

WARD: Henleaze **CONTACT OFFICER:** David Grattan
SITE ADDRESS: St Ursulas Academy Brecon Road Bristol BS9 4DT

APPLICATION NO: 15/00488/F Full Planning
 15/00489/LA Listed Building Consent (Alter/Extend)

EXPIRY DATE: 4 May 2015
 30 March 2015

Proposed New Primary School Buildings (for 630 places), with new access off Brecon Road (new opening within boundary wall), construction of 34 space car park, with associated access, courtyards, landscaping, fencing and recreational facilities. Demolition of existing classroom and gymnasium buildings (Temporary provision of construction access by widening existing maintenance gateway on Brecon Road with internal temporary tracks and construction compound) Listed Building consent for demolition of existing rear ancillary structures to listed building, creation of new access through wall on Brecon Road, with temporary widening of existing maintenance access to facilitate development of new primary school buildings to the rear of the listed building curtilage and setting (Major Application).

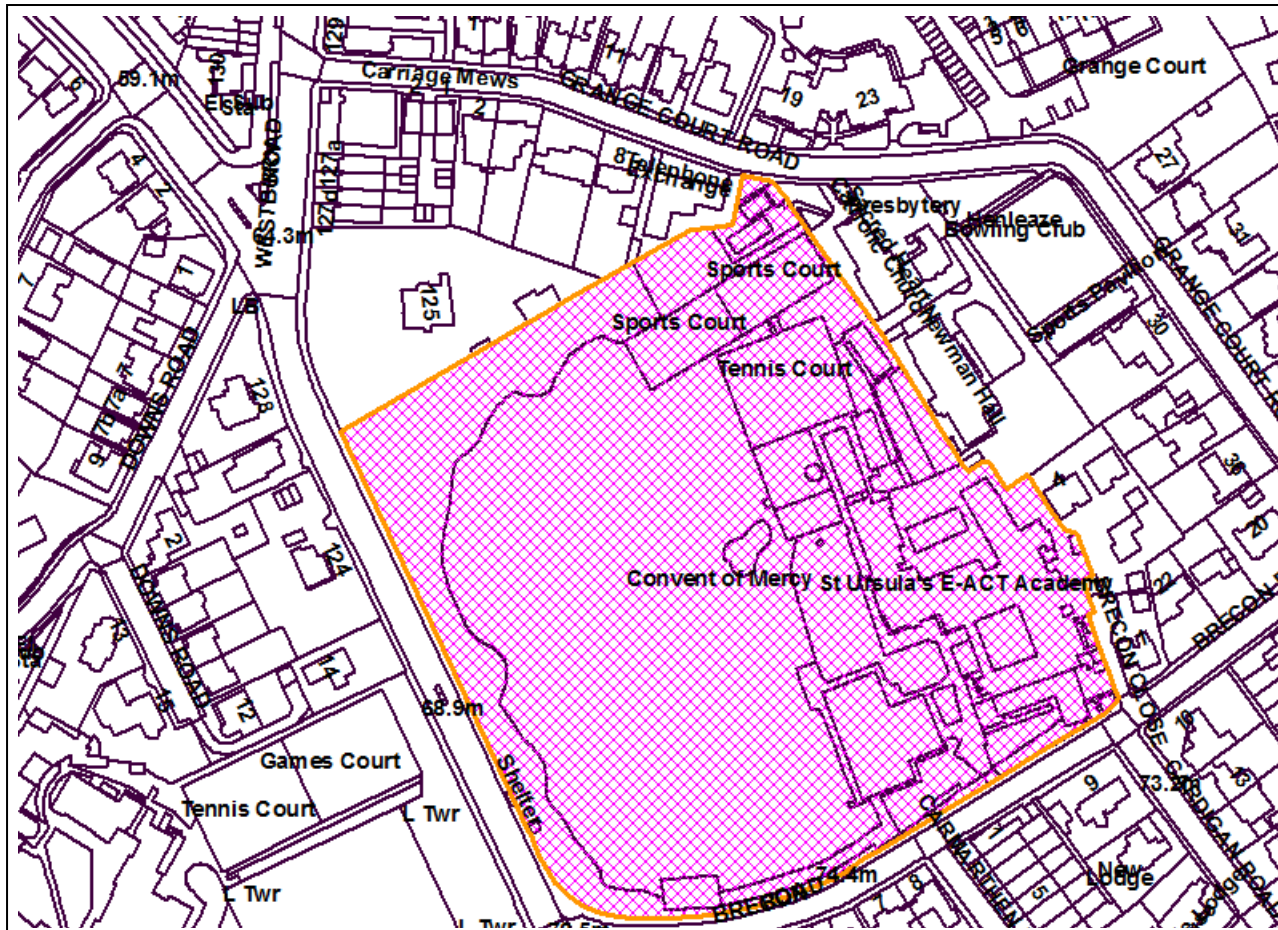
RECOMMENDATION: Grant subject condition(s) with referral to National Planning Casework Unit

AGENT: CSJ Planning Consultants Ltd
 1 Host Street
 Bristol
 BS1 5BU

APPLICANT: Kier Construction
 The Old Mill
 Chapel Lane
 Warmley
 BS15 4WW

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

LOCATION PLAN:



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SITE DESCRIPTION

The application site is located at St Ursula's Academy, located to the north of Brecon Road in Westbury on Trym. This site is approximately 0.7 miles to the south of Westbury on Trym's High Street and over 2.5 miles north of Bristol City Centre.

The site is bounded by the main Westbury Road (A4018) to the west from where the Badminton School is accessed. Grange Court Road runs to the north of the site, off which Red Maid Junior School, the Sacred Heart Catholic Church, Newman Hall community centre and residential properties are accessed.

Grange Court Road bends round to the east of the application the site on which a bowling green and residential properties are located.

On the southern boundary of the site, other than the school, Brecon Road is an entirely residential street.

The site comprises an area of 3.64ha and is currently used as a primary school (D1: Non-Residential Institution). St Ursula's Academy is a non-denominational academy, free to all children aged between four and eleven years. It is run by St Ursula's E-ACT Academy. The current level of entry to the school is 390 students.

The school buildings are clustered in the south eastern quadrant of the rectangular site. The site slopes gently from south to the north away from the existing school buildings.

Vehicular access to the on-site car parking is via Brecon Close, off Brecon Road through an existing arch, which enters the site at the south east corner of the site. Brecon Close also provides access to adjoining residential properties.

Pedestrian access to the school is via the existing main school gate on Brecon Road. This access is occasionally used by service vehicles.

There is an additional maintenance entrance opening formed through the stone boundary wall off Brecon Road close to its junction with Westbury Road.

The application site is a heritage asset. It is located in the northern part of the Downs Conservation Area containing a Grade II listed building. The perimeter of the site is defined by a tall stone wall with mature tree planting. In addition to this, the site comprises a sports hall building with playing fields and tennis courts associated with the school.

The site, originally built as a residence – West Mead (the Main House) with stables and coach house, was constructed in the late 1810s and completed in ca. 1819-1820.

Later additions to the original building are as follows:

- Residential Block (ca. 1834)
- Chapel (ca. 1834)
- Residential Block (ca. 1862)
- Tower added to the western end of the Chapel (ca. 1862),
- Cloister: single storey link between the Chapel and 1834 Residential Block (ca. 1862)
- Courtyard (ca.1862)
- Boundary Wall (ca. 1900-1903)
- Classroom Block (1925)

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- Gymnasium (1935)
- Classroom Block (ca. 1972)
- Sports Hall (1986)

The original 19th Century buildings are two and three storeys in height, with a tower extending above these.

The use of the site as a convent dates back to ca. 1831-1834. The first reference to a school was in ca. 1868 using the stable and coach house.

The 1930's saw the expansion to the rear of the site and attached to the house with a gymnasium (1935) and classroom block, which are reported to have been damaged during the war and rebuilt in ca. 1948.

The convent element of St Ursula's relocated in 1972 and the site converted to educational use.

The majority of built structures on the site are covered by the Grade II listing - apart from the 1972 Classroom Block and the 1986 Sports Hall.

Presently, the school operate from the Main House, the northern wing of the Coach House in addition to the single storey educational buildings and temporary buildings to the rear of the site. The 1834 Chapel, 1862 Cloister and 1862 Courtyard buildings are all currently vacant.

RELEVANT HISTORY

13/04783/PREAPP – Redevelopment and the remodel of St Ursula's E-ACT Academy. The development will provide a 630 place primary school comprising of part new build and part remodelled accommodation. In addition, the former buildings of the Coventry of Mercy will be redeveloped into 13 luxury apartments, comprising of 1 bed and 4 bed units.

Summary of the Pre-Application Officer Response: Whilst the principle of expanding the existing school and providing residential use on the site is acceptable in principle, a number of issues need to be addressed from the relevant consultees.

Further work is required to look at the transport implications of the proposal and the associated impact on arboricultural/ landscape and conservation issues. The proposed car parking adjacent to the Sports Hall also requires further consideration on landscape setting/ conservation grounds, in addition to addressing the comments from Sports England regarding the impact on the playing fields. Additional heritage justification is required regarding the loss of the stable block, and it would be useful to liaise with the City Council's Conservation officer regarding this issue prior to submission of the full application. It has also been requested that the proposed location of the Dining Room/Hall should not mask the original garden frontage of the building, and the proposed development will need to be designed to respect this aspect of the building. Letter issued 17/12/2013.

10/04250/A - Erection of one non-illuminated goalpost sign at the main entrance to the site, replacement of existing sign on corner Brecon Road and Westbury Road with non-illuminated goalpost sign and non-illuminated goalpost on boundary with Westbury Road. GRANTED subject to conditions 27/9/2010

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98/02499/F - Erection of a single storey extension to form a utility room to house type D (i.e. the house fronting Brecon Road adjoining No. 22). GRANTED subject to conditions 27/8/1998

97/01267/F - Erection of 4 No. detached houses with associated car parking. Relocation of existing staff car parking. GRANTED subject to conditions 29/5/1997

97/00598/F - Proposed alterations to pedestrian access to form new vehicular/pedestrian access and new staff car park. WITHDRAWN 5/3/1997

97/00390/L - Alterations to stone boundary wall to form widened vehicle access for car park & new pedestrian access. WITHDRAWN 18/2/1997

96/02606/L - Demolition of stone walls, garages, workshops and lean-to roof. GRANTED 13/11/1996

96/02048/F - Erection of 4 No. detached houses with associated parking adjacent and to rear of 22 Brecon Road. WITHDRAWN 17/9/1996

APPLICATIONS

Two applications have been submitted for the St Ursula's Academy proposals:

1) The listed building consent application (15/00489/LA) relates to:

“(Temporary provision of construction access by widening existing maintenance gateway on Brecon Road with internal temporary tracks and construction compound) Listed Building consent for demolition of existing rear ancillary structures to listed building, creation of new access through wall on Brecon Road, with temporary widening of existing maintenance access to facilitate development of new primary school buildings to the rear of the listed building curtilage and setting.”

For clarity, demolition is only proposed for the following structures:

- The 1925 classroom and 1935 gymnasium. These are curtilage structures to the listed building.
- Temporary classroom. This is located beside the gymnasium. It is not covered by the listing of the listed structure in whose curtilage it lies.

2) The planning application (15/00488/F) seeks permission for:

“Proposed New Primary School Buildings (for 630 places), with new access off Brecon Road (new opening within boundary wall), construction of 34 space car park, with associated access, courtyards, landscaping, fencing and recreational facilities.”

In summary:

- The proposed new primary school building would be located to the north of the site, to the rear of the Main House.
- The access to the site would be reconfigured, with proposals to alter the current pedestrian entrance off Brecon Road to allow vehicular access to a new car park.

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- This car park would consist of 34 spaces, with two disabled spaces in close proximity of the primary school reception.
- The existing vehicular access point off Brecon Close is proposed to be maintained to provide a separate access to the Courtyard, the Cloister, and the Chapel.

For information purposes only, the applicant has submitted a masterplan which illustrates a proposal for the conversion of the remaining listed buildings into residential units (18 no. units and 27 no. parking spaces indicatively) and the existing Sports Hall retained. As such, this provides an indicative scheme for the re-use of the whole St Ursula's site.

This masterplan does not form part of either application. Any proposal to convert the remaining buildings to residential use would be subject to a separate application.

PRE-APPLICATION COMMUNITY INVOLVEMENT

A) Process:

Pre application community consultation has been carried out for the proposal. The SCI reports that consultation on the scheme took place at two one-day public consultation events - in November 2013 and in March 2014.

In addition to this, information was publicised on a project website and information leaflets were circulated to parents of students attending the existing school and residents of the local community.

The SCI reports that an early option was to build a new school at the front of the site within the playing fields. There are no formal consultation events reported on in connection with this, however the concerns highlighted for this initial option are reported as:

It was not acceptable to bring forward isolated proposals outside the context of the heritage asset.

- The heritage asset should first be assessed to see if it could accommodate the new school.
- Concern raised about the impact of a new frontage building on the character of the conservation area and impact on Brecon Road
- Concern regarding the imposing nature of the new building.
- Concern over scale, with fears that it would be a secondary school.
- Issues of existing transport problems with parking and drop off raised.

November 2013:

The November 2013 public consultation involved an exhibition event seeking feedback on options to demolish buildings to the rear of the site, and construct new buildings along with the partial reuse of the listed house and wing to create a new school with the remainder converted to residential use.

The SCI reports that fifty people returned consultation feedback forms at the public consultation; 34 were for the proposed development and 16 were against the proposed development.

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Concerns raised at the public consultation are reported as:

- Concern over the interface between the school and conversion and how the front space would operate.
- Issues of design detail and materials at how the new building would assimilate with the listed house.
- Concerns at the proximity of the new rear wing to existing trees and tree loss.
- The scheme was generally felt to be better than the previous proposal, but concerns over the compatibility of the two uses, along with major concerns over the lack of parking proposed.

March 2014:

The March 2014 public consultation is reported as an exhibition, presentation by the applicant and a public meeting to discuss the proposed development.

It is reported that the proposed development had evolved to resemble the basic components of the applications as submitted, namely to include: the demolition of the 1925 classroom and 1935 gymnasium to the rear. The Grade II Listed main house and stable block were proposed to be converted into a future residential scheme (ca. 14 units) with a new school building built further to the rear of the site. It was proposed that the sports hall would be retained and a new access created to the west of the sports hall with a new car park.

It is reported that approximately 70 people attended the public consultation.

The SCI reports that concerns were raised over the impact of the proposed development on transport network and the future of the retained sports hall.

B) Outcome:

The outcome of the consultation as outlined above is that options for the re-use of the site have been assessed from a new school at the front of the site, a partial new build and re-use of the existing buildings through to the scheme that forms the basis of the applications for determination.

In response to the application, the Bristol Neighbourhood Planning Network has commented as follows:

“Community involvement was poorly handled with two exhibitions / presentations held in November 2013 and March 2014 and no further meetings, rather than being a continuous process of a series of meetings during the development of the design with the local residents' group, in accordance with the SCI 2008. Residents' issues to do with traffic and the lack of development proposals for re-use of the existing buildings have not been resolved.”

It is noted in the SCI that from October 2014 to January 2015 detailed work was required to finalise budgets for the project, leading to a formal application submission in January 2015 (which is later than originally intended).

Upon submission of the applications, the applicant made a hard copy of the application material available in Henleaze Library – to allow members of the public to access and view the plans and supporting reports. Henleaze Library was agreed with a local ward councillor as a suitable venue for the application material to be made available.

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RESPONSE TO PUBLICITY AND CONSULTATION

Local residents have been consulted by letter, with an expiry date of 26th March 2015. 377 letters were sent to notify local residents of both applications.

On 18th February 2015, two site notices for both applications were erected around the site – on Brecon Road near the entrance to the application site; and on Grange Court Road at the northern point of the site boundary. These notices expired on 11 March 2015.

It was brought to the attention of the Case Officer that the site notice erected on Brecon Road had been removed two days prior to its original date of expiry. Therefore two joint site notices were re-erected on 1 April 2015, expiring on 22 April 2015.

GENERAL RESPONSE FROM THE PUBLIC

On the applications there were 29 replies from interested parties.

Of the 25 responses to the application for full planning permission:

- 21 responses were in objection to the application.
- 2 responses were in support of the application.
- 2 responses were general comments on the application.

Of the 4 responses to the application for listed building consent:

- 3 responses were in objection to the application.
- 1 response was in support of the application.

IN OBJECTION

The following matters were raised in objection to the applications:

- The loss of trees.
- Concerns that the proposal would increase traffic in the area.
- The impact the expansion could have on parking in the area, as parents drop off and collect their children at the start and end of the day.
- Concerns raised by the lack of a School Travel Plan.
- Concerns about the accuracy of parking survey and transport assessment data.
- Objections raised to the location of the new entrance from Brecon Road.
- Concerns raised about the impact of parking restrictions on Brecon Road.
- Concerns raised about an increase in instances of illegal parking.
- Concerns regarding the large catchment area of the school resulting in a large proportion of pupils being driven to and from school.
- Concerns raised about the number of car parking spaces on site being under requirement.
- Recommendation to limit parking restrictions to during school hours, and to remove them at weekends and during school holidays.
- Objection to the use of outdated accident data, and the lack of detail of this data.

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IN SUPPORT

The following matters were raised in support of the applications:

- Support for the principle of the proposed development to meet demand for school places.
- Support of the proposed development replacing poor quality facilities that are unsuitable for teaching with new, modern educational facilities.
- Support of the design of the development and its suitability in the conservation area.

RESPONSES FROM INTEREST GROUPS AND ORGANISATIONS

Bristol Tree Forum

- The Bristol Tree Forum made an objection to the proposed development.
- Objection to the felling of two trees (T425 and T445).
- The Forum states that Policy BCS9 cannot be met without the provision of a Tree Report.

Amenity - Residents Group

- Amenity made an objection to the proposed development based upon the impact on the local highway network.
- The Group supports the principle of development, providing that the buildings are constructed to take into account the surrounding Conservation Area.

The Henleaze Society – Residents Group

- The Henleaze Society submitted a comment in support of the proposed development.
- The group made a recommendation to request a School Travel Plan.

Red Maids' School

The school has submitted two letters of objection to the applications. The first letter, date 9th March 2015, was submitted by Hydrock, acting on behalf of Red Maids' School. In summary, the letter sets out the following points:

- The Traffic Assessment highlights existing issues with a lack of parking, vehicles manoeuvring, and illegal parking in the area surrounding the school, these will be worsened by the proposed development.
- The Parking Survey was undertaken at an inappropriate time of year (December and January), contrary to Design Manual for Roads and Bridges Guidance (Vol. 12, Section 6).
- Raises concerns that the survey data does not reflect typical parking demand during peak hours.
- The commenter requests that up to date parking surveys should be carried out, and the Traffic Assessment should be undertaken in a 'neutral' month (as defined by the Design Manual for Roads and Bridges).
- Survey data was not all submitted within the Traffic Assessment Appendix.
- The 11% traffic growth figures are unrepresentative and that the traffic impact from the proposed development would be very significantly higher.
- Inconsistencies with the Traffic Assessment and the modelling data.

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- It is considered that lack of mitigation measures, i.e. pedestrian crossing improvements (tactile paving, build outs etc.) on local residential streets.
- Failure to quantify the impact from the proposed controlled crossing point and the impact on local on-street parking numbers.

In response to this letter the applicant submitted a Technical Note, to which Red Maids' School replied, maintaining its objection to the proposed development. In summary, the letter sets out the following points:

- Raises concerns with flaws in the transport evidence for the proposal.
- The new Technical Note provides no evidence that the traffic / parking survey days were 'neutral' – this is a requirement of Government guidance and should be addressed. As it stands, the results of the surveys may be skewed by seasonal factors.
- The proposed development will significantly increase traffic levels of local roads.
- The applicant's consultants' interpretation of guidance on traffic modelling is only partially correct.
- Technical Note appears to overlook the ways in which such models ought to be properly calibrated. The models used by the applicant's consultants are not representative.
- The Technical Note accepts (at paragraph 5.1) that parking issues mean that parents may have to walk some distance from a parking space to the school. As noted in the initial objection, this shows that the parking effects of the proposals are likely to be spread wider than the immediate surroundings of the application site.
- Paragraph 5.3 of the Technical Note confirms that details of proposed crossings remain unconfirmed, and that the effects of such new interventions have not been modelled.

RESPONSE FROM EXTERNAL CONSULTTEES

English Heritage (now 'Historic England') – No objection

- The demolition proposed in these applications is considered acceptable. While the buildings involved form part of the history of the site, they are of limited or no architectural or historic significance and their removal should enhance the setting of the principal listed building. We would, however, recommend that they be recorded prior to demolition.
- We are pleased to note that the replacement school building has been moved further to the north than the position shown on previous proposals. The new building and associated landscaping and car parking are likely to impact upon the setting of the listed buildings, however balanced against the aspects of demolition giving more space to the principal buildings, the principle of this is considered acceptable in historic environment terms.
- We would advise that careful consideration be given to the detail of the landscaping, and particularly the proposed fence to separate the school site from the listed buildings. We have concerns that the steel mesh fence proposed is unlikely to be acceptable.
- These applications should be considered in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, which states in section 66.1 that local authorities shall have 'special regard to the desirability of preserving the building or its setting' when considering proposals affecting listed buildings or their settings. Similarly, the National Planning Policy Framework states that 'great weight' should be given to the conservation of heritage assets and their settings.

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- We note that these applications do not include works to the remainder of the site, namely the conversion of the former school buildings which has also been discussed at pre-application stage. We would hope that these proposals will be forthcoming and that this important collection of buildings will not be allowed to deteriorate once no longer in use.
- In our view, the proposals contained within this application are acceptable in principle. The demolition and replacement building will have some impact on the listed buildings and wider conservation area, but also some benefits. We would advise that matters of detail be agreed with your specialist conservation staff.

Sport England - Objection

- Object to the loss of playing field land to car parking.
- Concerned regarding the impact upon the playing field during construction of the proposed development.

Avon and Somerset Constabulary Crime Reduction Unit – No objection

- No objection regarding crime and safety.
- Concern regarding parking and general traffic related issues around the application site.

Bristol Neighbourhood Planning Network

- Community involvement was poorly handled with two exhibitions / presentations held in November 2013 and March 2014 and no further meetings, rather than being a continuous process of a series of meetings during the development of the design with the local residents' group, in accordance with the SCI 2008.
- Residents' issues to do with traffic and the lack of development proposals for re-use of the existing buildings have not been resolved.

RESPONSES FROM INTERNAL CONSULTTEES

Transport Development Management – No objection

- See Key Issue B.
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Education and Lifelong Learning – In support

- The Local Authority has a statutory duty under the School Standards and Framework Act 1998 to ensure there are sufficient school places, diversity in provision of schools and increased opportunities for parental choice. Bristol's School Organisation Strategy sets out how the future demand for school places will be met. The latest version of the strategy, for the period up to 2017, was approved by Cabinet in October 2013.
- The Strategy uses Neighbourhood Partnership (NP) areas as a planning model but recognises that children will often cross Neighbourhood boundaries to access school provision. The St Ursula's site lies in the Henleaze ward and within the Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership Area.
- The site was previously an independent school and was purchased by Bristol City Council in 2010 to provide additional primary school places.

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- The St Ursula's E-ACT Academy opened in September 2011. There are now around 380 children on the roll of the school, with a further 90 due to start in September 2015.
- The school was originally planned as 2 form entry, accommodating up to 420 children. The admission number was increased a year after opening as demand for places in the area was so high. The school now admits 90 children each year and so the maximum size of the school will be 630.
- Pupil projections indicate that all schools within the NP area will be filled to capacity for Reception for the foreseeable future, with around 400 children requiring places each year for the 360 available places and a number of local children being offered places outside of the NP area.
- The closest schools, Henleaze Infants and Elmlea Infants, also both 3 form entry, are oversubscribed and there is no surplus capacity with the area.
- The provision of a 3 form entry school on the St Ursula's site is critical to ensuring Bristol provides a sufficient and suitable supply of school places in this area of the city. It is a popular and oversubscribed school and therefore also ensures Bristol is able to meet a high level of parental preference.
- Accommodation at the school was identified as being amongst the worst in the city and a successful bid was made for the school to be included in the Government's Priority Schools Building Programme that aims to rebuild or extensively refurbish the school buildings in the worst condition nationally. This investment in education provision could be lost if the scheme were not to proceed.

City Design Group – No objection

- The general arrangement of the proposed development is acceptable.
- Concerns that the proposed steel mesh boundary fence is unacceptable and request that this aspect of the scheme is revised.
- Recommended to re-consider the design of the entrance to the proposed development by providing equal priority needs to cyclists and pedestrians as well as vehicles.
- Further detail to confirm the position of solar panels on the roof of the proposed new school building should be secured by planning condition.
- Request for further information on the choice of materials and how the design of the proposed new school building is embedded within its setting.
- Request a condition to secure a scheme for public art.

Archaeology – No objection

- The removal of 20th century buildings which are of lesser significance than the principal listed buildings is acceptable and will help to enhance the setting of the main listed buildings.
- These later buildings do represent an important stage in the history of the development of the school in the first half of the 20th century and a record should be made before demolition. This record must be to a high standard and carried out in accordance with current English Heritage (now 'Historic England') guidelines.
- This work should be secured by means of conditions and be carried out by a recognised professional with appropriate expertise.

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Nature Conservation – No objection

- Trees are to be removed as part of this proposal. A planning condition related to vegetation clearance is recommended so that no clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority.
- A planning condition is recommended to prevent harm to legally protected badgers.
- To help conserve legally protected bats and birds which include priority species a planning condition is recommended to provide details for specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include six built-in bird boxes to include at least four swift bricks and six built-in 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).
- Landscaping of the site should predominantly employ native species of local provenance including berry and fruit-bearing tree, hedgerow and shrub species for birds and nectar-rich flowering plants for invertebrates.
- There is Cotoneaster on site. As a planning condition, Cotoneaster should be removed from the site and omitted from any planting proposals because several Cotoneaster species are included on Schedule 9 of the Wildlife and Countryside Act 1981 and tend to be very invasive of semi-natural habitats. It is an offence under section 14(2) of the Wildlife and Countryside Act 1981 to "plant or otherwise cause to grow in the wild" any plant listed in Schedule 9 Part 2 of the Act.
- The ecological appraisal highlights that hedgehogs and reptiles could be present on site. Accordingly a Precautionary Method of Working (method statement) with respect to vegetation clearance should be conditioned.
- The report recommends an ecological management plan for the traditional orchard. I recommend that this is secured by condition.

Arboriculture – No objection

- The Tree Protection Plan should specify details of fencing around T411, T481, T412 and T432.
- Detail should be provided on how construction would take place without damage to T411.
- Detail should be provided of underground services to confirm that services would not pass through the Root Protection Areas of retained trees.
- Information should be provided regarding tree species, sizes and aftercare.
- Request for further information/clarification to the points above.

Air Quality – No objection

- The projected increase in traffic flows, as outlined in the Transport Assessment, is not considered significant in relation to potential air quality impacts.

Contaminated Land – No objection

- Comments at the pre application phase were as follows: The proposal involves creating a new primary school and residential properties both of which have a sensitive end use. We don't hold any records of site investigation in this area. The site includes a burial ground which I am presuming will be not be developed on.

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- Recommend the applicant undertake an intrusive ground investigation as soon as possible to ascertain the ground conditions at this site and determine it is "fit for purpose".
- As no new information has been submitted then I recommend standard conditions for site characterisation, remediation scheme, implementation of remediation scheme and reporting of unexpected contamination are applied to any future planning consent.

Flood Risk – No objection

- Calculations are required to provide the attenuation and flow controls adequate for the site and would not result in flooding for storms of less than a 1:30 year return period.
- The permeable paved playground is supported. Holes through the impermeable surface below should be cored rather than punched to improve permeability.
- The opportunity to use SuDS for amenity and educational purposes by keeping the water above ground by using techniques such as ponds and rain gardens should be considered.

RELEVANT POLICIES

National Planning Policy Framework (March 2012)

National Planning Practice Guidance (February 2014)

Bristol Core Strategy (June 2011)

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

BCS17 Affordable Housing Provision

BCS20 Effective and Efficient Use of Land

BCS21 Quality Urban Design

BCS22 Conservation and the Historic Environment

BCS23 Pollution

Site Allocations and Development Management Policies (July 2014)

DM1 Presumption in favour of sustainable development

DM5 Protection of community facilities

DM14 The health impacts of development

DM15 Green infrastructure provision

DM17 Development involving existing green infrastructure

DM23 Transport development management

DM26 Local character and distinctiveness

DM27 Layout and form

DM28 Public realm

DM29 Design of new buildings

DM31 Heritage assets

DM32 Recycling and refuse provision in new development

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DM33 Pollution control, air quality and water quality

DM34 Contaminated land

DM35 Noise mitigation

Supplementary Planning Guidance

The Downs Conservation Area Appraisal (Saved from the Bristol Local Plan 1997)

KEY ISSUES

(A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

The National Planning Policy Framework (NPPF) at paragraph 72 states:

“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.”*

This places a strong emphasis of support for any additional school facilities. The local education authority has responded to the applications as a consultee, setting out a ‘statement of need’ which set out the background for the need for additional school places in this locality. The School Place Planning Manager, has provided the following comment to the applications:

“The Local Authority has a statutory duty under the School Standards and Framework Act 1998 to ensure there are sufficient school places, diversity in provision of schools and increased opportunities for parental choice. Bristol’s School Organisation Strategy sets out how the future demand for school places will be met. The latest version of the strategy, for the period up to 2017, was approved by Cabinet in October 2013.

The Strategy uses Neighbourhood Partnership (NP) areas as a planning model but recognises that children will often cross Neighbourhood boundaries to access school provision. The St Ursula’s site lies in the Henleaze ward and within the Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership Area.

The site was previously an independent school and was purchased by Bristol City Council in 2010 to provide additional primary school places.

The St Ursula’s E-ACT Academy opened in September 2011. There are now around 380 children on the roll of the school, with a further 90 due to start in September 2015.

The school was originally planned as 2 form entry, accommodating up to 420 children. The admission number was increased a year after opening as demand for places in the area was so high. The school now admits 90 children each year and so the maximum size of the school will be 630.

Pupil projections indicate that all schools within the NP area will be filled to capacity for Reception for the foreseeable future, with around 400 children requiring places each year for

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the 360 available places and a number of local children being offered places outside of the NP area.

The closest schools, Henleaze Infants and Elmlea Infants, also both 3 form entry, are also oversubscribed and there is no surplus capacity with the area.

The provision of a 3 form entry school on the St Ursula's site is critical to ensuring Bristol provides a sufficient and suitable supply of school places in this area of the city. It is a popular and oversubscribed school and therefore also ensures Bristol is able to meet a high level of parental preference.

Accommodation at the school was identified as being amongst the worst in the city and a successful bid was made for the school to be included in the Government's Priority Schools Building Programme that aims to rebuild or extensively refurbish the school buildings in the worst condition nationally. This investment in education provision could be lost if the scheme were not to proceed."

Loss of Education Use;

The Bristol Core Strategy Policy BCS12: Community Facilities states that:

"Community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible community facilities should be located within existing centres.

Existing community facilities should be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.

Where community facilities are provided as an integral part of a development they should wherever possible be within adaptable mixed-use buildings."

Policy DM5: Protection of Community Facilities of the Site Allocations and Development Management Policies plan (SA&DM) states that:

"Proposals involving the loss of community facilities land or buildings will not be permitted unless it is demonstrated that:

- i. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality or, where the use has ceased, that there is no need or demand for any other suitable community facility that is willing or able to make use of the building(s) or land; or
- ii. The building or land is no longer suitable to accommodate the current community use and cannot be retained or sensitively adapted to accommodate other community facilities; or
- iii. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or land; or
- iv. Appropriate replacement community facilities are provided in a suitable alternative location."

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The application site is currently in D1 (non-residential institution) use – as a primary school. Whilst the applications do not propose for the continued use of the existing buildings for education use, the associated education development proposal for a purpose built school building to the rear of the site will increase the quality and quantity of education provision within the application site for a 630 place three form entry primary school.

The application proposes the demolition of the 1925 classroom, 1935 gymnasium and Temporary classroom currently used for educational purposes. These would be replaced with the development of a new school building, therefore increasing the quality and quantity of education provision within the application site in accordance of points (ii) and (iii) of SA&DM Policy DM5.

Policy BCS20 of the Core Strategy states that: “New development will maximise opportunities to re-use previously developed land.” The proposed development is predominantly located on areas of hard standing (and partially on the site of the demolished buildings) to the rear of the site.

Summary;

In summary, the principle of the developing the site to expand the school intake is acceptable; the proposal would meet an identified need; and the existing site has been identified as being unfit for modern educational purposes.

The Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The principle of development is firmly supported by the development plan and the NPPF. Specifically, the proposed development is in accordance with Policy BCS12 and DM5. The planning application therefore reflects up to date policy.

It is recognised that a complex proposal of this nature must not only be justified in accordance with established national and local planning policy and guidance; but also within the detail of the scheme. As such, the proposed scheme is assessed under a broad range of headings within this report.

(B) DOES THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT, ACCESS AND MOVEMENT ISSUES?

Principle:

The principle of a school is established. The school could theoretically expand to accommodate a significant proportion of these additional pupils without the need for planning permission. Therefore the principle of additional pupils at the school is technically acceptable.

Nevertheless, the applicant has sought to address a number of concerns raised by local residents through the introduction of waiting restrictions, traffic calming measures and improvements to crossing facilities in the area.

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Local Conditions:

The existing catchment of the school is wide, with a significant proportion of children travelling from outside the walking and cycling thresholds for primary pupils (800m and 1600m respectively). This is reflected in the very high proportion of driving to the school.

This is likely to reduce over time as the schools popularity continues to increase, as the school's admissions arrangements prioritises those closest to the school. The school was oversubscribed this year. The admissions policy is outside the control of planning, but it is very unlikely to change.

Brecon Road and the neighbouring streets are subject to a 20mph speed limit. Accidents within the residential area have been assessed and there is no accident record to indicate any specific road safety concerns. However, it is noted that since these records were received, an accident involving a child pedestrian took place at the junction of Westbury Hill with Westbury Road on the existing zebra crossing. Anecdotal evidence suggests haphazard and inconsiderate driving and parking taking place at peak times within the residential streets, particularly at peak times.

Pedestrians currently access the site via a gate within Brecon Road. Options for creating better permeability into the site from other locations have been explored but this proved impossible due to land ownership issues and the status of the walls, trees and playing fields.

Trip generation and traffic impact:

If the school trips continue in the same patterns as at present, the numbers of trips will more than double in Brecon Road. This will inevitably have an effect on Brecon Road and surrounding residential streets, unless action is taken to mitigate this. Currently 82% of pupils arrive by car. Only 10% walk and 2% cycle.

The applicants have predicted trips associated with the school using these figures.

Traffic turning right into Brecon Road and turning out of Brecon Road will increase. Although it is recognised that more queuing is likely to take place on Brecon Road and Westbury Road, the transport consultants have provided evidence that this will not create unacceptable additional delays at the junction, which is accepted by officers.

It should be noted that the figures shown represent a worst case scenario, based on robust survey data and current travel to school figures.

The car trip rate is extremely high for a primary school - the citywide average for children driven to school is 30% (including car sharing) compared to 82% for St Ursula's at present. Travel patterns will need to change to reduce the impact that the expansion is likely to have.

It is anticipated that this impact could be reduced through an up-front package of physical measures to improve safety, reduce conflict and improve walking and cycling environment, in addition to school travel planning to promote increase walking / scooting, cycling and car share. As previously outlined, it is also anticipated that the reduction in catchment area will reduce the distances travelled, thereby making it easier to walk or cycle to school.

It should be noted that the school will not be at full capacity until 2020, as the 3rd FE works its way through the school, so the effects of all additional trips will not be fully felt until this stage. During this time, there is an opportunity to reduce the impact of vehicular traffic both

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prior to the school opening and during the growth period through up-front measures and Travel Planning.

Staff movements will generally be outside the peak times for general school traffic so will have less impact at these times. Notwithstanding this, staff travel must also be addressed within the Travel Plan. Currently 49% of staff live further than 5km from the site. Public transport use and car sharing should be promoted as well as creating more flexible working practices such as changing homework marking policies to enable staff to reduce the need to use a car every day.

Parking:

Staff parking is currently very limited with a maximum of 8 available off street spaces. This leads to on-street parking – currently 75% of the staff drive, which will result in 24 cars parked on-street (based on the current number of 43 full time equivalent (FTE) staff). The provision of off street parking is therefore considered a beneficial aspect of the proposal.

The maximum car parking standard for schools is 1 per FTE staff (this includes non-teaching and support staff), 10% for visitors and 5% for disabled users.

The maximum allowable provision for 68 FTEs in this case is therefore 37 standard spaces and 2 disabled bays. The application proposes 34 spaces with 2 disabled bays. This is 3 less than the maximum permissible standard, so therefore it is policy compliant.

The parking area will be unavailable for dropping off by parents. The creation of dropping off facilities within schools encourages car use, and creates additional conflict within the site as well as on street. It is therefore actively discouraged.

The applicants have undertaken parking surveys in the surrounding areas showing a number of available spaces, but also highlighting inconsiderate and in some cases dangerous parking. This area is within a 400m radius of the school, which is equivalent to a 5 minute walk. Some of these roads appear to be quite far from the site, but if travel patterns continue parents will be forced to find spaces further from the school if they continue to choose to drive to the school.

The applicant was advised at the pre-application stage that cycle parking should be provided to at least the minimum standard. This is 1 space per 10 pupils (63 spaces for pupils which must be secure, covered, in a convenient location and overlooked), staff cycle parking 1 space per 5 FTE (a total of 13 spaces) and visitors' cycle parking at a ratio of 1 space per 100 pupils – (a total of 7 spaces).

The requirement will be for the school to provide for a total of 83 cycle parking spaces when it is at capacity.

The plans as originally submitted proposed 15 cycle parking stands providing 30 no cycle parking spaces. Whilst in general cycle parking can be secured by a condition, the provision of this much cycle infrastructure may impact on the setting of the listed building. Therefore the applicant was requested to alter the drawings to add the acceptable number of cycle parking spaces prior to any decision being made.

The applicant has since made amendments to the landscape masterplan and the furniture layout. This proposed increased cycle parking within the school grounds - around the entrance to the school building and adjacent to the footpath from the new car park. This will

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provide 83 cycle spaces at school opening, to cover pupils, staff and visitors. The proposed development is therefore policy compliant.

Scooter parking must also be included to encourage families to walk to school.

It is anticipated that coach parking will take place on Westbury Road. This is not anticipated to occur very often as the school has ample playing space. Minibuses will be able to access and turn within the site.

Mitigation Measures:

The implementation of a one way system in Brecon Road has been explored, but the potential to increase speeds and create considerable inconvenience and displaced traffic at all times would outweigh the temporary benefits during school peak times in term times.

There are discussions currently taking place with South Gloucestershire Council regarding the Cribbs Patchway North Neighbourhood and a sum of money has been agreed to secure improvements to the A4018, on top of Pinch Point funding to bring forward works early at the Crow Lane Roundabout.

Officers are currently considering improvements on this corridor in order to deliver further walking, cycling and public transport improvements to the area. The discussions are ongoing at time of writing and no timescales have yet been determined.

The provision of an additional crossing on Westbury Road has also been explored, but further assessment by officers would suggest that this is not a safe solution by virtue of its location and visibility. In addition it is not practical as it does not serve desire lines other than encouraging parking on the west side of Westbury Road. Therefore the applicants are being asked to contribute the equivalent costs towards improving the existing pedestrian crossings at the Westbury Road / Westbury Hill junction to complement other funding for this corridor.

In order to address existing and future difficulties in Brecon Road, the following physical measures will be required:

The full provision of cycle parking.

Showers, lockers and changing facilities for staff. Lockers / storage areas for pupils with wet weather / cycling gear – to be secured by the Travel Plan.

Highway works as outlined on Figure 5 Rev A including:

- Enforceable 'School Keep Clear' markings will be provided, which can be enforced easily through the use of the Council's enforcement car. These would be active between 8am – 6pm Mondays to Fridays only, throughout the year. These cannot be made to coincide with term times, which are moveable.
- Double yellow lines are proposed to reduce conflict arising from inappropriate parking at junctions, to create passing areas and reduce the issues of reversing out of junctions onto Brecon Road.
- The limits of double yellow lines have been reduced to the minimum extent to reduce the impact on on-street parking availability.
- Waiting restrictions will be required at the junction of Westbury Road / Brecon Road to discourage inappropriate parking on Westbury Road.

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To secure these works a Memorandum of Understanding has been prepared and signed by the Service Director for Education and Skills, as the Council are providing the enabling highway works. This will provide a contribution of £70,000 towards providing improved crossing facilities at Westbury Road / Westbury Hill. A condition is also attached to secure this.

Layout:

Two pedestrian / cycling accesses into the site are proposed reducing pedestrian congestion. The entrances have been designed to minimise the impact on the walls.

One of these uses an existing gateway previously used for servicing. The pathway is designed to reduce the impact on trees in this area. The other pedestrian access runs alongside the parking, but is screened from the cars by landscaping.

The cycle parking is located within this access. The path leads into a shared space area, which will be used by servicing vehicles such as refuse collection and delivery vans, outside of school arrival and departure times. No cars will need to use this area other than disabled drivers.

The vehicular access is adequate and visibility is appropriate for the anticipated traffic speeds. The location of the new access has been assessed by officers and it is not considered that this will create a safety problem for the driveways opposite. The use of the new access will be minimal as this will be limited to staff and visitors and protected from parking by 'School Keep Clear' markings.

The eastern pedestrian gate is too narrow and will cause a pinch point for pedestrians, within the vehicular access. Visibility between vehicles and pedestrians is compromised by the presence of the wall. This gateway will need to be redesigned to allow better inter-visibility leaving the site, and widened as much as is possible given the constraints on the listed wall to ensure that pedestrian safety is prioritised, not compromised, at this location. It is appreciated that there is a wider gate to the west, but judging by the postcode plot and the density of housing, it is likely that many pedestrians will use the western gate. A condition will be used to secure this.

Travel Planning:

It is essential that a robust School Travel Plan is prepared by the school and submitted to reflect the changes to the school, in order to create a more sustainable travel ethic in the school community. This is a good opportunity for the school to take responsibility for its impacts on the local area. There is growing evidence that activity leads to better pupil attainment, which should be encouragement in itself. A condition will be applied to ensure that this is submitted prior to the occupation of the new building.

Construction Management:

The site will be under construction for some time. It is essential to ensure that the impact of construction on the highway network is minimised and this can be done through the preparation of a full construction environmental management plan and can be secured by a condition.

It is understood that works will be ongoing as the buildings are occupied. It will be difficult to construct the speed tables whilst construction traffic is present, and it is therefore necessary

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to provide a programme of works to allow a window in which the speed tables can be constructed. This programme will be secured by a condition.

Summary:

The proposed development is considered to be in accordance with BCS10 (Transport and Access Improvements) and DM23 (Transport Development Management).

(C) IS THE IMPACT UPON DESIGNATED HERITAGE ASSETS ACCEPTABLE?

As per the advice of English Heritage (now 'Historic England') the applications should be considered in accordance with the Planning (Listed Buildings and Conservation Areas) Act 1990, which states in section 66.1 that local authorities shall have 'special regard to the desirability of preserving the building or its setting' when considering proposals affecting listed buildings or their settings.

The NPPF defines 'designated' heritage assets as being: World Heritage Sites, Scheduled Monuments, Listed Buildings, Protected Wreck Sites, Registered Parks and Gardens, Registered Battlefields or Conservation Areas.

There are three heritage assets of relevance to the St Ursula's site: the Downs Conservation Area (and its setting); the Grade II Listed St Ursula's Building (and its setting); and the setting of two Grade II Listed Buildings (Badminton School and the Old Tramways Depot).

Paragraph 132 of the NPPF outlines that:

"When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification."

Paragraph 134 of the NPPF states;

"Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use."

In the assessment of these designations the following policies from the Core Strategy and SA&DM apply.

BCS22 Conservation and the Historic Environment states:

"Development proposals will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including:

- Scheduled ancient monuments;
- Historic buildings both nationally and locally listed;
- Historic parks and gardens both nationally and locally listed;
- Conservation areas;
- Archaeological remains."

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Further to this DM31 Heritage Assets states:

“Development that has an impact upon a heritage asset will be expected to conserve and, where appropriate, enhance the asset or its setting.

Listed Buildings:

Alterations, extensions or changes of use to listed buildings, or development in their vicinity, will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings.

Conservation Areas:

Development within or which would affect the setting of a conservation area will be expected to preserve or, where appropriate, enhance those elements which contribute to their special character or appearance.

Understanding the asset:

Development proposals that would affect heritage assets will be expected to demonstrate, by a thorough understanding of the significance of the asset, how any change proposed would conserve and, where appropriate, enhance that significance.

Conserving heritage assets:

Where a proposal would affect the significance of a heritage asset, including a locally listed heritage asset, or its wider historic setting, the applicant will be expected to:

- i. Demonstrate that all reasonable efforts have been made to sustain the existing use, find new uses, or mitigate the extent of the harm to the significance of the asset; and
- ii. Demonstrate that the works proposed are the minimum required to secure the long term use of the asset; and
- iii. Demonstrate how those features of a heritage asset that contribute to its historical, archaeological, social, artistic or architectural interest will be retained; and
- iv. Demonstrate how the local character of the area will be respected.”

The applicant has submitted a Heritage Statement and Historic Landscape Report with the planning application which considers, in combination, the impact of the proposed development on the Listed Buildings, the Conservation Area, the two Listed Buildings and their setting. In addition to this, the applicant has undertaken a Visual Impact Assessment of key viewpoints surrounding and within the site.

These documents have been reviewed by English Heritage (now ‘Historic England’) and the Council’s Conservation Officer as part of the consultation process for the planning applications.

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Downs Conservation Area and its setting:

The application sites lies within the Downs Conservation Area, towards the north of the designation. There is no conservation area appraisal or management plan for the Downs Conservation Area, but an Enhancement Statement is available. This document shows the school located in character area 6.

Attributes of the individual character areas are not clearly defined, but statements relevant to the school's location are:

- 'Beyond St. Monica's, the high walls of rubble stone with trees behind enclose the road and define more private areas of open land leading to the village of Westbury-on-Trym.
- Predominant materials in the area are characterised by the use of lias and pennant limestone rubble and render. Roofs, often visually dominant are of slate and tile. The elaborate boundary walls with their gate piers in ashlar stone, often with pierced arcading, are a feature of the area.
- Westbury Road, a pleasant tree-lined avenue, is both a main vehicle and pedestrian route into the city from the north. Its congestion at peak hours and use by fast moving traffic at other periods downgrades its character and its attractiveness as a pedestrian route.'

With regards to the Conservation Area the Council's Conservation Officer has advised that, the site is very enclosed within its walls with limited views in, which reduces the impact of development on the Conservation Area.

In the applicant's assessment of views, it advises that the two-storey school would have greater visual impact than the existing single storey buildings from the North West corner of the site from Grange Court Road (beside the Sacred Heart Catholic Church). The assessment notes that the school building will be on a lower part of the site than the buildings to be demolished.

However, it is likely that part of the upper floor of the building would be visible in this viewpoint. The two-storey school building at its closest point would be approximately 40m from the viewpoint behind the wall. The L-bend of the school building would be in front of a large group of 20m high, mature trees. In mitigation, there are plans for more fruit trees in a former area of orchard, close to the wall, which will in due course be visible. The overall significance of visual impact is therefore considered to be minor.

The proposed development would result in the removal of a 10m section of the boundary wall and the creation of new access through the wall on Brecon Road. The temporary widening of the existing maintenance access is required to facilitate the development of the new primary school building.

The loss of the section of boundary wall to create the new opening for the access would have a minor impact on the enclosure quality and significance of the existing listed boundary wall to the site. It is considered that this would have slight negative effect but it is considered to be limited in the context of the overall extent of the boundary wall for the application site.

Similarly with the pedestrian access, an alteration to narrow an existing vehicle access with new pedestrian gates, is considered on balance to be justified by provision of a suitable access to the new school building while retaining the substantial enclosure qualities of the site boundary wall. In addition to this, the existing stone boundary wall will be made safe and

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repointed as necessary. It is considered that the repair of the walls would therefore safeguard the future of this important feature of the Downs Conservation Area and its setting.

Both the Urban Design Officer and Transport Officer consider that the primary site entrance gives emphasis to cars with much lesser status to pedestrian and cyclists. Whilst the need to provide a safe access point for the cars is understood, equal priority needs to be given to pedestrian and cyclist users. Given the relationship of the entrance with the Conservation Area it is therefore recommended to secure the detailed design of the entrance area and specification of the gate to be used by condition to maintain the integrity of Conservation Area.

On the applications, English Heritage (now 'Historic England') has advised that:

"In our view, the proposals contained within this application are acceptable in principle. The demolition and replacement building will have some impact on the listed buildings and wider conservation area, but also some benefits."

It is considered that, the proposed development is acceptable in terms of its impact on the heritage asset - the Downs Conservation Area and its setting, thus meeting the policy requirements of BCS22 and DM31.

Impact on the Grade II Listed St Ursula's Building:

The buildings that make up the former Convent are Grade II Listed by Historic England. The listing, as recorded by English Heritage (now 'Historic England') is as follows:

St Ursula's High School – 1204236

"House, now school. Mid C19. Render with limestone dressings and slate hipped roof. Double-depth plan. Mid Georgian style. 2 storeys; 5-window range. A symmetrical front has clasping pilasters to a plat band, cornice and parapet; a porch with paired Tuscan columns and cornice with C20 glazing, to a semicircular-arched doorway with a good teardrop fanlight with a lantern. Horned 6/6-pane sashes. The 5-window left-hand return has projecting 3-window middle, with windows set in semicircular arches, plain to the middle on the first floor. 4-storey campanile tower. INTERIOR: entrance hall with a rear lateral open-well stair with wrought-iron balusters and cast decoration, a good banded wreathed rail and curtail, with a semicircular-arched stained-glass stair window, and rear doorway with panelled reveals; panelled shutters and 6-panel doors."

The application site is enclosed within existing limestone boundary walls which delineate the curtilage of the listed building. Therefore the listing is shared by the boundary stone walls too.

Paragraph 137 of the NPPF advises that:

"Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably."

In summary, the Heritage Assessment in support of the application with regards to the proposed demolitions concludes:

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- The Temporary Classroom: The structure is of mediocre design and material quality. It makes a negative contribution to the views across the site and partly obscures the listed building. Its removal would improve local views and legibility of the listed building.
- 1925 Classroom and 1935 Gymnasium: These share the listing as curtilage structures. The demolition of these buildings is assessed as having a negligible change and neutral effect on St Ursula's. Future views of the listed building from the new school and playing fields are considered to be considerably enhanced by their demolition which would result in a marginal benefit to the Conservation Area as a whole.

In response to the applications, the Conservation Officer notes that the current school use of the historic buildings has encouraged a piecemeal extension of other buildings to accommodate classrooms, a gymnasium and sports hall over the 20th century. It is stated that the additional outbuildings were of a poor low cost design or temporary materials.

It is considered that an important benefit from this proposal comes from the removal of the these ad hoc buildings and a replacement with a new build school with improvements to the general setting of the existing listed buildings through this process. The proposals would allow the rear elevation of the listed building to be re-instated with the loss of the later additions.

The Council's Archaeologist has advised that a record of these buildings should be made. This record must be to a high standard and carried out in accordance with current English Heritage (now 'Historic England') guidelines. This work is to be secured by means of conditions.

The proposed demolition of existing buildings within the site is therefore considered to be acceptable, in line with national policy, BCS22 and DM31.

Impact on the setting of the Grade II Listed St Ursula's Building:

The proposed school building will be at a distance of 30m from the northern end of the listed buildings on lower ground so that the topography and space work together to create a hierarchy between the proposed development and the existing buildings.

Some trees and large shrubs will be lost for construction of the drive up from Brecon Road, but significant trees including a mature oak will be retained to create the focal point of the new school arrival area. In review of this aspect of the scheme, the Conservation Officer considers that this will show a clearer division between the old and the new, which will improve the setting of the listed building.

Of particular benefit to the setting of the listed buildings is the responsive scale, massing, height, footprint orientation and siting of the new build school. The new building's simple form, siting and orientation assist in creating a non-competing building that is considered to form a coherent view and setting for the listed building.

The proposed access to the school is routed to the side of the Sports Hall which screens the area of car parking near the site entrance. Although there is some tree loss to achieve this driveway it is considered to be justified and is well considered in minimising the impact of car parking on the setting of the listed buildings to the east. It also assists in keeping open views from the listed buildings looking across the playing fields.

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Black welded mesh fencing is proposed to separate the new school site from the listed buildings. This will separate the two sites, combining security for the new primary school with some visual connection. In the assessment of the application, both English Heritage and the Conservation Officer have raised concern that the mesh fencing to be used is considered to have a visual impact on the setting of the listed buildings.

It was recommended by the Conservation Officer to improve the specification and design of the boundary fence. The applicant has since revisited this element of the scheme seeking to achieve a balance between the principle of creating separation of the new school buildings from the retained heritage asset, improving the setting and layout of buildings, and to create a secure boundary around the school for pupil security.

The applicant has accepted that the proposed weld mesh fence is not the best approach in the context and therefore a proposed amendment is put forward, to utilise (in line with officer advice) a vertical simple bar fence which reflects a more country estate type approach, and would provide security with a 2 metre height. This matter of detail and agreement of product to be used will be secured by condition.

Impact on the setting of Grade II Listed Buildings (Badminton School and the Old Tramways Depot):

Given the nature of the proposals included within the applications, and the distance and geographical relationship between St Ursula's and both Badminton School and the Old Tramways Depot, it is assessed as having no marked change to the setting of either Grade II Listed Building to affect its significance. The impact of the submitted proposals on the setting of both Grade II Listed Buildings is assessed as having no change.

Summary:

The applications submitted are not considered to cause substantial harm to any designated heritage asset, including St Ursula's and the Downs Conservation Area. As such, the proposal would comply with policies BCS22 and DM31.

As stated in the summary of the English Heritage response to the application:

“In our view, the proposals contained within this application are acceptable in principle. The demolition and replacement building will have some impact on the listed buildings and wider conservation area, but also some benefits.”

The public benefits of the proposals such as securing the re-use of the St Ursula's building in the future, the continuity of the site as an educational facility to provide a new primary school and needed school places - outweigh any harm.

(D) IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design. The policy states that design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development.

Policies DM26-29 of the Site Allocations & Development Management Policies require development to contribute to the character of an area through its layout, form, public realm and building design.

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The Council's City Design Group has reviewed all of the planning application documents, and advise that it is apparent that the applicant has responded to pre-application response. The rationale for location and orientation for various elements (car parking, playing fields, school building) is apparent from the masterplan and explained in some detail in the supporting documents.

The design of the new school building is a simple contemporary design. The Design and Access Statement explains the rationale for a two storey L-shaped plan form with large assembly, dining space adjoining the entrance. Elevation design uses arrangement of large window openings with new main entrance way to the south; further doors to the ground floor allow access out to a terrace above the playing fields and to the rear playground.

A simple palette of materials has been chosen including a dark brick in a stretcher bond with aluminium door and window frames and aluminium panels and a parapet to the flat roof. The aluminium is proposed in a bronze / brown colour. To reinforce the entrance and give some emphasis to the building, wrapping around the southwest corner of the building at first floor, as a feature, is the slightly projecting vertical timber cladding.

The summary of the CDG response to the applications state:

“The overall scheme has been through a process of design development and many of issues are successfully addressed by proposed scheme. Few issues however remain outstanding... It is recommended that a clear resolution of the key issues is sought before the determination of the planning application.”

Points of clarification were requested for:

- Architecture of the new school buildings
- Details of the new access
- Details of the terrace and landscaping
- School entrance
- Solar PV Panels
-

In response to this, the applicant prepared a supporting note to address each of the points in turn.

Architecture of the new school buildings:

The approach taken with the architecture of the new building was to create new buildings separated from the heritage asset as a non-competing form of development - separating the new buildings from previous attachments to the listed building.

The 'L' shape building form resulted from operation needs, but also to give a clear entrance point and deliver a rear courtyard for educational use. It also has allowed the new school could address the playing fields and integrate with the grass banks and planting.

The materials and forms discussed and evolved over six months of detailed pre-application meetings. The rationale was to use a neutral colour for the bricks to not compete as a statement building within its context but to rather than deliver a basic rectangular building give features and details to it to aid orientation and give it a quality of its own without being over dominant.

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The use of materials whilst selected to blend with the landscape and not compete with the listed building, also has been designed to create a civic presence, breaking up the facades to provide clear way finding to entrances and articulate the building.

The large areas of glazing to the main entrance, dining and assembly spaces makes these frontages welcoming and link to the outside landscape. The timber cladding highlights the corner and entrance, providing a link to the natural surrounding landscape. The materials selected have been a conscious decision to provide warm, light palettes to sit comfortably alongside the stone listed buildings

Details of the New Access:

As stated in Key Issue B - both the Urban Design Officer and Transport Officer consider that the primary site entrance gives emphasis to cars with much lesser status to pedestrian and cyclists. In response to this, the applicant has considered both comments and advised that it is accepted that the pedestrian gate entrance detail could be enhanced and made wider. On balance this would be an improvement to the scheme as originally submitted. This amendment will be secured by condition prior to occupation of the new school.

Terrace and Landscaping:

This area of the proposals, introduces a patio type play area to the side of the new building with a series of terraces, steps and banks then addressing the slope leading down from the building to the play areas. This gives a series of functional hard spaces for school use, but softened with planting and grass banks, so that views towards the building are not over engineered.

The details of this element of the design are fully set out in detail on the landscape drawings, provided at a scale of 1:20. It is therefore considered that the proposals fully accord with the agreed CDG point of ensuring a subtle transition from the school building to playing fields.

Entrance to school building:

The rationale for the paving materials in front of the school entrance evolved through the pre-application process. Originally, the roadway was surfaced and the tree was retained in a grass circular planter. This approach was felt to be too car dominated, when servicing use would be low and considered to look too much like a roundabout. CDG therefore suggested a paved space around the tree.

The current design is to give the school a front paved 'square' shared use area. A direct route to the left of the paving can be utilised. The square is designed to provide for rest and waiting space, with some benches under the tree, which softens the space below. The evolved design has been finalised as a shared pedestrian priority space as a quality realm at the school entrance, a gathering point, a meeting point and a collection point. It creates a useable shared space and enhanced entrance to the school building.

Solar PV panels:

Solar PV panels are proposed on the roof of the school, and the design of the school building has been to include a parapet, to ensure that the PV panels are not visible from the street scene and surrounding areas so as not have a detrimental impact on the heritage assets or conservation area.

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The roof parapet means sightlines will not be broken. As the site is within a bounded walled playing field area with no direct views to it from upper floors of adjoining areas the PV Panels will not be visible. A condition to agree the Solar PV Panel details will ensure that a full final assessment of visual impact can be made.

Summary:

In conclusion, it is considered the proposed development has given careful consideration to its layout, form, public realm and building design, and therefore accords with Policy BCS21 and Policies DM26-29.

(E) IS THE LOSS OF PLAYING FIELDS ACCEPTABLE AND HAS APPROPRIATE MITIGATION BEEN SET OUT?

The existing school delivers, in its current capacity, three main pitches within a playing field area – one large sports pitch and two smaller sports pitches. This area contains not only sports pitches; it is part of a historic landscape with mature trees of interest and importance within the conservation area.

Paragraph 74 of the NPPF states that:

“Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Sport England’s comments to the pre-application advice letter noted that:

“The proposal, as shown, will result in playing field land to new car parking. This loss of useable playing fields for sport is a concern for Sport England and does not meet one of the five exception criterion (as set out in Policy). This might draw an objection from Sport England to a future planning application.”

Subsequent to the applications being submitted, Sport England’s response was in objection to the application.

“The proposal for a new school impacts the playing field as identified in pre application discussions with the Education Funding Agency. We made it clear that the incremental loss of playing field land to car parking is not something that Sport England can support. We also have concerns on how the playing field will be impacted upon during construction. The playing field is important to the delivery of the curriculum and the wider community.”

The new school building is proposed to be built primarily on existing hard standing (building footprint and existing hard play area). There is no loss of playing fields associated with it.

This matter of the proposal has been examined with clarification provided from the applicant on the extent and nature of the loss of playing fields. It has been confirmed that the main three sports pitches of St Ursula’s are unaffected and will be retained in use.

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The loss of playing field is a rectangular area of land between the sports hall and the large sports pitch. The area to be lost measures approximately 25m x 50m. The applicant and the school state that the area lost is not capable of achieving a small FA Football pitch size.

The scheme proposes to deliver:

- Retention of the existing 1 large and 2 smaller playing fields
- The large sports pitch will retain its buffer run off area adjacent the car park
- Retention of the existing school sports hall
- Two new tennis courts
- Hard play areas adjacent to the new school building
- Patio terrace areas

The area to be lost is to create the car park (for staff and visitors), to facilitate cycle parking and to accommodate the new pedestrian access into the site along with associated footpaths.

The applicant and the school have submitted a statement in response to the objection outlining what they consider to be the benefits to sport associated with the new school:

- Loss of the 25m strip does not detract from the overall use of playing fields in terms of full size pitches, small FA accredited pitches.
- There is no loss of pitch capacity within the site as a result of the proposals.
- The loss of existing grass land is compensated by the introduction of new modern hard court play areas and play facilities as opposed to the existing antiquated and un-even surface facilities.
- Whilst there is no overall loss of playing field capacity it should also be noted that the site is in very close proximity to a wide range of sporting facilities (Badminton School, artificial full pitch and sports facilities; Red Maid's School, artificial full pitch and sports facilities; Bristol University, Stoke Lodge, full sports facilities, grass pitches, indoor pitches, artificial pitches and sports hall; The Downs which provides one of the largest urban football leagues in the Country on a single site.
- The introduction of car parking into the site significantly benefits the sporting activity of the site, particularly on weekends and out of hours. The use of the playing pitches and sports facilities currently have no parking provision in existing congested residential streets. This car parking would make the use of these pitches at the weekend much more attractive and of value than the current school playing fields.

For Open Space, Policy BCS9 advises that:

“Open spaces which are important for recreation, leisure and community use, townscape and landscape quality and visual amenity will be protected.

Some areas of open space may be released, through the development plan process, for appropriate development where:

- They are no longer important for recreation, leisure and community use, townscape and landscape quality and visual amenity.
- Development of all or part of an open space would result in improved urban form or an enhancement to existing open space areas.
- New development should incorporate, or contribute towards, the provision of an appropriate level and quality of open space.”

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As outlined in the discussion on the key issues of transport, heritage and design that the development would result in an improved urban form. The applicant as outlined above, has stated how they consider there will be an enhancement made to the existing open space within the site.

Policy BCS12 (Community Facilities) states:

“Existing community facilities should be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.”

It is understood that Sport England has a remit to protect playing pitches and sporting use in the city. The applicant has set out that the loss of playing pitches is compensated for by the introduction of new modern hard court play areas and play facilities as well as citing the provision of car parking for the pitches would make the use of pitches at the weekend more attractive than the existing situation and minimising the impacts on the adjacent residential streets.

Within the constraints of the site, the scheme is considered to have met the policy requirements of BCS9 and BCS12.

(F) IS THE IMPACT OF THE PROPOSED DEVELOPMENT ON TREES ACCEPTABLE AND HAS APPROPRIATE MITIGATION BEEN SET OUT?

Policy BCS9 states that:

“Individual green assets should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required.”

Policy DM15 states that:

“The provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development.”

The application is accompanied by a series of drawing and report relating to trees on the site: a trees lost and retained plan; a tree schedule, a tree constraints plan (Drawing TCP-1), tree protection plan (Drawing TPP-1), a tree planting plan (Drawing SW-200), a Softworks Plan (which shows tree pit depths and topsoil specifications) as well as an Arboricultural Method Statement, and a Arboricultural Impact Assessment and Protection Plan.

There will be 17 trees lost as a result of the proposed development. Policy DM17 dictates that where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard.

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Trunk Diameter of tree lost to development (cm measured at 1.5 m)	Policy DM17 Number of replacement trees required	Trees lost to proposed development	Trees to be replaced
<15	0-1	1	0
15-19.9	1	2	2
20-29.9	2	5	10
30-39.9	3	3	9
40-49.9	4	4	16
50-59.9	5	2	10
60-69.9	6	-	-
70-79.9	7	-	-
80+	8	-	-
Total	-	17	47

The Tree Planting Plan & Schedule submitted with this application, illustrates that 47 new trees will be planted as part of the proposed development. This is in accordance with the tree replacement standard, conforms to Policy DM17 and BCS9 and as such, the impact on trees and proposed mitigation is deemed acceptable.

The Council Arboriculture Officer has reviewed the submitted reports and plans. This is to ensure sufficient protection measures are in place for the proposed development as well as sufficient aftercare details have been provided. An ecological and landscape management plan will be secured by way of condition to conserve and enhance the ecological and landscape features on the site.

(G) ARE THE ECOLOGICAL IMPACTS OF THE SCHEME ACCEPTABLE?

Policy BCS9 of the Core Strategy and DM19 of the Site Allocations & Development Management Policies require development to be assessed in terms of its ecological impact. These policies seek to protect habitats, species or species or features that contribute to nature conservation.

Policy DM19 requires development proposals to be informed by ecological surveys and an assessment of impacts and be designed and site to minimise harm to identified habitats, species and features of importance. If development results in a loss of nature conservation value, it will be expected to provide mitigation on-site, and where this is not possible, provide mitigation off-site.

The application has been accompanied by an Ecological Appraisal and preliminary building inspection for bats. The ecological appraisal has included a habitat survey, extended to note any signs of or potential for protected species, and evaluation of biodiversity data records.

The City Council's Nature Conservation Officer has confirmed that the details provided in support of the application are acceptable, subject to conditions.

Conditions are requested as follows:

- As trees are to be lost as part of this proposal, a planning condition is recommended to ensure that wild birds, building or using their nests are protected.
- Condition to prevent harm to legally protected badgers.

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- Details providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities to include six built-in bird boxes to include at least four swift bricks and six built-in bat boxes.
- Landscaping of the site should predominantly employ native species of local provenance including berry and fruit-bearing tree, hedgerow and shrub species for birds and nectar-rich flowering plants for invertebrates. This will be subject to a condition for a landscape and ecological management plan.
- As there is Cotoneaster on site. As a planning condition, Cotoneaster should be removed from the site and omitted from any planting proposals because several Cotoneaster species are included on Schedule 9 of the Wildlife and Countryside Act 1981 and tend to be very invasive of semi-natural habitats. It is an offence under section 14(2) of the Wildlife and Countryside Act 1981 to "plant or otherwise cause to grow in the wild" any plant listed in Schedule 9 Part 2 of the Act.

In summary, the proposed development is considered to comply with policies BCS9 and DM19.

(H) DOES THE PROPOSAL HAVE AN ADVERSE IMPACT ON THE AMENITY OF SURROUNDING RESIDENTS?

Policy BCS23 of the Core Strategy states that development should be sited and designed in a way to avoid adverse impacts on environmental amenity or biodiversity by reason of pollution including: noise, vibration and air quality.

SA&DM policy DM33 provides additional elements for consideration including a recognition that development that has the potential for an unacceptable impact, but is considered desirable for reasons of wider social need will be expected to provide an appropriate scheme of mitigation.

The new educational building is contained within the site, not adjacent to the site boundary. As such, there are limited residential amenity issues to consider with regards to overlooking, loss of light or overbearing development to existing residential uses surrounding the site.

In terms of the impact on air quality, the Council's Air Quality Officer considers that the proposed traffic flows, as outlined in the Transport Assessment, are not considered significant in relation to potential air quality impacts. As a result, it is considered that the proposed development is acceptable in terms of impact on air quality.

It is essential to ensure that the impact of construction on the local amenity is minimised. This is to be secured by condition requiring the submission of a Construction Management Plan. Subject to the implementation of this, the proposal is not considered to have an impact on the amenity of the surrounding residents.

(I) DOES THE PROPOSED DEVELOPMENT ADOPT AN APPROPRIATE APPROACH TO SUSTAINABLE DESIGN AND CONSTRUCTION?

The group of policies BCS 13 – 16 cover climate change, energy, sustainable design and construction as well as flood risk and water management.

With respect to energy use in operation of the proposed development, Policy BCS14 sets out an approach of firstly minimising energy use and then incorporating an element of renewable energy to reduce carbon emissions by a further 20%. The proposed development

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includes for a design with an enhanced building fabric, high efficiency plant and lighting controls.

The Energy Report submitted with the planning application includes for a roof mounted PV array to be installed on the proposed new school building of 140m². These features in combination would achieve an approximate 21% reduction in carbon emissions. This element of the proposed development is therefore considered in accordance with BCS14.

Policy BCS15 of the Core Strategy promotes the use of BREEAM. This is a helpful way of capturing a broad range of sustainability matters through the design, construction and environmental management of the project. A BREEAM New Construction Assessment Report has been submitted with the planning application.

The project proposes to achieve a 'Very Good' rating (within the range of categories of Pass, Good, Very Good and Excellent) upon request from BCC. A condition on any planning permission granted would be used so as to secure at least a BREEAM 'Very Good' rating.

Regarding flood risk, policy BCS16 of the Core Strategy states that developments need to be resilient to flooding through design and layout, and incorporate sensitively designed mitigation measures to ensure the proposed development remains safe from flooding over its lifetime. The requirement to incorporate Sustainable Drainage Systems (SuDS) into new development is highlighted as is the expectation that new development would incorporate water management measures to reduce surface water run-off and ensure flood risk is not increased elsewhere.

The application site is located in Flood Zone 1 – low probability for tidal and fluvial flooding on the Environment Agency flood maps. A Flood Risk Assessment (FRA) has been developed in accordance with the requirements of the NPPF and associated Technical Guidance.

The FRA finds that there is no significant flood risk to the application site from groundwater, sewers or artificial water bodies. Whilst the proposed development would increase foul loadings from the application site, Wessex Water have confirmed that capacity is available within the public network to accommodate the proposed development.

A Drainage Strategy has been submitted in support of the application. This sets out the principles of how the scheme proposes to attenuate and control water flows throughout the site. The Flood Risk Officer has reviewed the submitted details and considers that the permeable paved playground is a good idea to improve permeability.

The opportunity to use Sustainable Drainage Systems (SuDS) for amenity and educational purposes by keeping the water above ground by using techniques such as ponds and rain gardens is being actively promoted by BCC and as such, details of a SuDS scheme is requested by way of condition.

In conclusion, the application has sufficiently addressed the range of issues covered by policies BCS 13-16. Taking into account the ambition to achieve a BREEAM 'Very Good' rating and a condition to ensure that this rating will be achieved, the approach to sustainable design and construction is supported.

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SUMMARY AND CONCLUSION

The application site is in a sensitive location. The proposed school use and associated highways works will have an impact on the wider residential area. On balance, any impact is considered to be outweighed by the significant public benefit of delivering a new modern freestanding school and addressing the need for a new primary school and school places for the community. This would then release the heritage buildings for re-use.

The role of the local planning authority is to consider the proposed development within the context of the national and local planning framework; and impacts on the environment. This has required an assessment of impacts based on evidence and against national standards and guidance.

Having carefully considered the policy context, specifically against the Core Strategy as the development plan, as well as the technical information for impact on heritage assets - the proposal is considered to be in accordance with the National Planning Policy Framework and relevant local planning policies.

The applications for planning permission and listed building consent are both recommended for approval subject to conditions. Due to the formal Sport England objection, it is necessary to refer any decision to the National Planning Casework Unit who act on behalf of the Secretary of State and this is reflected in the recommendation below.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will this development be required to pay?

The development is liable for CIL. The CIL rate for this type of development, as set out in the CIL Charging Schedule is £nil, and therefore no CIL is payable.

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RECOMMENDED **MINDED TO APPROVE** subject to referral to National Planning Casework Unit and following conditions below.

(A) That the application together with responses to the publicity and consultations, the committee report and members comments be referred to the Secretary of State.

(B) If the Secretary of State makes no comments within the 21 day period from receipt of notification then planning permission be granted subject to:

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.

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Pre commencement condition(s):

2. Construction Phases

No works shall take place until a Construction Phasing Plan, showing the subdivision of the scheme into defined work phases has been submitted to and approved, in writing, by the Local Planning Authority. Thereafter the construction of the development hereby approved shall not proceed other than in accordance with the approved Construction Phasing Plan.

Reason: It is necessary that the stages of development follow a co-ordinated sequence and in order to minimise construction impacts and to enable conditions to be discharged for parts of the scheme to facilitate the sequencing of the approval of further details and construction.

3. Highway Works

No development shall take place until a plan showing the phasing of highway works, and details of the following highway works have been submitted to and been approved in writing by the Local Planning Authority:

As shown in principle on Figure 5 Rev A

- Speed tables in Brecon Road at its junction with Cardigan Road, and the two main accesses to the school
- School Keep Clear markings at the main pedestrian accesses
- Waiting restrictions in Westbury Road, Brecon Road and its localised junctions between Westbury Road and Grange Court Road
- Dropped kerbs and tactile paving on Brecon Road at junctions between Westbury Road and Grange Court Road
- Associated ancillary works including but not limited to lining, signing, drainage, lighting, resurfacing, street furniture

The highway works will thereby be completed in accordance with the approved phasing plan unless otherwise approved in writing by the Local Planning Authority.

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 to an appropriate timescale.

4. 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 been 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 – to include no deliveries of construction vehicles associated with the development on the highway during term time on Mondays to Fridays between 8.30 – 9.15am and 3.00 – 4pm

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- Method of prevention of mud being carried onto highway
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions including road closures, footway closures, temporary waiting restrictions
- Arrangements for turning vehicles

Reason: In the interests of safe operation of the highway during the construction period.

5. Cycle Parking

No development shall take place within a work phase agreed under condition 2, until detailed drawings cycle parking to at least the minimum cycle parking standard have been submitted to and been approved in writing by the Local Planning Authority.

No building or use hereby permitted shall be occupied or the use commenced until the approved cycle parking provision 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 for staff, pupils and visitors.

6. Vegetation Clearance

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority. The authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected before giving any approval under this condition.

Reason: To ensure that wild birds, building or using their nests are protected.

7. Badgers

All works shall be carried out in strict accordance with the recommendations in the submitted Badger Mitigation Strategy unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the protection and welfare of legally protected and priority species.

8. Cotoneaster

Cotoneaster should be removed from the site and omitted from any planting proposals because several Cotoneaster species are included on Schedule 9 of the Wildlife and Countryside Act 1981 and tend to be very invasive of semi-natural habitats.

Reason: It is an offence under section 14(2) of the Wildlife and Countryside Act 1981 to "plant or otherwise cause to grow in the wild" any plant listed in Schedule 9 Part 2 of the Act.

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9. Land affected by contamination - Site Characterisation

No development shall take place within a work phase agreed under condition 2, until an investigation and risk assessment, in addition to any assessment provided with the planning application, and has been completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

(i) a survey of the extent, scale and nature of contamination;

(ii) an assessment of the potential risks to:

- human health,
- property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments;

(iii) an appraisal of remedial options, and proposal of the preferred option(s).

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

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

10. Land affected by contamination - Submission of Remediation Scheme

No development shall take place within a work phase agreed under condition 2, until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that 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.

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.

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11. Land affected by contamination - Implementation of Approved Remediation Scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

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.

Pre occupation condition(s):

12. Further details of Solar PV Panels before relevant element started

Detailed drawings at the scale of 1:25 scale 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.

a) Final details of the Solar PV Panels.

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

13. Further details of Pedestrian Access before relevant element started

Detailed drawings at the scale of 1:200 scale 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.

a) The Pedestrian Access

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

14. Landscaping Scheme

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.

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15. Landscape and Nature Conservation Management Plan

Prior to occupation a five year landscape and ecological management plan should be submitted to and approved in writing by the local planning authority. This should include consideration of features of interest, objectives, management prescriptions, a work schedule including a five year annual work plan, resourcing including a financial budget and monitoring.

Reason: To conserve and enhance the ecological and landscape features on the site.

16. SuDS

No development (excluding demolition) shall take place within a work phase agreed under condition 2, until a detailed design of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved development shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

17. Public Art

Prior to the commencement of the development hereby permitted, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme 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.

18. Travel Plans – Not submitted

No building or use hereby permitted shall be occupied 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.

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.

19. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on approved plans

No building or use hereby permitted shall be occupied 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

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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.

20. Completion of Vehicular Access – Shown on approved plans

No building or use hereby permitted shall be occupied until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

21. Completion of Pedestrians/Cyclists Access – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans (submitted in relation to condition 13) and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

22. Completion and Maintenance of Vehicular Servicing facilities – Shown on approved plans

No building or use hereby permitted shall be occupied 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.

23. 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.

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24. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 10 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 11, which is to be submitted to and be approved in writing by the Local Planning Authority.

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 in accordance with condition 12.

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.

Post occupation management:

25. BREEAM

The final Certificate 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 shall be supplied to the local planning authority within three months of occupation.

Reason: To ensure that the development achieves BREEAM rating level ('Very Good') 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.

26. 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.

27. 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.

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List of Approved Plans and Drawings

28. 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:

External lighting plan, URS-500-E-002, received 31 January 2015
 Drainage Strategy, SUA/480, received 31 January 2015
 Proposed detail elevation and section, JW-140, received 31 January 2015
 Proposed sections, JW-130, received 31 January 2015
 Proposed elevations – north and east, JW-122, received 31 January 2015
 Proposed elevations – south and west, JW-121, received 31 January 2015
 Proposed context elevations, JW-120, received 31 January 2015
 Proposed roof plan, JW-112, received 31 January 2015
 Proposed ground floor plan, JW-110, received 31 January 2015
 Proposed site layout plan, JW-100, received 31 January 2015
 Demolition elevations, JW-011, received 31 January 2015
 Existing context elevations, JW-010, received 31 January 2015
 Demolition site plan, JW-005, received 31 January 2015
 Existing site layout plan, JW-002, received 31 January 2015
 Existing site location plan, JW-001, received 31 January 2015
 Trees lost and retained, SW-201, received 6 March 2015
 Paving layout school entrance, HW-303, received 6 March 2015
 Edges and kerb layout, HW-302, received 6 March 2015
 Hardworks layout, HW-300, received 6 March 2015
 Boundary treatments, GA-108, received 6 March 2015
 General arrangement with levels (south site), GA-104, received 6 March 2015
 Furniture layout, GA-107, received 6 March 2015
 General arrangement (measurement of areas) GA-106, received 6 March 2015
 General arrangement with levels (north site) received 6 March 2015
 Landscape masterplan, Revision L, received 6 March 2015
 Pedestrian entrance, DTL-402, received 6 March 2015
 Planting plan, SW-203, received 6 March 2015
 Typical kerb, edge & step details, 401, received 6 March 2015
 Softworks layout, SW-202, received 6 March 2015
 Tree constraints plan, TCP-1, received 30 March 2015
 Tree protection plan, TPP-1, received 30 March 2015
 Tree planting plan & schedule, TPP-1, received 10 April 2015

Reason: For the avoidance of doubt.

Advices

1. Application is subject to the signed Memorandum of Understanding to secure the following works: improved crossing facilities at Westbury Road / Westbury Hill.
2. Advice from the City Council's Ecologist regarding bird and bat boxes:
 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.htm

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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.

3. Advice from the City Council's Ecologist regarding Swifts:

Internal nest trays or boxes are particularly recommended for swifts. Swift bricks are best provided in pairs or groups (e.g. at least two or three on a building, avoiding windows) at least one metre apart. This is because they are usually colonial nesters. Swift boxes/bricks are best located on north, north-east or east facing walls, at least 5 metres high, so that there is a clear distance (drop) below the swift boxes/bricks of 5 metres or more so that there is space for the swifts to easily fly in and out of the boxes. One of the best designs is those by Schwegler because they are very durable. See below for some websites with examples of swift boxes:

http://www.nhbs.com/schwegler_swift_box_16_tefno_173237.html

<http://swift-conservation.org/Shopping!.htm>

Further guidance is available at:

<http://www.swift-conservation.org/InternalNestTrays.htm>

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

4. Advice from the City Council's Ecologist regarding the provision of a living (green/brown) roof to provide habitat for wildlife.

Living roofs also contribute towards Sustainable Urban Drainage Systems (SuDS). The following guidance applies. The roof should be covered with local low-nutrient status aggregates (not topsoil) and no nutrients added. Ideally aggregates should be dominated by gravels with 10 - 20% of sands. On top of this there should be varying depths of sterilised sandy loam between 0 - 3 cm deep. An overall substrate depth of at least 10 cm of crushed demolition aggregate or pure crushed brick is desirable. The roof should include areas of bare ground and not be entirely seeded (to allow wild plants to colonise) and not employ Sedum (stonecrop) because this has limited benefits for wildlife. To benefit invertebrates the roof should include local substrates, stones, shingle and gravel with troughs and mounds, piles of pure sand 20 – 30 cm deep for solitary bees and wasps to nest in, small logs, coils of rope and log piles of dry dead wood to provide invertebrate niches (the use of egg-sized pebbles should be avoided because gulls and crows may pick the pebbles up and drop them). Deeper areas of substrate which are at least 20 cm deep are valuable to provide refuges for animals during dry spells. An area of wildflower meadow can also be seeded on the roof for pollinating insects. Please see www.livingroofs.org for further information and the following reference: English Nature (2006). Living roofs. ISBN 1 85716 934.4

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Application No. 15/00488/F and 15/00489/LA: St Ursulas Academy Brecon Road Bristol BS9 4DT

5. Advice from the City Council's Contaminated Land Officer:

The applicant is advised to undertake a Radon Risk Assessment as the site falls within a Radon Referral Area: www.ukradon.org

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RECOMMENDED **MINDED TO APPROVE** subject to referral to National Planning Casework Unit and following conditions below.

(A) That the application together with responses to the publicity and consultations, the committee report and members comments be referred to the Secretary of State.

(B) If the Secretary of State makes no comments within the 21 day period from receipt of notification then planning permission be granted subject to:

Time limit for commencement of development:

1. Listed Building Consent

The works hereby permitted shall begin before the expiration of three years from the date of this consent.

Reason: As required by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre commencement condition(s):

2. To secure the recording of the fabric of buildings of historic or architectural importance

No demolition of the 1925 Classroom and 1935 Gymnasium shall take place until the applicant/developer has recorded those parts of the building which are likely to be disturbed or concealed in the course of redevelopment or refurbishment. The recording to be carried out by an archaeologist or archaeological organisation approved by the Local Planning Authority.

Reason: To ensure that features of archaeological or architectural importance within a building are recorded before their destruction or concealment.

3. To secure the conduct of a watching brief during development groundworks

The applicant/developer shall ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the council.

Reason: To record remains of archaeological interest before destruction.

Development Control Committee B – 29 April 2015

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4. Further details of Pedestrian Access before relevant element started

Detailed drawings at the scale of 1:200 scale 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.

- a) The Pedestrian Access

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

Pre occupation condition(s):

5. Further details of Proposed Fencing before relevant element started

Detailed drawing of the Boundary treatments at the scale of 1:500 scale 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.

- a) The Proposed Fencing

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

List of Approved Plans and Drawings

6. 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:

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Hardworks layout, HW-300, received 6 March 2015
Boundary treatments, GA-108, received 6 March 2015
General arrangement with levels (south site), GA-104, received 6 March 2015

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Application No. 15/00488/F and 15/00489/LA: St Ursulas Academy Brecon Road Bristol BS9 4DT

Furniture layout, GA-107, received 6 March 2015
General arrangement (measurement of areas) GA-106, received 6 March 2015
General arrangement with levels (north site) received 6 March 2015
Landscape masterplan, Revision L, received 6 March 2015
Pedestrian entrance, DTL-402, received 6 March 2015
Planting plan, SW-203, received 6 March 2015
Typical kerb, edge & step details, 401, received 6 March 2015
Softworks layout, SW-202, received 6 March 2015
Tree constraints plan, TCP-1, received 30 March 2015
Tree protection plan, TPP-1, received 30 March 2015
Tree planting plan & schedule, TPP-1, received 10 April 2015

Reason: For the avoidance of doubt.

BACKGROUND PAPERS

Historic England	25 March 2015
Flood Risk Manager	13 March 2015
Conservation Section	7 April 2015
Landscape	18 March 2015
Urban Design	7 April 2015
City Centre Projects (Public Art)	17 April 2015
Air Quality	25 March 2015
Bristol Neighbourhood Planning Network	20 March 2015
Sport England	9 March 2015
Archaeology Team	26 March 2015



future growing garden location

existing hard courts

existing woodland glade

grass banks & seat steps

cycle parking

existing mini pitches

pedestrian path

existing sports pitch

pedestrian entrance

tennis court

tennis court

Proposed School Building

future orchard outdoor classroom

ramp

playground

terrace

cycle parking

recycling & refuse

disabled parking

loading bay

car parking

pedestrian entrance

new vehicle entrance

LANDSCAPE MASTERPLAN
St Ursula's E-ACT Academy
Revision L





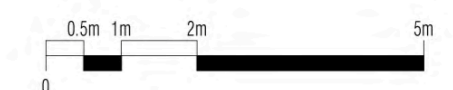
1 PROPOSED NORTH ELEVATION
JW-122 1:100

- ① Facing Brickwork
- ② Recessed Facing Brickwork Panel
- ③ Timber Rainscreen Cladding
- ④ PPC Aluminium Parapet Capping
- ⑤ PPC Aluminium Framed Window
- ⑥ PPC Aluminium Louvre Panel
- ⑦ PPC Aluminium Insulated Spandrel Panel
- ⑧ PPC Folded Aluminium Insulated Cill
- ⑨ External Building Mounted Lighting
- ⑩ Framed PPC Aluminium Fully Glazed Entrance Doors
- ⑪ Framed PPC Aluminium Solid Service Doors
- ⑫ Framed PPC Aluminium Fully Louvered Plant Doors
- ⑬ Framed PPC Aluminium Curtain Walling
- ⑭ Framed PPC Aluminium Curtain Walling Louvre Panel
- ⑮ Fully Insulated Curtain Wall System Rooflight
- ⑯ Framed PPC Aluminium Curtain Walling Fully Glazed Entrance Door
- ⑰ Framed PPC Aluminium Insulated Curtain Wall Spandrel Panel
- ⑱ Bespoke Backpainted Glass Logo Integral To Curtain Wall System: Public Art funded by Council
- ⑲ Roof Vent
- ⑳ Ventilation Louvre



2 PROPOSED EAST ELEVATION
JW-122 1:100

REVISION	DATE	PURPOSE	TW	LB
P01	13.01.15	DRAFT PLANNING		
			DRAWN BY	CHECKED



Project **ST URSULA'S E-ACT ACADEMY**
 Drawing Title **PROPOSED ELEVATIONS - NORTH AND EAST**

Document Ref. **JW-122**
 Date: **13/01/15**
 Scale: **1:100** Revision: **P01**

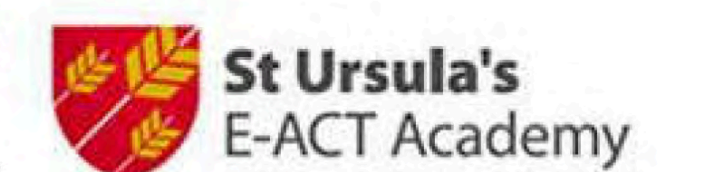
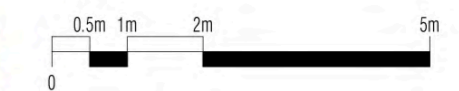


- ① Facing Brickwork
- ② Recessed Facing Brickwork Panel
- ③ Timber Rainscreen Cladding
- ④ PPC Aluminium Parapet Capping
- ⑤ PPC Aluminium Framed Window
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- ⑪ Framed PPC Aluminium Solid Service Doors
- ⑫ Framed PPC Aluminium Fully Covered Plant Doors
- ⑬ Framed PPC Aluminium Curtain Walling
- ⑭ Framed PPC Aluminium Curtain Walling Louvre Panel
- ⑮ Fully Insulated Curtain Wall System Rooflight
- ⑯ Framed PPC Aluminium Curtain Walling Fully Glazed Entrance Door
- ⑰ Framed PPC Aluminium Insulated Curtain Wall Spandrel Panel
- ⑱ Bespoke Backpainted Glass Logo Integral To Curtain Wall System: Public Art funded by Council
- ⑲ Roof Vent
- ⑳ Ventilation Louvre

1 PROPOSED SOUTH ELEVATION
JW-121 1:100



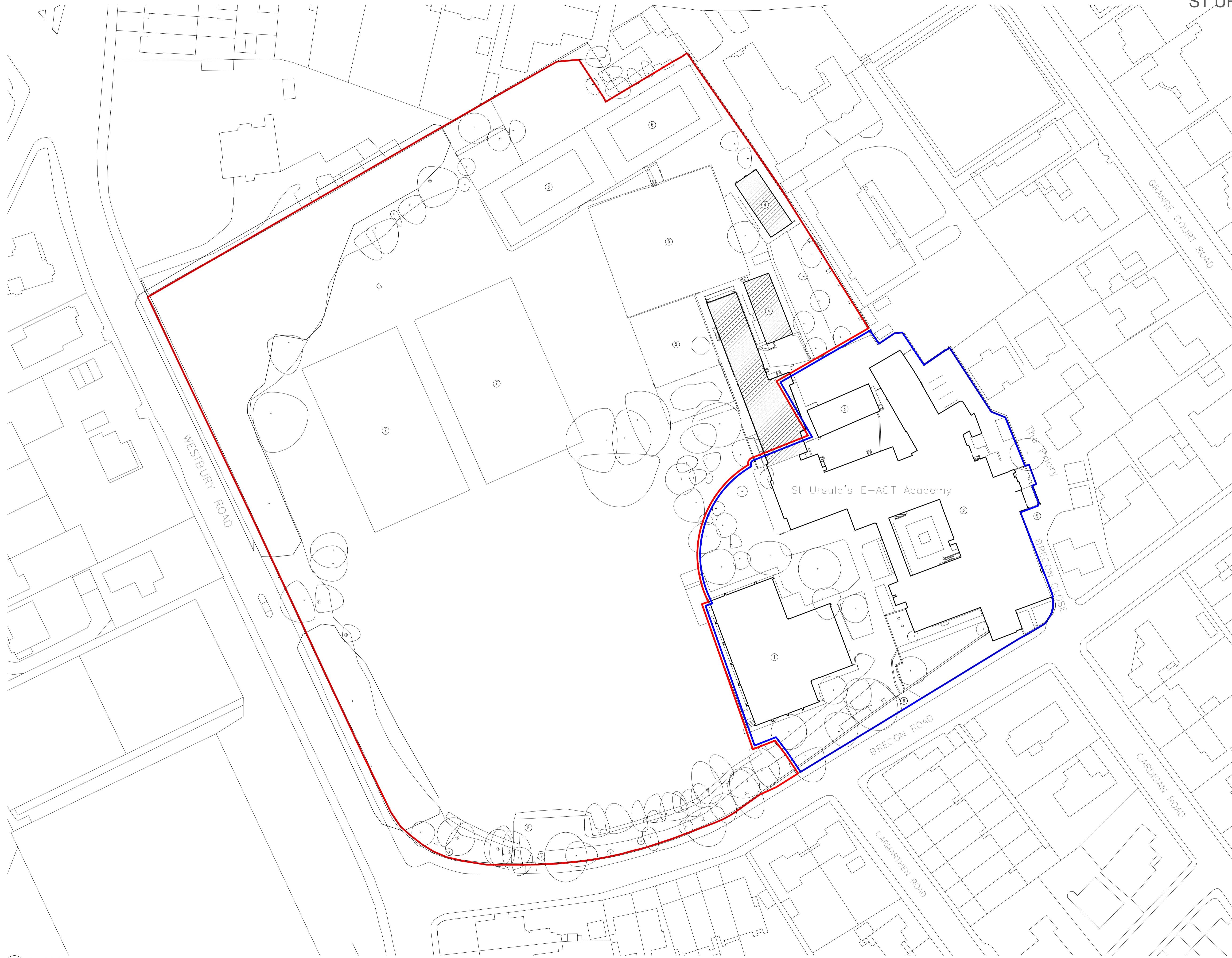
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P01	13.01.15	DRAFT PLANNING		



Project **ST URSULA'S E-ACT ACADEMY**
 Drawing Title **PROPOSED ELEVATIONS - SOUTH AND WEST**

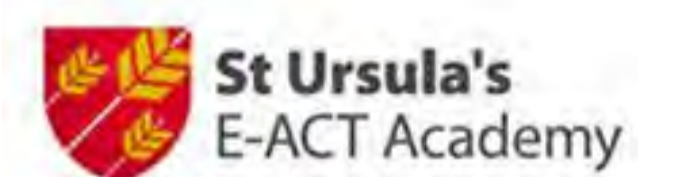
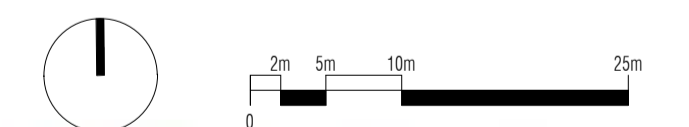
Document Ref. **JW-121**
 Date: **13/01/15**
 Scale: **1:100** Revision: **P01**

2 PROPOSED WEST ELEVATION
JW-121 1:100



- ① Sports Hall
- ② St Ursula's Academy
- ③ Classroom Block
- ④ Temporary Classroom Block
- ⑤ Hard Play Area
- ⑥ Tennis Courts
- ⑦ Sports Pitches
- ⑧ Academy Pedestrian Entrance
- ⑨ Academy Vehicular Entrance
- Area to be demolished

REVISION	DATE	PURPOSE	LB	JT
P01	13.01.15	DRAFT PLANNING		
			LB	JT
				CHECKED

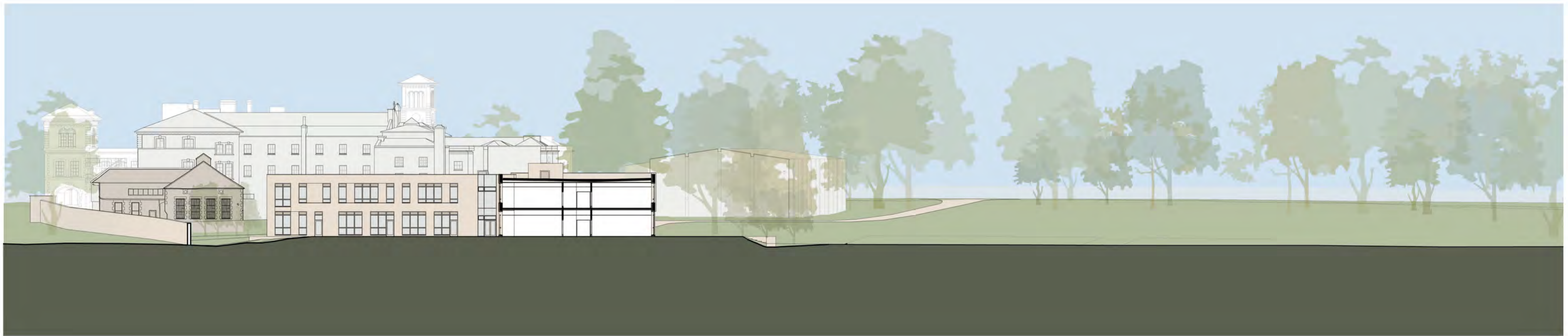


Project **ST URSULA'S E-ACT ACADEMY**
 Drawing Title **DEMOLITION SITE PLAN**

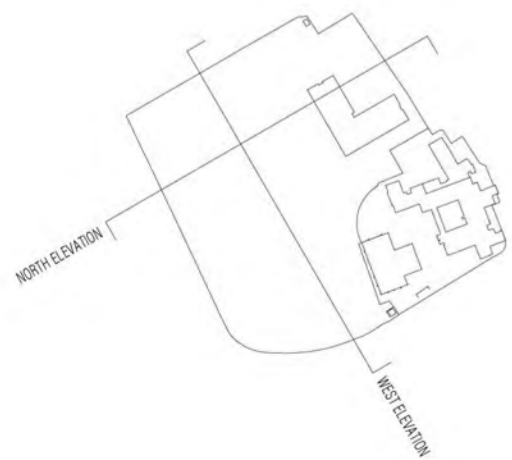
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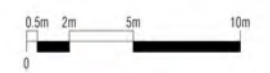
2 SITE SECTION - WEST ELEVATION
JW-120 1:250



1 PROPOSED SITE SECTION - NORTH ELEVATION
JW-120 1:250



REVISION	DATE	PURPOSE	DRAWN BY	CHECKED
P01	13/01/15	DRAFT PLANNING	TW	LB



Project **ST URSULA'S E-ACT ACADEMY**
Drawing Title **PROPOSED CONTEXT ELEVATIONS**

Document Ref. **JW-120**
Date. **13/01/15**
Scale. **1:250** Revision: **P01**