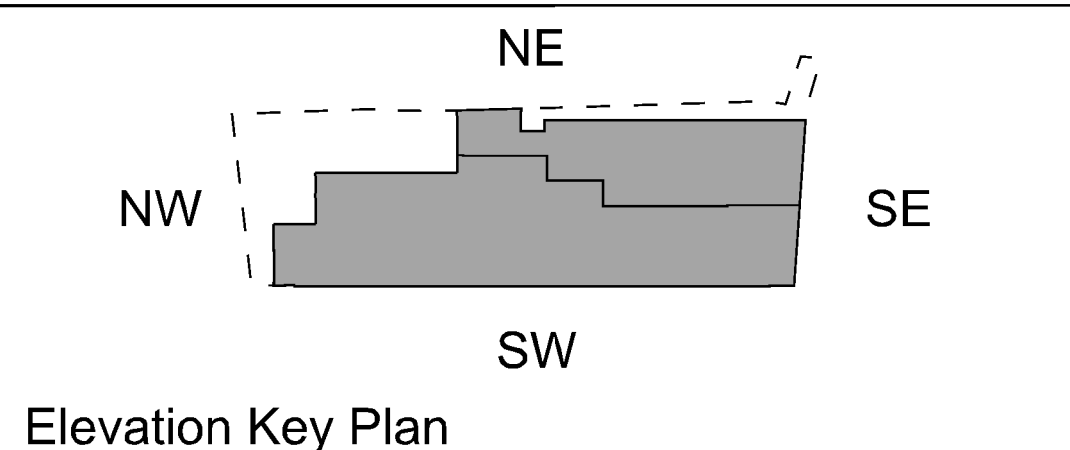
| | | | |
|--------------------|----------------------|--------------------------------|------------------------|
| Drawn by AB2 | Drawn Date Jan 14 | Checked by SL | Checked Date Jan 14 |
| Approved by n/a | Approved Date n/a | Scale 1:125 @ A1 1:250 @ A3 | |

Title
Original drawing sheet is A1

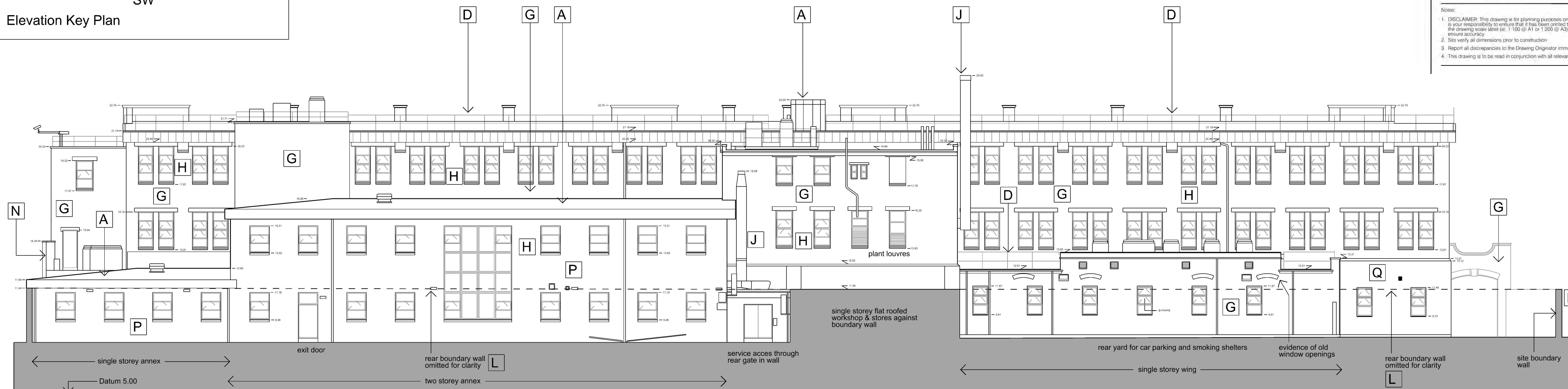
Proposed Roof Plan

| Rev | Date | Drawn | Checked | Document type | Version | Revision |
|-----|------|-------|---------|---------------|---------|----------|
| AGP | DKA | A | DWG | 1304 | P06 | |

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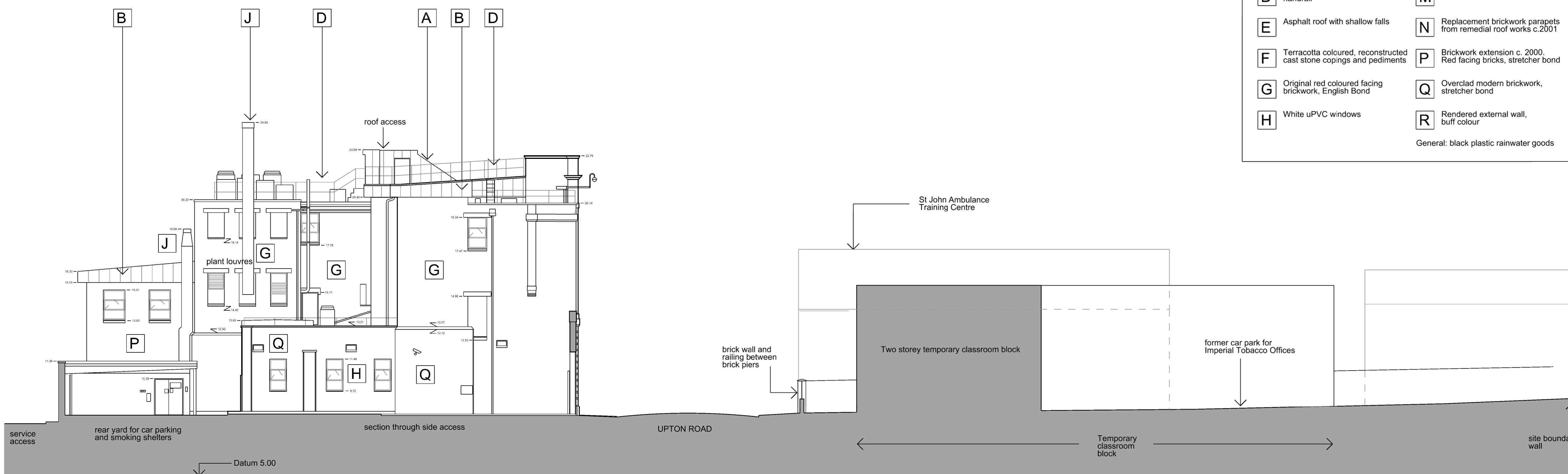
Elevation Key Plan



EXISTING NORTH EAST ELEVATION

Existing Materials Key

- | | |
|--|---|
| A Terne coated stainless steel standing seam roofing | J Exposed metal extract flues |
| B Terne coated stainless steel standing seam combined gutter / eaves / fascia | K Wire edge protection on galvanised steel brackets |
| C Maintenance walkway | L Perimeter brick boundary wall topped with concrete copings |
| D Galvanised tubular steel handrail | M Wired glass rooflights |
| E Asphalt roof with shallow falls | N Replacement brickwork parapets from remedial roof works c.2001 |
| F Terracotta coloured, reconstructed cast stone copings and pediments | P Brickwork extension c. 2000. Red facing bricks, stretcher bond |
| G Original red coloured facing brickwork, English Bond | Q Overclad modern brickwork, stretcher bond |
| H White uPVC windows | R Rendered external wall, buff colour |
- General: black plastic rainwater goods



EXISTING NORTH WEST ELEVATION

| Rev | Date | Description | Drn | Chkd |
|-----|----------|----------------------|-----|------|
| P02 | 07.04.14 | roof shape corrected | AB2 | SL |
| P01 | 02.04.14 | first issue | AB2 | SL |

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Site Key Plan

0 10m
1:125 @ A1 1:250 @ A3

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

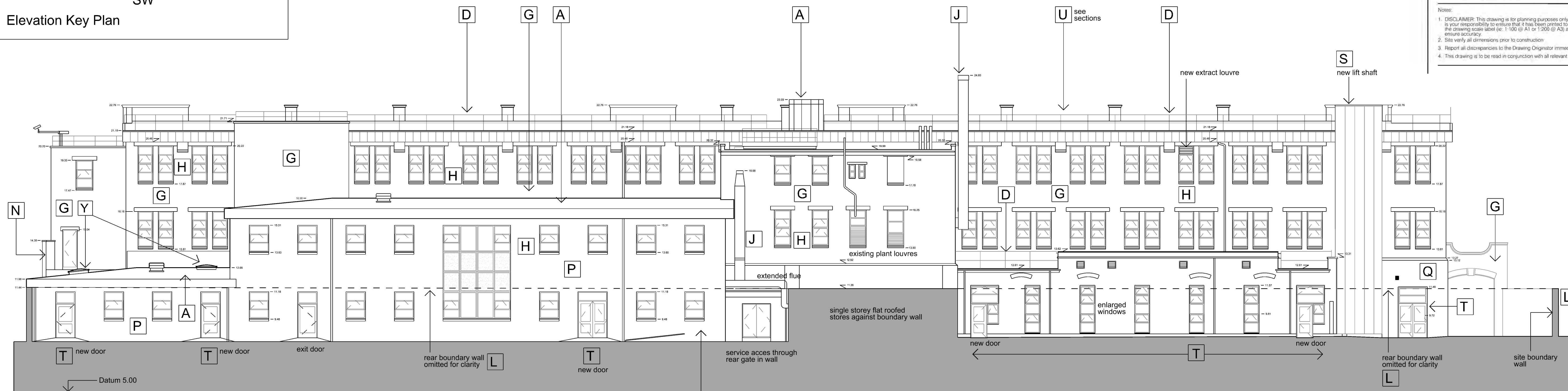
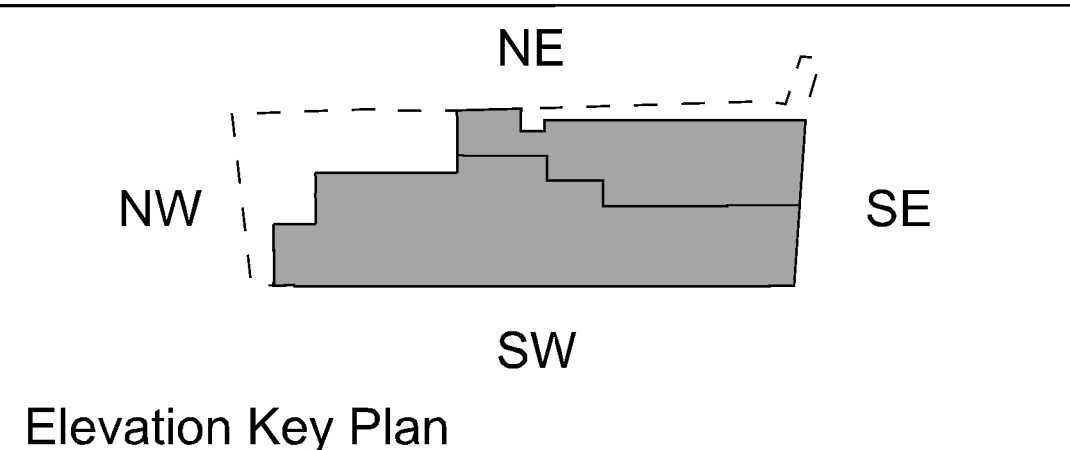
| Drawn by | Drawn Date | Checked by | Checked Date |
|-------------|---------------|------------|--------------|
| BN | August '13 | AB2 | August '13 |
| Approved by | Approved Date | Scale | |
| n/a | n/a | 1:125 @ A1 | |

Title: Original drawing sheet is A1

Existing North East and North West Elevations

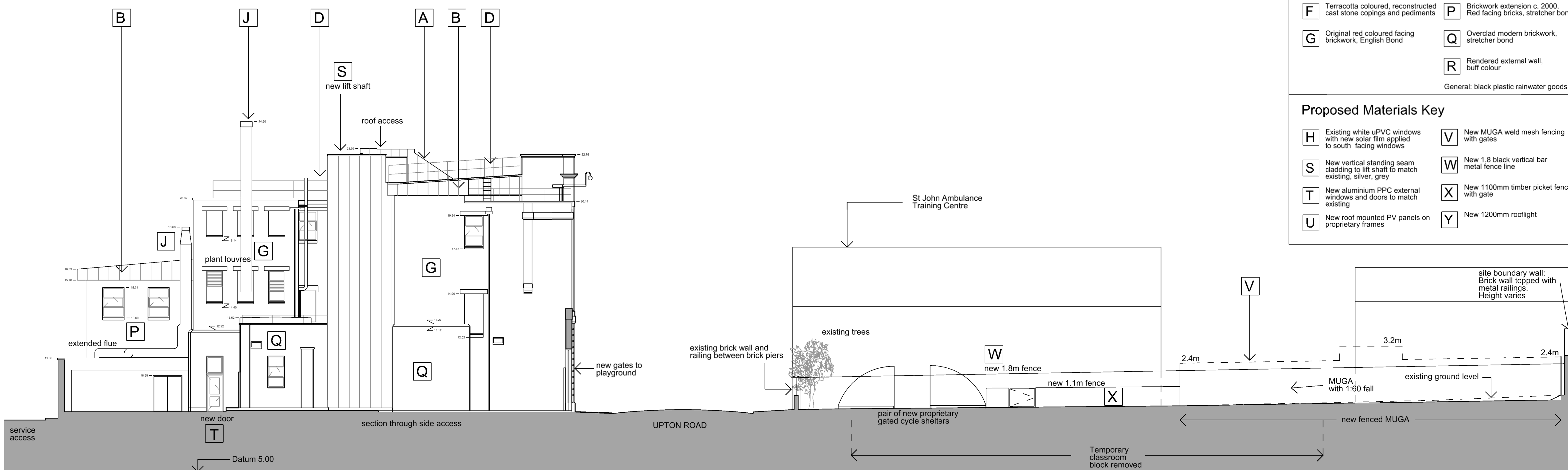
| Rev | Origin | Discipline | Document type | Number | Revision |
|-----|--------|------------|---------------|--------|----------|
| AGP | DKA | A | DWG | 3003 | P02 |

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PROPOSED NORTH EAST ELEVATION

for elevation of rear wall see DWG 0102



PROPOSED NORTH WEST ELEVATION

Existing Materials Key

- | | |
|--|---|
| A Terne coated stainless steel standing seam roofing | J Exposed metal extract flues |
| B Terne coated stainless steel standing seam combined gutter / eaves / fascia | K Wire edge protection on galvanised steel brackets |
| C Maintenance walkway | L Perimeter brick boundary wall topped with concrete copings |
| D Galvanised tubular steel handrail | M Wired glass rooflights |
| E Asphalt roof with shallow falls | N Replacement brickwork parapets from remedial roof works c.2001 |
| F Terracotta coloured, reconstructed cast stone copings and pediments | P Brickwork extension c. 2000. Red facing bricks, stretcher bond |
| G Original red coloured facing brickwork, English Bond | Q Overclad modern brickwork, stretcher bond |
| | R Rendered external wall, buff colour |
| | General: black plastic rainwater goods |

Proposed Materials Key

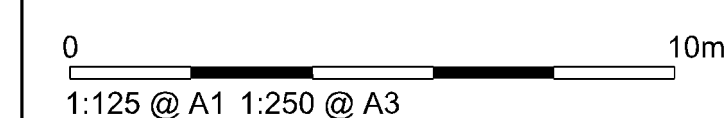
- | | |
|--|--|
| H Existing white uPVC windows with new solar film applied to south facing windows | V New MUGA weld mesh fencing with gates |
| S New vertical standing seam cladding to lift shaft to match existing, silver, grey | W New 1.8 black vertical bar metal fence line |
| T New aluminium PPC external windows and doors to match existing | X New 1100mm timber picket fence with gate |
| U New roof mounted PV panels on proprietary frames | Y New 1200mm rooflight |

| Rev | Date | Description | Drn | Chkd |
|-----|----------|----------------------------|-----|------|
| P05 | 25.04.14 | | AB2 | SL |
| P04 | 16.04.14 | add extract louvre | AB2 | SL |
| P03 | 07.04.14 | roof corrected, flue added | AB2 | SL |
| P02 | 26.03.14 | general issue | AB2 | SL |
| P01 | 05.02.14 | general issue | AB2 | SL |

Revisions

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Site Key Plan



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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

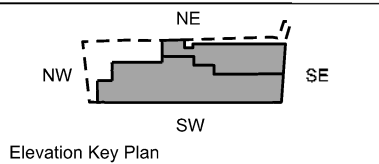
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| Drawn by BN | Drawn Date August 13 | Checked by AB2 | Checked Date August 13 |
| Approved by n/a | Approved Date n/a | Scale 1:125 @ A1 | |

Title
Original drawing sheet is A1

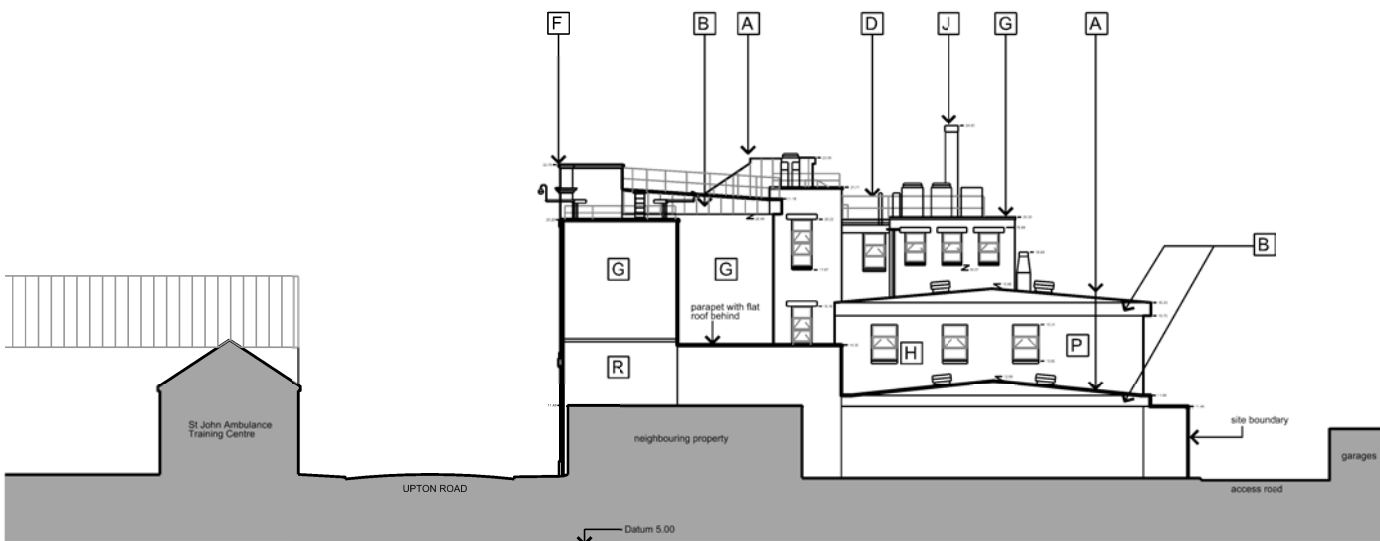
Proposed North East and North West Elevations

| | | | | | |
|---------|--------|-------|---------|-------|-----|
| Set out | Design | Drawn | Checked | Issue | Rev |
| AGP | DKA | A | DWG | 3104 | P05 |

- Notes:
1. DSGC (RMB) - The drawing is the property of Skanska and is not to be used for any other project without the written consent of Skanska. It is to be used for the project only and is not to be used for any other project.
 2. Site visit to be completed prior to construction.
 3. Report of completion to the Design/Construct contractor.
 4. The drawing is to be used in conjunction with the contract documents and drawings.



EXISTING SOUTH WEST ELEVATION



EXISTING SOUTH EAST ELEVATION

Existing Materials Key

| | |
|--|---|
| A Terne coated stainless steel standing seam roofing | J Exposed metal extract flues |
| B Terne coated stainless steel standing seam combined gutter / eaves / fascia | K Wire edge protection on galvanised steel brackets |
| C Maintenance walkway | L Perimeter brick boundary wall topped with concrete copings |
| D Galvanised tubular steel handrail | M Wired glass rooflights |
| E Asphalt roof with shallow falls | N Replacement brickwork parapets from remedial roof works c.2001 |
| F Terracotta coloured, reconstructed cast stone copings and pediments | P Brickwork extension c. 2000. Red facing bricks, stretcher bond |
| G Original red coloured facing brickwork, English Bond | Q Overclad modern brickwork, stretcher bond |
| H White uPVC windows | R Rendered external wall, buff colour |
| | General: black plastic rainwater goods |

| | | | | | |
|-----|------|-------------|-----------|-----------|-----------|
| Rev | Date | Description | Rev Issue | Rev Issue | Rev Issue |
| | | | | | |

Revisors

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Drawing Status

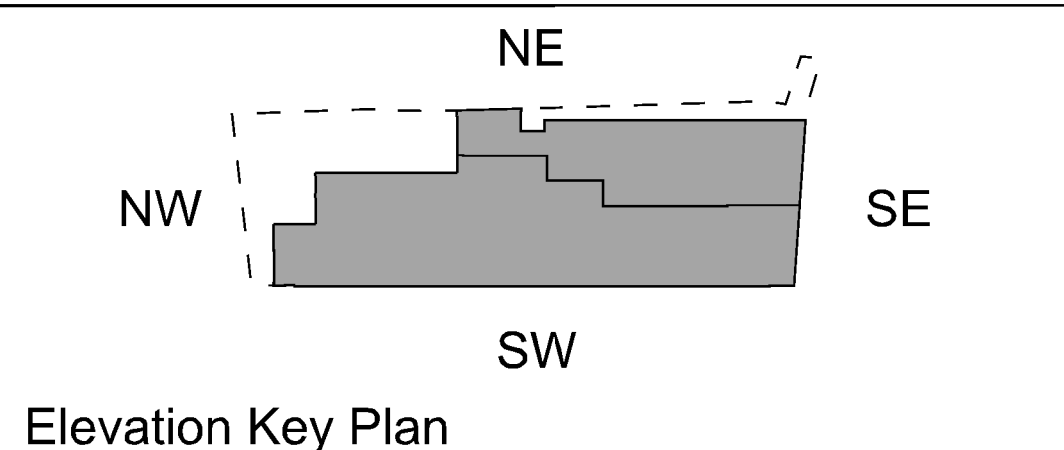
Project Name
Ashton Gate Primary School Annex - 277619

| | | | |
|----------------|----------------------|---------------------|------------------------|
| Drawn by BN | Drawn Date Aug 13 | Checked by RJB | Checked Date Aug 13 |
| Approved by | Approved Date | Scale 1:125 @ A1 | |
| | | | |

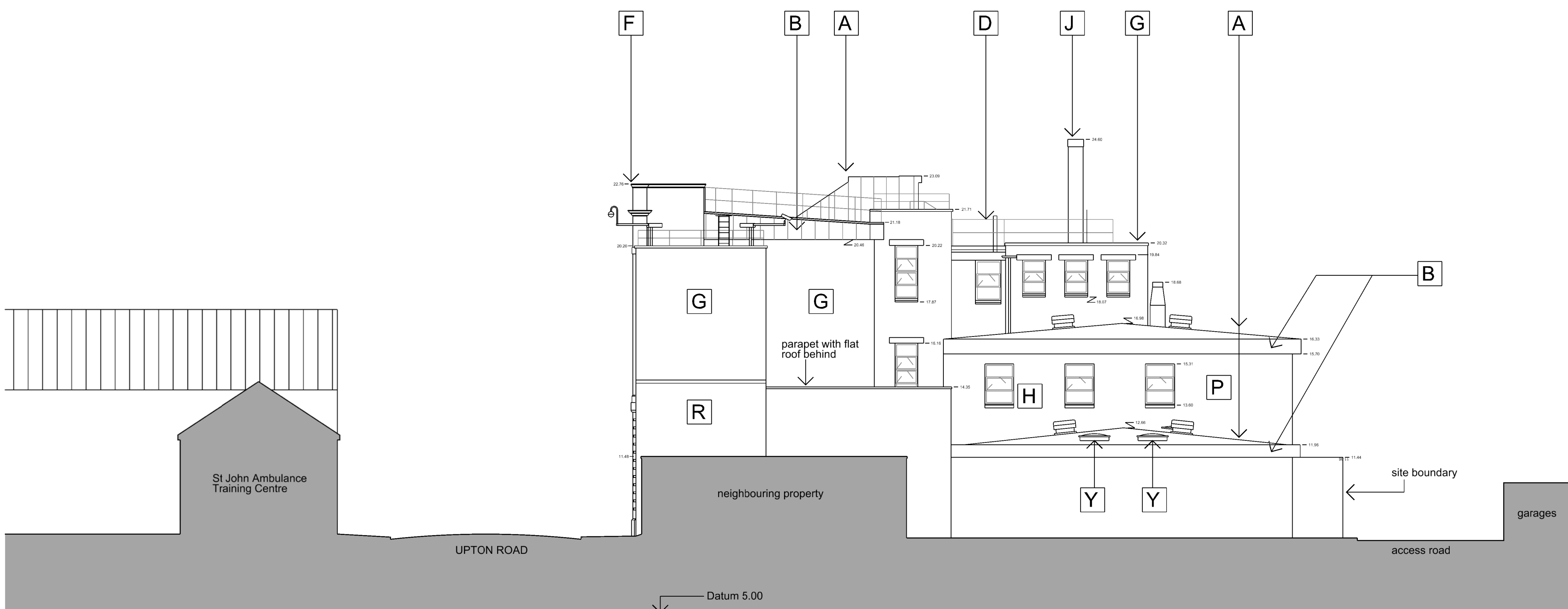
Original drawing sheet is A1
Existing South East and South West Elevations

| | | | | | |
|-----|-----|---|-----|------|-----|
| | | | | | |
| AGP | DKA | A | DWG | 3002 | P01 |

- Notes:
1. DISCLAIMER: This drawing is for planning purposes only. If you scale from this drawing it is your responsibility to ensure that it has been printed to scale correctly. To do this, review the drawing scale label (ie: 1:100 @ A1 or 1:200 @ A3) against the scale bar provided to ensure accuracy.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.



PROPOSED SOUTH WEST ELEVATION



PROPOSED SOUTH EAST ELEVATION

Existing Materials Key

- | | |
|--|---|
| A Terme coated stainless steel standing seam roofing | J Exposed metal extract flues |
| B Terme coated stainless steel standing seam combined gutter / eaves / fascia | K Wire edge protection on galvanised steel brackets |
| C Maintenance walkway | L Perimeter brick boundary wall topped with concrete copings |
| D Galvanised tubular steel handrail | M Wired glass rooflights |
| E Asphalt roof with shallow falls | N Replacement brickwork parapets from remedial roof works c.2001 |
| F Terracotta coloured, reconstructed cast stone copings and pediments | P Brickwork extension c. 2000. Red facing bricks, stretcher bond |
| G Original red coloured facing brickwork, English Bond | Q Overclad modern brickwork, stretcher bond |
| | R Rendered external wall, buff colour |
- General: black plastic rainwater goods

Proposed Materials Key

- | | |
|--|--|
| H Existing white uPVC windows with new solar film applied to south facing windows | V New MUGA weld mesh fencing with gates |
| S New vertical standing seam cladding to lift shaft to match existing, silver, grey | W New 1.8 black vertical bar metal fence line |
| T New aluminium PPC external windows and doors to match existing | X New 1100mm timber picket fence with gate |
| U New roof mounted PV panels on proprietary frames | Y New 1200mm rooflight |

| | | | | |
|-----|----------|-----------------------|-----|----|
| P03 | 16.04.14 | with skanska comments | AB2 | SL |
| P02 | 26.03.14 | general update | AB2 | SL |
| P01 | 05.02.14 | general update | AB2 | SL |

| Rev | Date | Description | Drn | Chkd |
|-----|------|-------------|-----|------|
|-----|------|-------------|-----|------|

Revisions

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Site Key Plan

0 10m
1:125 @ A1 1:250 @ A3

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Drawing Status

Project Name
Ashton Gate Primary School Annex - 277619

| | | | |
|--------------------|--------------------------|---------------------|----------------------------|
| Drawn by BN | Drawn Date August '13 | Checked by AB2 | Checked Date August '13 |
| Approved by n/a | Approved Date n/a | Scale 1:125 @ A1 | |

Title: Original drawing sheet is A1

Proposed South East and South West Elevations

| | | | | | |
|-----|-------|---------|----------|--------|----------|
| Rev | Drawn | Checked | Document | Number | Revision |
| AGP | DKA | A | DWG | 3103 | P03 |