

WARD: Hillfields CONTACT OFFICER: Ron Moss

SITE ADDRESS: Land To Rear Of Honiton Road Abingdon Road Bristol

APPLICATION NO: 15/05169/F Full Planning

EXPIRY DATE: 26 January 2016

***New Junior School with associated access, parking and school grounds on recreation ground of Mayfield Park.***

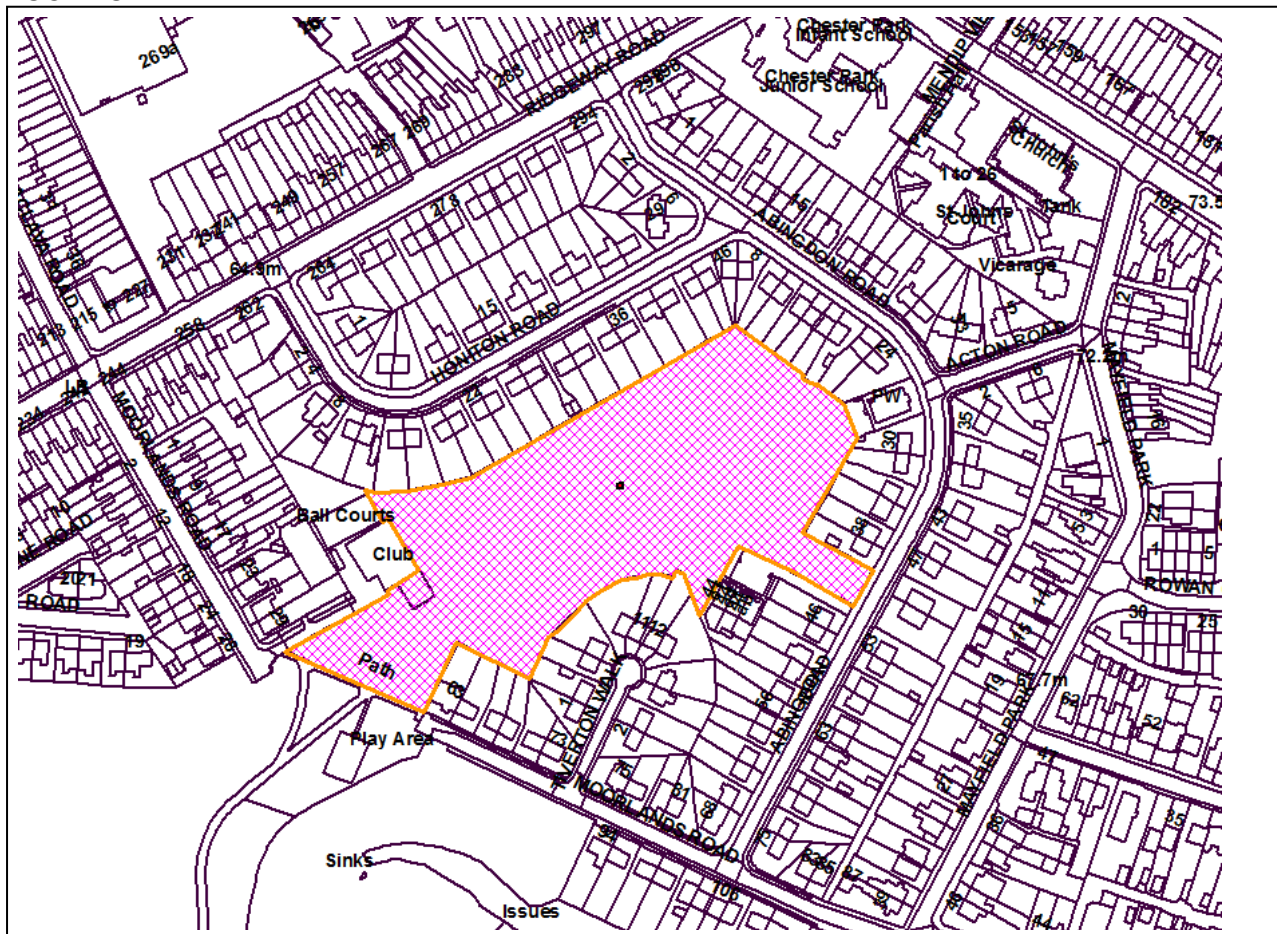
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Batterham Matthews Design  
1 Tollbridge Studios  
Tollbridge Road  
Bath  
BA1 7DE

APPLICANT: Bristol City Council  
BSF Team CYPS  
City Hall  
College Green  
Bristol  
BS1 5TR

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

LOCATION PLAN:



**Development Control Committee B – 16 March 2016****Application No. 15/05169/F: Land To Rear Of Honiton Road Abingdon Road Bristol****SUMMARY**

The application involves the construction of a new junior school on a recreation area to the east of the city. The site is allocated in the Bristol Local Plan (adopted 2014) (site ref:BSA0506) for a community use as a school.

The application is being reported to committee as a result of considerable concerns being raised by local residents, particularly in respect of the highway works that are necessary to achieve highway safety. There are also concerns with regard to the fact that open green space which is also contaminated land is being built on. Whilst the highways works will impact on the convenience of road users it is considered by officers that the works are necessary for the development and that provision of additional school places would outweigh their impact.

**SITE DESCRIPTION**

The application relates to a piece of land to the rear of houses on Abingdon Road, Honiton Road, Tiverton Walk and Moorlands Road. The site is currently grassed and is an informal recreation area used by local residents. It is a sloping site, which connects to a larger area of open space to the west which has a formally marked out playing pitch, this area is designated as Important Open Space. To the south west corner of the site is the Bristol 5 Centre. There are a number of mature trees to the boundary of the site although none of them have Tree Preservation Orders. To the south of the site, although not directly attached to it, is the Coombe Brook Nature Reserve which is Important Open Space and designated as a Site of Nature Conservation Interest (SNCI). A Public Right of Way which joins the two sections of Moorfield Road runs along the south west boundary of the site.

In terms of previous uses of the site prior to the construction of the houses it was used for agricultural purposes and then later used as allotments in the 20th century. A rubbish heap was located in the south west corner of the site between 1950 and 1972 after which the site was levelled and it was used as a recreation ground until the present day.

The site is allocated within the local plan for a community use it is not cover by any other designations. It is not within a conservation area and there are no listed buildings which would be affected by the development.

**RELEVANT PLANNING HISTORY**

There is no record of any previous planning applications for the site. Prior to the application being submitted two pre-applications were submitted and considered by the planning department. Through this process changes have been made to the proposals including changes to the design and layout. Significantly the proposals have changed from a four form to a three form entry.

**APPLICATION**

The application has been submitted to provide a new junior school for the local area which would be 3 form entry and have 360 pupils. The demand for school places in the areas surrounding the existing Chester Park Infants School and Chester Park Junior School has significantly increased in the last few years. The current schools are adjacent to each other on Lodge Causeway some 300m (walking distance) away. The Infant School is 2.5FE intake and the Junior School is 2 form intake. The outcome of the proposals is that the existing school sites will be combined to create a 3 form intake for the infant school and the new school will provide a 3 form intake for the Junior school.

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The site has been chosen as it was allocated as part of the site allocations with the Bristol Local Plan which was adopted in July 2014. The allocation of the site for the proposed purpose was the subject of public consultation and review.

The layout of the site has been partially determined by the site topography. The main school building would be located towards to north eastern corner of the site with the main entrance to the school being off Abingdon Road. The building itself would be predominantly two storey formed in an 'L-shape'. The building is of a contemporary design with mono-pitched roofs.

Within the building 6 class rooms are proposed on the ground floor with a double height hall and small hall. Other ancillary spaces include kitchens, toilets and offices. The first floor of the building would also accommodate 6 standard classrooms as well as rooms for food science and DT/Art. A staffroom, offices and plant area are also proposed on this floor. A lift is proposed for access between the floors. Areas of the school including the halls are proposed for 'out of hours' community use.

Externally the site will be laid out with formally areas for play on the flatter parts of the site including a hard play area to the west of the school building and a larger grassed playing pitch beyond that. The more sloped areas of the site will be used for 'soft play' and a large area of the site will be retained as grass.

A total of 18 parking spaces would be provided for cars as well as cycle storage.

The applications are supported by the following information:

Design and access statement;  
 Arboricultural Report;  
 BREEAM Assessment;  
 BRUNKL Output Document;  
 Energy Strategy;  
 Statement of Community Involvement;  
 Construction Management Statement;  
 Construction Traffic Statement  
 Site Waste Management Plan;  
 Ecological Report;  
 Proposed Ecological Method Statement  
 Environmental Noise Survey  
 Flood Risk Assessment;  
 Project Environmental Management Plan  
 Environmental Noise Survey Report  
 Site Investigation Reports (Land Contamination)  
 Transport Statement Including Travel Plan  
 Ventilation and Extraction Statement  
 Geo-Environmental Interpretative Report

**PRE APPLICATION COMMUNITY INVOLVEMENT**

A Statement of Community Involvement was submitted in support of the application. This highlights that 2 public consultations initially took place in December 2012 and February 2013. Due to changes to the project and the availability of this site public consultation was held on 25th June 2015. The local community were notified by letter of the proposals. There was also some involvement with the Neighbourhood Partnership. The statement includes a list of the attendees at the consultation event and provides the written comments submitted. Also provided is a table of information which details where concerns were raised by attendees of the event and how where possible the impacts have been mitigated.

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## RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by writing to neighbouring properties, with the erection of site notices around the site and by an advertisement in a local newspaper. As a result representations have been received from 86 individuals, including 82 objections, 1 supporting comment and 3 representations. Around 115 identical letters all with separate addresses were also received.

The objections received raised the following issues:

## Traffic and Highway Safety (see key issue I)

- o Pick up and drop off times will make traffic a nightmare
- o Increased congestion and traffic
- o Lack of parking in the local area
- o Roads are already at capacity
- o Existing problems with people parking on pavements which makes it difficult for wheelchair users and pushchairs
- o Local roads such as Abingdon Road already rat runs due to GBBN
- o Already traffic issues with Quran Academy, Balaclava Industrial Estate and the local nursery
- o Further strain on Lodge Causeway traffic
- o Concerns regarding introduction of one way system and impact on existing residents.
- o One way system may increase traffic speeds and lead to bottle necks
- o Increase air pollution
- o No changes should be made to the cycle path
- o Concerns for residents parking during the construction phase
- o Objection to turning area on nature reserve (officer comment- this is no longer part of the proposals)
- o Questions over accuracy and data in Transport Statement
- o Concerns over locations of speed tables and access to driveways
- o Evidence needed to demonstrate that Travel Plan imitative work
- o Vehicle deliveries cannot be achieved within school site
- o Road works not included as part of application

## Land Contamination/Drainage (see key issues E and M)

- Concerns for health of local residents if ground is disturbed as the site has been used for the dumping of waste products.
- Concern for health of future pupils due to toxins
- The ground is unstable, local reports of change to the topography overtime
- The remediation works will be very costly and seems wasteful
- Concern that arsenic contaminates the site
- Concerns regarding run off

## Neighbouring Amenity (see key issue H)

- Loss of privacy for properties on Abingdon Road
- Loss of outlook for properties on Abingdon Road
- Significant increase in noise pollution for those surrounding the site and some already disturbed by existing school. Particularly a concern for many local shift workers
- Loss of view for properties surrounding the site
- Buildings will dominate surrounding houses
- Community use will cause disruption outside school hours
- Reflection from PV panels
- Insufficient details of cycle stores
- Light Pollution in the area and disturbance in the evening due to lights in the car park
- Capping of soils will lead to changes in ground levels and further impact on neighbours

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## Community Impact

- Impact on Community Centre in particular with regards to the fencing to the side and rear of the building and access
- Loss of play area for teenagers.
- Loss of basketball area, this should be replaced

## Green Space and Nature Impacts (see key issue B, C and D)

- The boundary fence of the playground coming up to the boundary with the path of Moorlands Road will make the green space feel smaller
- Objection to the loss of trees on the site
- Damage to environment and loss of open space
- Wildlife onsite including herons, badgers and bats
- Loss of green space contradicts Bristol image as a Green Capital
- Lighting will have impact on bats
- Loss of peaceful open space for children to play and dog walkers
- Loss of access to site and routes for residents surrounding the site

## Other matters

- Drainage proposals do not include measures in accordance with latest CIRIA C753 manual
- Application has works outside the boundary which are still to be confirmed e.g. road works
- Concerns regarding fencing around the site and the gap between the school site and residents properties and antisocial behaviour
- Other brownfield sites are available and would be more suitable such as the Graphic Packaging site
- Moorfield Road needs to remain as a cul-de-sac and not be opened up as part of the development (Officer comment: this is not part of the application and there are no plans in place for these works).
- Consultation period not long enough
- The site is a current and not 'former' recreation ground
- Site sections not clear enough
- Query over appointment of Skanska to design the project and a lack of transparency, concerns regarding financial 'deals'
- Concerns that the development will be enlarged to accommodate 700 pupils (Case officer comment: the application for assessment is for 360 pupils and will be considered accordingly. Whilst a larger school was initially considered, this was not progressed due to highway concerns. If there were to be further development of the site further assessment of the suitability would need to be considered)
- The application falls short in terms of sustainability
- The design is poor

Comments have been made in respect of the appointment of Skanska. The contractors for any part of the works and anything to do with the tendering process is not a matter for consideration as part of a planning application and is outside of planning control.

The following objection has been made by Bristol Tree Forum: Trees to be removed include T17, 19 and 20 which are B grade trees. Policy BCS9 seeks retention of existing trees wherever possible and this should be reconsidered for all or some of T17, 19 and/or 20 please. They are being removed for a car park and with a more creative layout and appropriate surface some or all of them could be kept. The landscape strategy doesn't incorporate any new trees, which is not good.

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## CONSULTATION COMMENTS

**Bristol Urban Design Forum**

The Panel welcomed the objective of achieving a High level BREEAM score, but accepted due to the loss of green space score could go no higher than good. However wanted to ensure a highly efficient building.

In particular the panel wanted;

- 1) Elevation treatment seemed to reflect industrial typology rather than school, -particularly the facade facing the school. Should be more fun/less formal.
- 2) Entrance drive needs to recognise will be used mainly be pedestrians and its treatment needs to reflect his fact
- 3) The wildlife corridor adjacent to the site is of considerable significance and more trees should be retained
- 4) Treatment of external play spaces should be better considered with clear identification of play use and wider function
- 5) A robust planting scheme to be developed for the whole site

**Transport Development Management** has commented as follows:-

Confirmation of additional measure of road humps / build out at Ridgeway Road

The applicants have revised their plans to show this which should be an approved document. This is agreed in principle but will be subject to some design tweaks to ensure its constructability.

The highway works will be undertaken by the Traffic and Highways Team within Bristol City Council, as has been the case with recent other primary school expansions. These works would be secured through a Memorandum of Understanding.

Confirmation of contribution for Lodge Causeway / Ridgeway Road junction

This has been agreed by the applicants in an email dated 16 February 2016. This contribution can be secured within the Memorandum of Undertaking.

Confirmation of agreement of walking bus / staggered school opening times

This will be considered within the School Travel Plan, the final version of which will be conditioned. Officers are satisfied that the quality of the existing Travel Plan is sufficient to ensure that the further requirements can be addressed through a condition, allowing further negotiations to be had with the school regarding operational matters.

The standard Travel Plan pre-occupation condition is required

Scooter parking has been shown on revised plans and is satisfactory

Construction Management Plan

Notwithstanding the fact that construction is not a planning matter, officers have asked for a construction management plan to be submitted to ensure that construction vehicle movement is considered throughout the life of the build.

The submitted Construction Traffic Statement is satisfactory and has been prepared in collaboration with Highways Network Management. Concerns about daytime parking are fully appreciated. However, not installing adequate restrictions to allow construction traffic will increase the length of time for the build, and may result in damage to parked cars.

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**The Coal Authority** has commented as follows:-

The Coal Authority considers that the information submitted in support of this planning application is broadly sufficient for the purposes of the planning system and meets the requirements of the NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development.

The Coal Authority would expect the proposed building to be carried out in accordance with the proposed foundation design as detailed in Section 9.4 of the Site Investigation Interpretative Report (July 2015, prepared by CJ Associates Geotechnical Limited). It will be for the subsequent Building Regulations process to ensure that these recommended remedial measures are incorporated to ensure the safety and stability of the development.

The Coal Authority therefore has no objection to this application on the basis of the information submitted.

**Air Quality** has commented as follows:-

I don't have any air quality concerns with regards to the increase in traffic movements, however, I've not been able to find out if there are plans for a large CHP or biomass boiler at all at the site. Depending on the size of the CHP, an air quality assessment may be needed. For biomass, we would normally ask for some kind of assessment, even if it is just a basic screening.

Usually the details with regards to CHP/biomass are contained within a sustainability statement/energy statement, however, it doesn't appear that these have been submitted as part of this application.

**Environment Agency (Sustainable Places)** has commented as follows:-

The proposed development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice.

Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework.

Full comments found on file

**Archaeology Team** has commented as follows:-

The desk-based archaeological assessment supplied with this application suggests that the site had been in agricultural use for a considerable period. In addition there is evidence that the southern part of the site had been raised with dumped materials, probably in recent times. A watercourse runs through the site, presumably now culverted. This agrees with cartographic evidence which does not indicate any settlement of the site. The archaeological potential would therefore appear to be low and no archaeological work will therefore be required.

**Contaminated Land Environmental Protection** has commented as follows:-

Groundwater: Following on from the Environment Agency's comments I have now reviewed the information with respect to the groundwater at the site. The report has identified groundwater between 0.53 - 2.27m - this is presumed to be some form of perched groundwater rather than the natural water level. No exceedances of the EQS/DWS was found when the water sampled.

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## Remediation Scheme:

The main area will be subject to soil treatment on site which we have no objection to.

There has been further delineation of the site conditions along the boundary edges following discussions between various departments as remediation around trees can prove difficult (in terms of maintain the tree's health). We have agreed a scheme of planting and fencing that will limit access to the edges (where contaminants were a lot lower anyway).

Ideally we would like the geotextile/warning layer to remain on site so that in the event of future groundworks the workers are aware the land underneath has not been remediated.

## Objections

A number of objections to the proposed scheme have been raised. To summarise our response is that by the development occurring the land is going to be remediated and be suitable for the proposed end use therefore by the development occurring the land quality will be improved. A construction environmental management plan is going to be requested which should mitigate risks from dusts arising from the development.

Overall we recommend the B13 and C1 conditions are applied to any future planning consents

**Pollution Control** has commented as follows:-

An acoustic report has been submitted with the application however this only deals with the internal noise levels for teaching within the classrooms and the potential for noise nuisance from external plant and equipment. No assessment has been made of noise from children in the outdoor areas of the school (particularly as this is surrounded with residential properties). Noise from children in outdoor play areas, particularly at break times, can give rise to significant noise levels and has led to complaints at other school sites. There is also unlikely to be any suitable mitigation measures that can effectively reduce this type of noise. No assessment has also been made of noise from children and vehicles arriving/leaving the school and the nearby area.

I also have concerns regarding noise from construction works, noise from construction vehicles and the potential for dust and mud on roads for construction activities. Whilst this is covered in the Construction Management Statement does state that 'A method statement will be produced outlining the measures that will be put in place to control construction noise and vibration'.

Whilst the Construction Management Statement states that 'deliveries will be restricted during the peak school traffic times where ever possible; During the times of 8:30 - 9:15 and 14:45 -15:30'. I would also like confirmation that all deliveries, or removals from the site will be carried out within the specified working hours.

Without prejudice to the above if permission is granted then I would ask for the following conditions:

Commencement Conditions recommended relating to noise from development assessment, outdoor area management plan, details of ventilation/extraction, construction method statement, noise from plant restricted, external lighting, recycling facilities, deliveries and hours of use.

**Nature Conservation Officer** has commented as follows:-

1. Landscape and ecology management/biodiversity action plan document. Management regime for existing woodland and the associated management schedule - the deadwood piles will also provide refuges for small animals including common toads, a priority species which migrate through this site. The provision and maintenance of bird and bat boxes (self-cleaning bat



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boxes are preferred) and ideally insect hotels should also be referred to in the management schedules.

2. The proposed landscape strategy document refers to the possible planting of Cotoneaster. There are five species of Cotoneaster which should not be planted. These five Cotoneaster species are listed in Schedule 9, Part 2 of the Wildlife and Countryside Act 1981, as updated in 2010. The scheduled species are *C. horizontalis*, *C. integrifolius*, *C. simonsii*, *C. bullatus* and *C. microphyllus*. 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. These plants tend to be very invasive of semi-natural habitats.

**Natural England** has commented as follows:-

Natural England has no comments to make on this application.

**Arboricultural Team** has commented as follows:-

The protective measures outlined in the arboricultural report for the boundary trees is good. The main area of development is adjacent to the current access point from Abingdon Road. There are a number of trees to be removed in this location all of which are of limited value during the development process. However there are 2 retained trees in this area T16 & T18 to provide a screen between the proposed development and the neighbouring properties to the south east with car parking bays to the north west.

Trees 16 & 18

Due to the location of the proposed car parking bays adjacent to the trees a percentage of the root protection area (RPA) is proposed to be lost to allow the installation of the access road. The arboricultural report states that this is an acceptable loss to the trees. BS5837 provides guidance regarding incursion into the root protection area that should be addressed.

Tree Replacement

7 trees have been identified for removal prior to development. BTRS calculations have been provided within the arboricultural report. This states that a landscape scheme will be submitted to accompany the planning application to mitigate the 14 replacement trees required. This does not appear within the planning application. A robust and well planned landscape and tree planting plan needs to be submitted. I would like to see updated proposals which incorporate tree planting and green infrastructure into the scheme.

We require:

Clarification of the points raised regarding the percentage of root loss of T16 & T18 due to the proposed car park and a method statement to mitigate any potential damage to the rooting area during and following the completion of the development. A good quality landscape and tree planting plan. Plan to show planting locations, Species, Size. Tree pit design and type of soil used to fill the planting pits. This is to demonstrate that trees will be planted in a rooting environment that will sustain strong and healthy growth

**Sport England** has commented as follows:-

It is considered that the proposed development does not fit the circumstances described in any of the exceptions set out in Sport England's Planning Policy Statement or the three bullet points contained in paragraph 74 of the National Planning Policy Framework. Consequently, Sport England would normally wish to raise an objection.

However, Sport England is aware that the site has been allocated for development in the Bristol Local Plan Site Allocations and Development Management Policies, adopted in July 2014 (Policy SA1). The site is specifically allocated (BSA0506) for use as a school. This is shown on the Policies Map 22 with further information set out in an Annex to the Plan.

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Therefore, Sport England acknowledges that (i) the principle of development on the site for a school is established and (ii) there is no policy requirement for replacement provision of the playing field that would be lost.

Sport England has not published guidance of its own on the specific amount of playing fields required to meet the needs of schools. However, it is aware that the Department for Education has issued guidance in various building bulletins. Sport England understands that Building Bulletin 103 is likely to be the most relevant in this particular case.

Sport England is keen to encourage the opening up of school sports facilities to the wider community for use outside of normal school hours. Guidance on this matter, including a template community use agreement/scheme, is available at:

<http://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/community-use-agreements/>.

**Conclusion**

Recognising that the site is specifically allocated for this development in the adopted local plan, Sport England raises no objection in response to consultation on this application.

**Flood Risk Manager** has commented as follows:-

Initially a number of queries in respect of SUDS and drainage issues, particularly with regard to contamination. Further information and plans submitted to address these issues. Condition recommended in respect of SUDS.

**Avon Fire & Rescue Service** has commented as follows:-

The additional development will require additional hydrants to be installed and appropriately-sized water mains to be provided for firefighting purposes. This additional infrastructure is required as a direct result of the developments and so the costs will need to be borne by developers either themselves fitting suitable mains and fire hydrants or through developer contributions. AFRS has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1500 per hydrant.

**Transport Development Management** has commented as follows:-

The provision of the school is acceptable in principle subject to highway measures to mitigate potential conflicts. Some alterations to the highway proposals are required.

These measures should include a contribution towards a scheme of works at the junction of Lodge Causeway with Ridgeway Road, and traffic calming and one way system in Honiton Road and Abingdon Road.

Travel Planning will also be necessary to reduce the number of car users and bring the school back into line with its previous travel patterns.

**Urban Design** has commented as follows:-

Original comments

Layout and External Spaces

A secondary access from Mooreland Road would be beneficial

Boundary treatment for site needs to be clarified

Primary access is in logical position, however consideration needs to be given to location of entrance gate and design and extent of shared surface

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Cycle parking could be better located

Building might be better set back a couple of metres to allow rationalisation of space

**Elevations**

Solar panels should be integrated into roof, not set on it

Need to be doors from halls and windows opening on to space

North west - This elevation needs more opening and fenestration

South west elevation - Need to shelter doors and make deck areas

Need to widen roof over entrance area from hard play to corridor

**Revised Comments**

Number of modifications have been made to the design of the following the BUDF engagement and meeting with the architects. The current design addresses majority of concerns that were raised as part of the earlier comments. Conditions recommended in respect of Landscaping, building design details, public art works.

**RELEVANT POLICIES****National Planning Policy Framework – March 2012****Bristol Core Strategy (Adopted June 2011)**

BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS16	Flood Risk and Water Management
BCS21	Quality Urban Design
BCS23	Pollution
BCS9	Green Infrastructure
BCS10	Transport and Access Improvements
BCS11	Infrastructure and Developer Contributions

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

DM1	Presumption in favour of sustainable development
DM5	Protection of community facilities
DM15	Green infrastructure provision
DM16	Open space for recreation
DM17	Development involving existing green infrastructure
DM19	Development and nature conservation
DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM28	Public realm
DM29	Design of new buildings
DM32	Recycling and refuse provision in new development
DM33	Pollution control, air quality and water quality
DM34	Contaminated land
DM35	Noise mitigation
DM37	Unstable land

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## KEY ISSUES

## (A) PRINCIPLE OF DEVELOPMENT

Bristol City Council has a statutory duty to ensure that there are suitable and sufficient school places to meet the demand in the area of its responsibility. This site is allocated within the Local Plan for community use and specifically a school. The site allocation process considers the availability and suitability of other sites in the area and it is through this process that this particular site has been selected. The fact that this is an allocated site makes the development acceptable in principle in policy terms. Policy BCS9 refers to open spaces. The policy states that open spaces which are important for recreation, leisure and community use should be protected, however, it also states that some may be released for appropriate development where there is no longer important for recreation, leisure, and community use, townscape and landscape quality and visual amenity. In this instance the provision of the required new school has been considered to override the importance of the open space as part of the site allocations process. Whilst local residents have raised concerns in respect of the loss of an open green field site this issue would have been considered at the site allocation stage and therefore is not a matter for principle consideration here. The layout of the site, design and impact on neighbouring residents and road network are for consideration here and will be reviewed in detail below.

## (B) LOSS OF AN AREA OF RECREATION/OPEN SPACE

The site is an area of existing recreation space, but does not have a clear recreational use unlike the rest of the site to the south west. The development of the site would introduce a significant change to the appearance of the site with the addition of the school and the associated parking and ancillary play areas. However, large areas of the site would remain grass for both formal and informal use. The school ground and much of the site would still be used for recreational open space, albeit it would not be regularly open to the public.

However, ultimately the proposal will reduce the amount of open space that is available for use by the public from the current position and whilst it is understandable that this is objected to by the local people there is still a significant area of open space available for use by the local people in the very near vicinity. In considering the allocation of the site for a school this would have been taken into consideration. The need for the new school and the loss of the open space would have been considered at the site allocation stage with the need for the school being the greater. Whilst there will be some loss of open space this has to be balanced against the benefits of providing much needed primary school places. The proposal will result in improvements to the appearance of the site, and it is considered that any impact on wildlife or trees can be adequately mitigated. As a result it is considered that the proposal would be the least harmful way of providing the additional pupil places in respect of impact on open space, and taking into account the proposed site allocation it is considered that the proposal is justified in this regard.

Sport England have commented on the application and not raised any objection to the loss of the recreational open space on the basis that it is an allocated site.

## (C) NATURE CONSERVATION/ECOLOGY

There are several issues to consider in respect of the nature conservation value of the site. The site itself not a designated site in respect wildlife although there are a number of trees on the site. The site is also close to a Site of Nature Conservation Interest (SNCI)

Policy DM19 relates to development and nature conservation and requires development which would be likely to have any impact upon habitat, species or features which contribute to nature conservation to be informed by an appropriate survey and assessment of the impacts, be designed to avoid harm to identified habitats and take opportunities to connect any identified on-site habitats. Where there is

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loss of nature conservation value mitigation is required. Sites of nature conservation value needs to be considered and there should not be a harmful impact on SNCI.

The application has been submitted with an Ecological report, Ecological Method Statements (relating to vegetation clearance, protection for breeding birds and amphibian fence installation) Landscape and Ecology Management/Biodiversity Action Plan. The site has been identified in the Ecological report as being predominately mown grass with some trees and shrubs around the site. A small area distinctive of grassland is identified to the southwest side of the site.

Invertebrates and birds were identified on the site however there was no evidence of protected species or their habitats. It was also indicated that the grasslands were mown too frequently to provide potential habitat for slow worms or other reptiles.

The site is considered to be of minimal nature conservation value as they are common and widespread. The trees on the site collectively are considered of low value in the context of the local area from a nature conservation perspective.

Common toads and hedgehogs which are BAP (Bristol Biodiversity Action Plans) priority species have recorded in the wider area however the site does not offer a suitable breeding habitat for either.

Overall it is considered that the site is of low ecological value and there would be very few potential impacts associated with the development of the site. The site is however part of a network of open spaces although the contribution this site makes is considered to be limited due to the inhospitable nature of the habitats on the site. The trees and shrubs are identified as the only parts making any real contribution. The site does not act as a buffer zone to the Clay Bottom and Coombe Brook Valley SNCI and the development is not considered to have an impact on it.

A number of mitigation measures are proposed as part of the development and these include the retention of most of the existing tall grassland and scrub vegetation to the boundaries of the site and a method statement has been submitted in respect of the clearing of any vegetation. Protection measures for amphibians are also proposed. Wildflower meadows are also proposed to enhance the site's biodiversity. The retention of the grasslands to the boundary of the site will retain a wildlife corridor. There is also a Landscape and Ecology Management/Biodiversity Action Plan that can be conditioned as part of this consent.

Bat and bird boxes are proposed as well as deadwood piles to provide refuse for small animals including toads.

Japanese knotweed has been found on the site and a suitable method statement has been provided.

The Council's Nature Conservation Officer has reviewed the proposals and the submitted information and is satisfied that the works and the mitigation methods are suitable.

A light spill diagram has been submitted with the application and indicates that the light spill will not reach far beyond the site. Conditions can be attached in respect of the lighting.

The proposed scheme is considered to have an acceptable impact on the ecology of the site which in itself is considered to be of low value. Suitable mitigation and enhancement measures are proposed and where necessary will be conditioned.

**(D) TREES**

In respect of trees that application was submitted with an arboricultural report and a subsequent addendum. The Council's Arboricultural Officer has reviewed the information provided and is generally satisfied. Further clarification was sought in respect of the trees adjacent to the new parking area and

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this was provided to explain how the trees would be retained. There are a number of trees surrounding the boundary of the site. Seven trees are proposed to be removed as part of the development proposals. The decision to remove specimens has primarily been taken due to the trees low value in terms of arboricultural, landscape or amenity terms. Of the trees to be removed five of these within a cluster of existing trees to the east of the site are required to be removed to facilitate the parking on the site and are close to the location of the proposed building. Of these trees one is of poor quality, one low quality and three are of moderate quality. The other two trees are on the south west boundary of the site adjacent to the footpath and are low quality trees. Policy DM17 relates to the loss of trees as a result of development and it states that where tree loss or damage is essential replacement trees of an appropriate species should be provided. Accordingly a total of 14 new trees are proposed across the site. There are 9 trees proposed adjacent to the school entrance, three to the east side of the site, adjacent to the boundary with the Quran Centre and 2 two the north east boundary of the site.

Where possible trees have been retained as screening to the site and some of the replacement trees are proposed in a similar location to where trees have been removed to facilitate the development. Whilst the loss of trees is regrettable the specific trees to be lost has been carefully considered and kept to a minimal level. The replacement trees are considered to be adequate mitigation.

Tree protection measures have been proposed during the construction works and will be conditioned.

**(E) LAND CONTAMINATION**

Policy BSC23 of the Core Strategy states that development should be sited and designed as to avoid adversely impacting or creating exposure to contaminated land and the quality of underground surface water bodies.

There are a number of issues with the site in respect of land contamination and concerns have been raised by local residents. The south west corner of the site was used as a rubbish heap between 1950 and 1972. The applicant has been in consultation with the Council's Land Contamination Officer at the pre-application stage and during this application process to try to resolve any issues in relation to the contamination of the site. The application has been submitted with a number of investigation reports in respect of land contamination and these include the following: Site Investigation Factual Report, Site Investigation Interpretative Report and a Site Investigation and Contaminated Land Assessment. All the information has been reviewed and where necessary amendments have been made to the drawings and additional information provided. Overall there is no objection to the development from the Land Contamination Team subject to conditions.

The main area of the site will be subject to soil treatment on site which the Land Contamination Team has no objection to. There has been further delineation of the site conditions along the boundary edges following discussions between various departments as remediation around trees can prove difficult (in terms of maintain the tree's health). A scheme of planting and fencing that will limit access to the edges (where contaminants were a lot lower).

In response to the objections raised the land is going to be remediated and be suitable for the proposed end use therefore by the land quality will be improved. A construction environmental management plan is going to be requested which should mitigate risks from dusts arising from the development.

Conditions will be attached to ensure that the works is carried out in accordance with the approved remediation scheme and that further works will be required if any unexpected contamination is discovered during the works.

The Environment Agency have in their comments make a number of recommendations in respect of developers dealing with contaminated land and these will be added as advices.

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The coal mining records show the site to be within the likely zone of influence from working in 9 seams of coal 280m to 920m in depth and was last worked in 1935. Any ground movement from these coal workings should have stopped by now. The site is within an area defined as a Development High Risk Area by the Coal Authority. The Coal Authority notes the submitted Site Investigation Factual Report and the accompanying Site Investigation Interpretative Report (July 2015, both prepared by CJ Associates Geotechnical Limited), both of which confirm the undertaking of an intrusive site investigation to confirm ground conditions in relation to potential shallow coal mine workings. The site investigation comprised of 3 rotary boreholes within the footprint of the proposed building and evidence of shallow mining was encountered as a result. Accordingly, and due to the relatively shallow depth at which the workings were encountered, Section 9.4 of the Interpretative Report proposes a piled foundation solution to mitigate against the possibility of instability. The Coal Authority considers that the information submitted in support of this planning application is broadly sufficient for the purposes of the planning system and meets the requirements of the NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development.

The Coal Authority would expect the proposed building to be carried out in accordance with the proposed foundation design as detailed in Section 9.4 of the Site Investigation Interpretative Report (July 2015, prepared by CJ Associates Geotechnical Limited). It will be for the subsequent Building Regulations process to ensure that these recommended remedial measures are incorporated to ensure the safety and stability of the development. The foundation works will be conditioned as part of this consent.

**(G) DESIGN AND LAYOUT**

The main criteria for assessing the proposal in respect of the impact on the character of the area are the policies in the Built Environment chapter of the local plan and policy BCS21 of the Core Strategy and the design policies (DM26-32) in the Local Plan. These require developments to be of high quality design which contribute to an area's character and identity, and respond positively to the local context.

As the site is currently not developed any construction on the site will have a significant impact on the character of the area. The south western end of the site remains open as green space and the playing field.

The entrance to the new school off Abingdon Road will have an open feel to it and has been redesigned as a shared surface where pedestrians have priority rather than cars. A row of trees are proposed to segregate the access from the adjacent Abingdon Road access road. The existing trees to be retained to the right of the entrance – will also help to soften the appearance of the development when viewed from the road.

The building location within the site is considered to be suitable based on the site constraints and the available access. From a design perspective it was important that the building was visible from the access point to 'draw' people into the site. It also makes logistic sense to have the building closest to the entrance rather than having pupils and visitors walk across the whole site to get to the building.

The scale of the building is appropriate to the residential context being only two storeys. The design of the proposed building is contemporary and of a completely different style to the surrounding buildings, however, given its civic function this is an appropriate response. The design of the building itself is somewhat functional and whilst there are no specific objections to that it does appear that an opportunity to provide something a bit more interesting/exciting may have been missed.

The application was considered by the Bristol Urban Design Forum and there were concerns that the building had more of an administrative appearance rather than a school and amendments were made

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to seek to address this. It has been agreed with the architect that further visual interest will be added to the front of the site to make it appear more 'school like' as per BUDF request with the utilization of public art, a strategy for which will be conditioned. Other suggestions were made in respect of green roofs, a swale being introduced however these were not taken up by the applicant.

The Urban Design Officers comment on the application is that a number of modifications have been made to the design following the BUDF engagement and meeting with the architects. The current design addresses the majority of concerns that were raised as part of the earlier comments. Overall the scheme is considered to be acceptable subject to a number of conditions. The conditions proposed relate to landscaping including boundary details/fencing and samples of materials for the hard landscaping. Large scale details of the solar panels are also required and other large scale design details as well as materials.

The redevelopment of the site will also include landscaping proposals which include the planting of replacement trees, tall grass land and a wild flower meadow. Some of these areas of planting are proposed in order to provide wildlife corridors and in respect of the remediation for the ground contamination measures. However, they also help to soften the edges of the site. The proposals originally included a boundary fence which in places was set some distance from the adjacent boundaries and trees this created some fenced off areas which created some inaccessible spaces with no identified purpose. The reason for this was to protect the trees and the remediated contaminated area. The proposals have been revised so that around most of the site the boundary will be as close as possible to the neighbouring properties. There will be a small gap around the edge of the Bristol 5 Centre so that an access from their fire escape remains. It is unfortunate that a significant fence is required for security purposes adjacent to the public footpath which runs along the south west boundary of the site. This fence will need to be of a type that allows open views to be retained across the site and to be good quality due its prominent position.

Developments of this type are expected to provide an element of public art and public art strategy will be conditioned as part of this consent.

Overall, therefore, it is considered that the proposals are acceptable and are in accordance with the relevant policies.

**(H) RESIDENTIAL AMENITY**

Policy BCS21 of the Core Strategy, as well as requiring development deliver a high quality urban design, also requires that the development safeguard the amenities of existing development.

There are residential properties surrounding the site on all sides. These properties currently enjoy an open outlook across the site which will clearly be altered by the proposals. The loss of a view is not a planning consideration and as such the application cannot be rejected on this basis. The properties to the south western end of the site will retain an open vista across the proposed playing pitch and there is no flood lighting to be provided.

The building itself is located to the rear of properties on Honiton Road, Abingdon Road and Tiverton Walk. At the closest point the building would be around 13 metres from the boundary with any adjacent property and over 20 metres from any house. The distances involved and the relative orientations result in a situation where it is not considered that any individual property would be significantly adversely affected by the massing of the building. There would be windows in the building which would face towards neighbouring gardens however given the distances and the proposed use no harmful loss of privacy would result.

The redevelopment of the site will involve re-levelling and there will be changes to some of the ground levels which will involve some of the land being raised. However, the implications of this are not considered to result in any significant harmful impact on the surrounding properties.



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As well as the building itself there are other ancillary structures associated with the development such as the store for the sprinkler system, bin store and cycle store. At the application stage no elevations of the cycle store has been provided however it is likely to be of standard construction and the details will be conditioned. Such structures are only single storey and the structure is placed off the boundary.

One concern has been raised in respect of glare from solar panels and whilst this is a possibility the impact of this is fairly limited.

Lighting is another issue that has been raised by the neighbouring properties. Obviously given the site currently has no light sources there will be a noticeable increase in the light levels from the site. The application has been submitted with a lighting diagram which shows the light spill and being fairly localised and not of a degree which would cause significant disturbance in the night time.

An acoustic report has been submitted with the application however this only deals with the internal noise levels for teaching within the classrooms and the potential for noise nuisance from external plant and equipment. No assessment has been made of noise from children in the outdoor areas of the school. Noise from children in outdoor play areas, particularly at break times, can give rise to significant noise levels and has led to complaints at other school sites. However, there is also unlikely to be any suitable mitigation measures that can effectively reduce this type of noise. The site has been allocated for a school use and as such the noise would always be an issue when the site is developed. The main issues with the noise will be from the play areas which as much as possible have been placed at the centre of the site rather than directly adjacent to neighbouring boundaries. The main noise impacts would be during the schools break/lunchtime and not throughout the whole day. There would generally be no significant increase in noise during the more sensitive evenings and weekend times due to the nature of the use. A community use element is proposed which could lead to activities out of school hours, conditions will be attached in respect of a management plan for the out of hours use.

Concerns have also been raised regarding noise from construction works, noise from construction vehicles and the potential for dust and mud on roads for construction activities. This will be covered by a construction management plan condition on any approval.

Another issue raised by some local residents is the loss of direct access onto the site. This is not a planning matter for consideration and there has been no indication that any formal rights exist. Any such rights would be a civil matter for the land owner.

**(I) TRANSPORT AND MOVEMENT ISSUES**

The NPPF and policy DM 23 of the Site Allocations and Development Management Policies emphasise that development would be expected to provide safe and adequate access for all sections of the community, transport improvements where necessary, and should be supported by travel plans.

Schools can cause concerns on highway grounds because they often generate high volumes of traffic over relatively short periods of time. However, for much of the day the impacts tend to be minimal.

The provision of the school on the site is acceptable in principle subject to highway measures to mitigate potential conflicts. Concerns have been raised by local residents in respect of the transport issues and parking. As the site is allocated the principle is accepted and therefore part of this application has been to try to find the best workable solution to allow the school to function within this location. There have been a number of alterations to the proposals from the pre-application stage and during the application process. There had been plans for the site to accommodate an 840 place primary school but this was discounted due to highway concerns.

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The Transport Development Management Team has considered the proposals alongside the infant school to form a more complete picture.

In respect of local conditions accessibility to the site is relatively good, there is a good network of streets which allow access from a number of different directions. There are links to the local cycling network. It is also in a reasonable location in respect of bus services which would be useful for staff.

Abingdon Road is fairly narrow, resulting in some footway parking, which is not conducive to a good walking environment. Conflicts can arise when oncoming vehicles approach each other, but this is not regular and does not currently create a significant road safety concern, as there are several passing spaces available where parking does not take place. A large number of houses have off-street parking within their frontages which reduce on-street parking.

Footpaths are available for use along both sides of the roads directly around the school sites.

The applicants have undertaken an analysis of accidents. Of the eight nearest the site in question, 5 occurred at the junction of Lodge Road with Ridgeway Road and Goodneston Road. An increase in movements - vehicular, pedestrian and cycling - associated with this site and the other development sites in the area will further exacerbate this. Measures to improve the junction are sought. A contribution towards a scheme at this junction will be sought from this development.

Of the remaining three none of these indicate a pattern which would need to be addressed by the application. However it is essential to ensure that any future accidents may be prevented by providing an adequate scheme of measures to mitigate any conflict and promote safer and more active travel.

Abingdon Road, Honiton Road and other local streets currently take some school traffic and parking at peak times. These roads take some traffic from local neighbouring streets.

Regarding trip generation the overall addition of pupils in the area will be an additional 45 at the Infants School (0.5FE), and a 120 pupils (full 1 FE) for the Junior School. This is a total of 165 additional pupils associated with both schools.

Surveys undertaken in June 2015 (figures within submitted School Travel Plan) by the applicants have identified that currently 37% of pupils are driven to school along with an additional 1% car sharing. The additional pupils walk / scoot (54%) or cycle (6%) or use public transport.

Using this percentage as a basis, there would be a net increase in pupils being driven to school of 61 cars (37% x 165).

With regard to vehicular flows, it is not anticipated that this will create a material impact on the overall highway network although it will be noticeable. However, the shift of this travel will move towards the side streets with the addition of a new school on this site. Currently these roads do experience some activity during the school periods associated with the current use, but a noticeable focus will move towards Abingdon Road.

Considering the impacts of traffic within Abingdon Road and the other local streets, it is acknowledged that there will be considerably more traffic than is currently present. The proposed school will hold 360 pupils. If current travel patterns are maintained, it is likely that 133 additional cars will be attempting to access the school site at peak times. The conflict and parking arising from this is likely to be considerable.

Staff will arrive outside the peak hours so have not been considered within the peak pupil trip rates. Of the staff, 62% drive and a further 3% car share. 26% walk, and 6% use public transport. There is likely to be 40 Full Time Equivalent Staff (FTE) at the Abingdon Road site, so this number, if current travel patterns are sustained, will increase to 25 vehicles.

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5 accidents occurred at the junction of Lodge Road with Ridgeway Road and Goodneston Road within the study period. This is considered to be a site of injury accident concentration and historically would have been prioritised for funding for road safety works. An increase in movements associated with this site and the other development sites in the area will further exacerbate this road safety issue and measures to improve the junction are sought. A contribution towards a scheme at this junction will be secured to the value of £20k. This reflects other developments nearby with a similar impact on the junction.

Transport Officers consider that 133 cars arriving in a narrow residential street which already experiences footway parking within a concentrated time period is not appropriate with the street in its current form. Vehicles meeting each other head on would be likely to result in congestion, reversing, aggressive driver behaviour and may result in driving on footways. Residents making representations through the planning consultation process have observed that there is likely to be chaos.

The applicants have therefore proposed a scheme of measures which seeks to rationalise the area. This scheme includes creating a one way system in the narrower Abingdon Road and Honiton Road, which will alleviate head on traffic conflicts. This may also deter footway parking by allowing more road space for vehicles.

One way systems can have the effect of raising traffic speeds as drivers are aware that there will be no oncoming traffic, so a series of speed tables has also been proposed to reduce traffic speeds.

Contraflow cycling in one-way streets is generally supported in Bristol, and it is considered essential to allow cycling access to the school. The Highway Authority have raised no objection to this.

The proposals will affect access to the residents. Some consultees have made representations that this too onerous given the short term nature of the difficulties. It is acknowledged that this will be inconvenient to residents. In some cases some may have to make a detour of distances up to 600m. It will also have the effect of displacing traffic onto other residential streets. It is considered that these streets are more capable of containing a small increase of traffic as they are wider and have more passing spaces.

In addition to the above proposals it will be necessary to create a raised table and crossing point on Ridgeway Road to enable children to access the school from the north and slow traffic on Ridgeway Road where pedestrian flows are likely to be most concentrated. In addition some dropped kerbs and tactile paving will be required to enable continuous accessibility on the desire line routes.

Overall, it is considered that this scheme of works is the most appropriate scheme of works for this specific planning proposal. As has been the case with other Local Education Partnership schemes, the works would be undertaken by the Highway Authority, and further investigative work would be undertaken to secure a full detailed design. This may result in minor alterations to the scheme. The works are secured through a Memorandum of Understanding.

It should be noted that the installation of road humps requires statutory notices, and the implementation of waiting restrictions and one way systems require Traffic Regulation Orders (TROs). This enables those affected to be further consulted on the proposals. This process is undertaken under separate legislation. Any granting of the planning proposals would not pre-determine the outcome of any TROs.

Due to a high volume of objections received so far, there is a possibility that the Traffic Regulation Order may fail if substantial objections are received at the TRO stage. In this case, the highway works could not be undertaken.

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Members should be aware that the granting of the permission would be on the basis that these works are undertaken and a suitable condition would be applied to secure the works. It is Transport Development Team's view that not implementing these measures would result in an unsafe environment, and these are essential to the development.

**Access**

There is one single point of access proposed to the site, from Abingdon Road. No access will be provided from the south of the site. This is to be locked shut to vehicles within the school site using demountable bollards during the peak pupils' arrival times. This will prohibit vehicle access to the site when the majority of pupils and their families will be using this area. The school has agreed to manage this.

The access will be protected by School Keep Clear markings which will be in operation between 8 - 6 Monday to Friday, ensuring no parking takes place during the school hours.

**Servicing and deliveries**

The applicants have demonstrated that servicing vehicles can access the site and leave in a forward gear. Refuse will be collected from a servicing area, which will also house other services such as water and gas meters, and sprinkler system. This is within the car park.

**Parking**

Car parking is proposed within the site and is just below the maximum parking standard for schools. There is currently no parking for either school, so the impact on on-street long-stay parking will be reduced. Currently 62% of staff drive to school, and if this pattern is sustained, there will be 6 cars on-street compared to 17 at present (62% x 40FTEs - 18 new parking spaces compared to 62% x 27FTE). The increase in staff at the Infants School will result in an additional 2 cars on-street. This is still a reduction in on-street parking.

Cycle parking is provided for the new school to the appropriate standard. Currently 6% children cycle to school. There will be cycle parking for 10% of the pupils, as well as for 20% of the staff. Scooter parking is also proposed to be installed.

Coach parking will take place as it is at present in Ridgeway Road. It is a short walking distance to this facility which was installed for the schools a few years ago. Coach access to the new site would be impossible without the removal of a considerable amount of on-street parking.

Surveys have been undertaken by the applicants which show that there is adequate on-street parking availability to cope with the additional parked cars if they were all to arrive at the same time. In reality this will not be the case, and there is a peak of around 20 minutes where the majority of pupils will arrive. The turnover of the parking spaces will be more frequent for a Junior School than Infants, as many junior school pupils are not accompanied by their parents to classrooms, so spend less time at the school.

**Travel Planning**

The trip rates show a proportionally high number of pupils being driven to school (37%) in comparison with the citywide average of 27%.

In 2007 travel patterns were considerably better with 29% being driven and 60% walking and cycling.

There may be a number of reasons for this increase in car use, such as parents having to travel further afield to work, siblings attending other schools (Chester Park Junior School is smaller than the Infants School, so some children end up attending another Junior School). Notwithstanding this, there is further attention which could be given to undertaking School Travel Plan work, by encouraging better walking and cycling facilities, car sharing, and promoting the health and educational benefits of using modes other than the private car.

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The Council currently encourages schools to enter their school travel planning measures into a new system called the Modeshift Stars programme. The Chester Park Schools have submitted a new School Travel Plan for assessment to reach the first level of accreditation and are within some of the first schools to have done so in Bristol. This submission supersedes the STP appended to the Transport Statement.

School Travel Planning has shown to have an impact through the Modeshift Stars approval process. Evidence has shown that accredited schools have reduced their car use on average by 16% in the past two years.

It is anticipated that some reduction in traffic can be achieved through good travel planning and implementing measures to encourage car use from the outset, such as cycle and scooter parking, lockers, and showers for staff. This can be reinforced by an improved pedestrian environment implemented through traffic management measures.

Officers are satisfied that the quality of the existing Travel Plan is sufficient to ensure that the further requirements can be addressed through a condition, allowing further negotiations to be had with the school regarding operational matters.

#### Construction Management

Notwithstanding the fact that construction is not a planning matter, officers have asked for a construction management plan to be submitted to ensure that construction vehicle movement is considered throughout the life of the build.

The submitted Construction Traffic Statement is satisfactory and has been prepared in collaboration with Highways Network Management. Concerns about daytime parking are fully appreciated. However, not installing adequate restrictions to allow construction traffic will increase the length of time for the build, and may result in damage to parked cars. It is considered that on balance the proposals are the most practical solution. Further information would be required to inform a full construction management plan with regard to hoardings, footway closures, parking for site staff etc., so a full Construction Management Plan would be required by condition.

In summary, it is fully appreciated that the impact of a new school at this site will create disturbance and inconvenience with regard to traffic volumes and parking. However, the NPPF requires Local Authorities to make a presumption in favour of sustainable development, and are only in a position to refuse such a proposal on highway grounds if the traffic impacts are severe. The applicants have put forward a mitigation scheme which reduces these impacts to an acceptable level in terms of road safety, and whilst it is recognised that this will inconvenience some residents living in the local streets, it is the view of TDM that there is no safety reason why the application could be refused on road safety grounds.

#### (J) SUSTAINABILITY AND CLIMATE CHANGE

Policies BCS13, BCS14, BCS15 and BCS16 of the adopted Core Strategy give clear guidance on sustainability standards to be achieved in any development, and what measures to be included to ensure that development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet those standards by means of a sustainability statement.

In this case the application has been submitted with a BREEAM Assessment, BRUKL Output document which provides information on energy consumption and CO2 emissions and an Energy Strategy has also been provided. The submitted statement identifies that the target is to meet 'good' standards for BREEAM and achieve a 28.7% saving on CO2 emissions over and above the existing building regulations standards. This will be achieved primarily through the inclusion of

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photovoltaic panels on the new building.

In respect of the BREEAM rating policy BCS15 of the local plan requires that from 2016 non-residential developments should have a BREEAM rating of "Outstanding". Prior to that the requirement has been "Excellent" 2013-2015 and "Very Good" to 2012. The proposals clearly fall below the standards set out. Whilst there are policy compliance implications here the specifics of the case need to be assessed in more detail. The accompanying document reports that a 'very good' rating (and presumably a rating above this) is not possible as the mandatory LE4 'Mitigating Ecological Impact' cannot be achieved. The reason for this is that whilst the site is of low ecological value (refer to key issue above) the fact that it is almost all grassland has weighs highly against the hard footprint of the development which includes the school and associated play areas. The report states that the proposed scheme has a hard footprint of nearly 0.5 hectare within the 1.5 hectare of the whole site, so to compensate for the loss of the grass and allowing for the marginal increase in diversity would require all the grass to be meadow cut. This would involve leaving as long grass with a twice yearly cut; this is not suitable for school use as a playing field or for soft play. It goes on to state that the only feasible way to achieve the mandatory LE4 credit is to replace some of the proposed hard footprint with a species rich environment. Due to site space restrictions and required MUGA/hard play provision, this would involve installation of a sedum or grass roof i.e. green / brown roof. In addition all areas between the boundary and the site fence would need to be planted to provide a natural habitat and of the remaining grass areas (other than the pitch), 50% would need to be planted as a wild meadow, which would restrict the schools ability to use these areas for recreational play.

Whilst not an ideal arrangement the scheme achieves a BREEAM score of 61.57% which would be well into the 'very good' category (55-70%) however for the reasons given above it can only be scored as good. The scheme does however include a number of sustainability measures and the attached report identifies that a further 20.20% potential credits could be scored. This would increase the score but not the rating.

The fact that the scheme scores reasonably well although does not achieve the desired rating needs to be weighed against the need to provide the school. In this instance the need for the school on this allocated site outweighs the requirement for an "outstanding" BREEAM score. The application will however be conditioned to ensure that a score of at least 61% is achieved in the final assessment.

**(K) FIRE ISSUES**

Avon Fire and Rescue also commented on the application. They have requested that additional hydrants be installed and water mains provided for firefighting purposes. A hydrant has been shown on the plans and its installation will be conditioned.

**(L) ARCHEOLOGY**

A desk-based archaeological assessment has been supplied with the application suggests that the site had been in agricultural use for a considerable period. In addition there is evidence that the southern part of the site had been raised with dumped materials, probably in recent times. This agrees with cartographic evidence which does not indicate any settlement of the site. The archaeological potential would therefore appear to be low and no archaeological work will therefore be required.

**(M) FLOOD RISK/DRAINAGE**

The application was submitted with a Flood Risk Assessment and Drainage Strategy Report. This report concluded that the development of the site does not increase the risk of flooding nor is it at risk of flooding. The report includes a surface water drainage strategy.

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In December 2014, the Secretary of State for Communities and Local Government issued a ministerial statement that put in place the expectation that all major developments ensure sustainable drainage systems (SuDS) are put in place for the management of surface water.

National Planning Policy Framework and associated guidance provides technical standards for SuDS and is supported by local guidance in the West of England SuDS guide.

Surface water runoff must be dealt with by following a hierarchy of drainage options. It is noted that infiltration is not appropriate on this site due to the levels of contamination, and there are no reasonably available surface water bodies. However the drainage layout indicates surface water may be connected in to the existing combined sewer. This should not be preferred as there is a reasonably available surface water sewer which is further up the hierarchy, though it is noted that this should be balanced against the additional excavation required to connect to the surface water. Following further discussion between the Flood Risk Manager and the submission of additional information the connection to the sewer was considered to be an acceptable.

It is noted that raising of land in an area potentially prone to surface water flooding will result in a loss of flood water storage, and that this is mitigated by lowering an adjacent area to provide an equivalent volume. This is acceptable and is the peak flow control.

In respect of volume control, due to the fact that infiltration is not appropriate on this site, it is recognised that it would not be possible to avoid increasing the volume of runoff post development. As the peak flow is limited to approx. 5l/s/ha this standard is deemed to be met.

Flood risk within the development. It is noted that the proposed drainage system is designed to cope with rainfall events up to 1 in 100 years including an allowance for climate change. While we do not object to this, the system is only required to manage events up to a 1 in 30 year event provided it can be demonstrated the buildings do not flood for the 1 in 100 including climate change.

The used of SUDS is proposed however due to the contamination of the site infiltration techniques are not practical. There is an agreement in place with Wessex Water regarding the discharge of water into the combined sewer within the site.

The parking areas in the site are proposed to be permeable and the access road into the site will be drained with trapped gullies or trapped outlets from liner drainage.

The proposal is to match greenfield run-off discharge rates by the use of attenuation structures and flow control devices.

The Council's Flood Risk Manager has been in consultation with the developer and revised drawing and information have been submitted in respect of the drainage information. Conditions have been recommended in respect of the completion and maintenance of the SUDs drainage system.

**(N) AIR QUALITY**

The site does not fall within one of the designated Air Quality Management Area (AQMA) and the Council's Air Quality Officer does not have any air quality concerns with regards to the increase in traffic movements. Whilst there will be an increase in traffic levels this would not result in significant concerns regarding air pollution and air quality.

**(O) COMMUNITY USE**

Limited information has been provided with the application in respect of the buildings use for the community outside of school hours. The internal design allows for the hall to be uses outside of school hours but no further details are given. A condition will be attached in respect of a management plan for the out of hours community use.

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The impact on the Bristol 5 Centre has been raised by objectors in respect of the proposals. The proposals results in the loss of some land which is currently used by the centre which is within the application site. The land is not within the Centre's ownership so in theory they have no control over it. This matter has been raised with the applicant who has indicated that as a gesture of good will Skanska would assist in relocating the basketball hoop onto their own land.

**CONCLUSION**

There has been a long held allocation for school development on part of this site. There is an identified need for more primary places across the city, and the proposal would contribute to meeting that demand. It is noted that the proposal will result in some loss of open recreational space and that whilst the proposed highway works would preserve highway safety, there will be some inconvenience to road users. This has to be balanced against the benefits of providing additional school places in the area. Officers are satisfied that the proposal will accord with the relevant policies and recommend approval.

**COMMUNITY INFRASTRUCTURE LEVY**

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

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

**RECOMMENDED GRANT subject to condition(s)****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 Purchase Act 2004.

**Pre commencement condition(s)**

## 2. Protection of retained trees during the construction period

No work of any kind shall take place on the site until the protective fence(s) has (have) been erected around the retained trees in the position and to the specification shown in the submitted Arboricultural Report and Addendum to Arboricultural Impact Assessment (150709-1.2-CPSF-AIA-PM). The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no



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changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Reason: To protect the retained trees from damage during construction and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area.

3. 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 both during the construction phase and 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.

4. Further details of before relevant element started

Detailed drawings at an appropriate 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) All boundary fences and where relevant to include sections relating to level changes
- b) Fencing for the MUGA
- c) Entrance gate details
- d) Cycle store details;
- e) Details windows window (sections of colour panels reveals, sill and lintel),
- f) Typical eaves details;
- g) Details of photovoltaic panels and method of attachment;
- h) Sections of the parapet coping,
- i) Rain water goods for flat and sloping roofs,
- j) Ridge and eaves details.
- k) Water and sprinkler tanks

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

5. Submission of samples before specified elements started

Samples of all external materials, including bricks, cladding, tiles, render and hard landscaping materials shall be submitted to and be approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved samples before the building is occupied.

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Reason: In order that the external appearance of the building is satisfactory.

6. The development shall be carried out only in accordance with the recommendation of the Japanese Knotweed Method Statement prepared by JKC and submitted with the application.

Reason: In the interests of maintaining the ecological value of the site.

7. Construction management plan

The development shall only be carried out in accordance with the construction management statement, construction traffic statement and project environmental plan. The approved plan/statement shall be adhered to throughout the construction period. Within one month of the development commencing a review of the management plans shall be undertaken and where necessary the plans amended to accommodate to improve the construction management. Details will be agreed by the Local Planning Authority and further reviews required as agreed in writing by the LPA

Reason: To secure well managed safe community access to the relevant parts of the development by the local community.

8. The development shall be carried out only in accordance with the recommendation with the Ecological Report, Project Environmental Management Plan, Landscape and Ecology Management and Biodiversity Action Plan and Proposed Ecological Method Statements. Should the development not be implemented within 12 months of the date of this permission a further survey shall be carried out prior to any work taking place at the site and thereafter the development shall be carried out in accordance with the recommendation of that report.

Reason: In the interests of maintaining the ecological value of the site.

9. The development shall be carried out only in accordance with the recommendations within Site Investigation Factual Report and the accompanying Site Investigation Interpretative Report (July 2015, both prepared by CJ Associates Geotechnical Limited) in respect of the use of piled foundations.

Reason: In the interests of ground stability

**Pre occupation condition(s)**

10. Prior to the commencement of any community use of the site a community use strategy shall be submitted and approved in writing by the Local Planning Authority detailing the types of uses proposed, the hours of use outside school hours and the parts of the site to be used. The use shall only operate in accordance with these approved details.

Reason: In the interests of residential amenity

11. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating 'Good' with a minimum of 61% points has been achieved for this development unless the Local Planning Authority agrees in writing to an extension of the period by which a Certificate is issued.

Reason: To ensure that the development achieves BREEAM rating level 'Good' and at least 61% (or any such equivalent national measure of sustainability for building design which replaces that scheme) and that this is done early enough in the process to allow adaptations to designs and assessment and certification shall be carried out by a licensed BREEAM assessor

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and to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.

## 12. Travel Plans - Not submitted

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

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.

## 13. Completion and Maintenance of Sustainable Urban Drainage - Shown on Approved Plans

No building or use hereby permitted shall be occupied or the use commenced until the sustainable urban drainage scheme for this site has been completed in accordance with the submitted details. The sustainable urban drainage scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

Reason To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

## 14. Submission and approval of landscaping scheme including tree planting

The development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained. The scheme shall include the planting of 14 new trees the species and size of which shall be agreed by the Local Planning Authority. The approved scheme shall be implemented so that planting can be carried out during the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

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

## 15. No part of the development hereby permitted shall be brought into use until the following highway works have been carried out in accordance with a design and specification to be approved in writing by the Local Planning Authority and to be fully implemented in accordance with the approved details, unless otherwise agreed in writing with the Local Planning Authority:

Works as shown in principle on plan 324-008D comprising:

- o One way in Honiton Road and Abingdon Road with contraflow cycle provision
- o Speed tables in Ridgeway Road, Moorlands Road, Honiton Road and Abingdon Road
- o School Keep Clear markings at the new access to the school in Abingdon Road
- o Associated waiting restrictions

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Reason: To ensure highway works are undertaken to a suitable and safe standard prior to the use commencing.

NB The provision of these works will require a legal agreement and contact must be made with the Highway Authority well in advance of commencing the works so that the agreement is complete prior to starting any works on the highway.

16. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

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

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

17. Completion of Vehicular Access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced 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.

18. Installation of vehicle crossover - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the vehicular crossover(s) has been installed and the footway has been reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety and accessibility

19. Completion and Maintenance of Vehicular Servicing facilities - Shown on approved plans

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

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

20. 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

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

## 21. Completion and Maintenance of Cycle Provision - Shown on approved plans

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

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

## 22. Travel Plans - Not submitted

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

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.

## 23. Outdoor Area Management Plan

The use of the outside areas including the playing pitch and MUGA shall take place until there has been submitted to and approved in writing, by the Council, an Outdoor Area Management Plan, setting out details of times the areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised.

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

Reason: In the interests of residential amenity.

## 24. Details of Extraction/Ventilation System

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

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

Reason: In the interests of residential amenity.

## Advice

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

(a) Terminates at least 1 metre above the ridge height of any building in the vicinity, with no obstruction of upward movement of air or:

(b) Have a method of odour control such as activated carbon filters, electrostatic precipitation or inline oxidation.

Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment,

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Food and Rural Affairs. Product Code PB10527.

<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>

25. 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 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 3, 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 3.

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.

26. Before occupancy of the building the new fire hydrant to be provided as shown on drawing PPS-BMD-A-01-XX-DR-1520 PL1 shall be in place and fully operational. It should thereafter be retained.

Reason: In the interest of fire safety.

27. The development shall not be occupied until the bat and bird boxes have been erected in accordance with the 'Bird and Bat Box Proposals'. The boxes should thereafter be retained in accordance with the approved details.

Reason: In the interest of ecology

28. Prior to the occupation of the proposed building (or otherwise agreed in writing by the Local Planning Authority) a Public art plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried and maintained in accordance with these approved details.

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

29. Prior to the commencement of each public art commission identified in the Public Art Plan, detailed designs of the individual artworks shall be submitted to and approved in writing by the Local Planning Authority. The public art works shall be implemented in accordance with the approved designs and in accordance with the timetable set out in the public art plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: to ensure the provision of public art in the building design and in pursuance of BCC's public art policy.

30. Public art - Detailed drawings / samples

Detailed drawings of the following items shall be submitted to and approved in writing by the Local Planning Authority before the relevant parts of work are begun. The details thereby approved shall be carried out in accordance with that approval:

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- The interior colour scheme throughout the school building (selection of colours, and any graphic or design)
- The Balustrade glazing in the interior atrium space and other glazing elements identified in the public art plan
- Details design (elevation and sections) of the Front elevation/façade facing the entrance to incorporating the artist collaboration/commission prior to commencement of construction.

Reason: to ensure the provision of public art in the landscape design and buildings and in pursuance of BCC's public art policy.

**Post occupation management**

31. The proposed MUGA shall only be used between the hours of 0830 and 21.30 hours on Mondays to Saturdays, and between 1000 and 1700 hours on a Sunday.

Reason: To protect the amenities of neighbouring residential occupiers

32. The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: In the interests of residential amenity.

33. Artificial lighting to the development must meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

Reason: In the interests of residential amenity

34. Use of Refuse and Recycling facilities

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

Reason: In the interest of residential amenity

35. The school shall only operate as a 3 form entry school with a maximum of 360 pupils.

Reason: The application has been assessed on this basis and a further increase in pupil numbers could have implications for traffic management

**List of approved plans**

36. 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.

CPPS-BMD-A-01-XX-DR-1070 P02 Proposed external levels, received 18 December 2015  
 CPPS-BMD-A-01-XX-DR-1070 PO2 Proposed external levels, received 18 December 2015  
 Geo-environmental Interpretative Report, received 18 December 2015  
 Updated Geo Environmental Report, received 18 December 2015

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Bat and Bird Box Locations, received 4 February 2016  
 Proposed Ecological Method Statements, received 4 February 2016  
 Construction Management Statement, received 4 February 2016  
 0324-008 D Proposed highways works, received 16 February 2016  
 CPPS-BMD-A-01-XX-DR-1520 PL1 Fire strategy proposed site plan, received 16 February 2016  
 CPPS-BMD-XX-SK160202.4 Landscape Strategy, received 16 February 2016  
 Addendum to Arboricultural Impact Assessment (150709-1.2-CPSF-AIA-PM), received 16 February 2016  
 Landscape and ecology management/biodiversity action plan, received 16 February 2016  
 Energy Strategy, received 24 February 2016  
 Japanese Knotweed Method Statement, received 24 February 2016  
 Proposed Landscape Strategy rev B, received 24 February 2016  
 CPPS-BMD-A-01-00-DR-1511-PL3 Proposed Ground Floor, received 19 February 2016  
 CPPS-BMD-A-01-01-DR-1512-PL3 Proposed First Floor, received 19 February 2016  
 CPPS-BMD-A-01-03-DR-1514-PL3 Proposed Roof Plan, received 19 February 2016  
 CPPS-BMD-A-01-XX-DR-1501-PL3 Site Location Plan, received 27 October 2015  
 CPPS-BMD-A-01-XX-DR-1502-PL2 Existing Site Survey Plan, received 27 October 2015  
 CPPS-BMD-A-01-XX-DR-1503-PL3 Proposed Site Plan, received 16 February 2016  
 CPPS-BMD-A-01-XX-DR-1504-PL3 Landscape Strategy Plan, received 16 February 2016  
 CPPS-BMD-A-01-XX-DR-2001-PL3 Site Boundary Conditions, received 16 February 2016  
 CPPS-BMD-A-01-XX-DR-2005-PL3 Site Sections, received 25 February 2016  
 CPPS-BMD-A-01-XX-DR-3011-PL3 Proposed Elevations 2 of 2, received 19 February 2016  
 CPPS-BMD-A-01-XX-DR-3012-PL3 Proposed Elevations - Materials 1 of 2, received 19 February 2016  
 CPPS-BMD-A-01-XX-DR-3013-PL3 Proposed Elevations - Materials 2 of 2, received 19 February 2016  
 CPPS-BMD-A-01-XX-VS-5001-PL3 Proposed Entrance View, received 19 February 2016  
 CPPS-BMD-A-01-XX-VS-5002-PL3 Proposed Site View, received 19 February 2016  
 CPPS-BMDA-01-XX-DR-3010-PL3 Proposed Elevations 1 of 2, received 19 February 2016  
 CPPS-CPW-ME-01-XX-DWG-5001-003 Proposed External Lighting Layout, received 1 March 2016  
 CPPS-STL-D-01-XX-DR-2101-P02 Drainage Layout Sheet 1 of 2, received 24 February 2016  
 CPPS-STL-D-01-XX-DR-2102-P02 Drainage Layout Sheet 2 of 2, received 24 February 2016  
 Arboricultural Report, received 27 October 2015  
 Archaeological DBA 1 of 2, received 27 October 2015  
 Archaeological DBA 2 of 2, received 27 October 2015  
 Bream Assessment, received 27 October 2015  
 Brukl Output Document, received 27 October 2015  
 Community Involvement Statement 1 of 2, received 27 October 2015  
 Community Involvement Statement 2 of 2, received 27 October 2015  
 Construction Management Statement, received 27 October 2015  
 Construction Traffic Statement rev C, received 2 March 2016  
 Ecological Report, received 27 October 2015  
 Environmental Noise Survey Report, received 27 October 2015  
 Flood Risk Assessment, received 27 October 2015  
 Project Environmental Management Plan, received 27 October 2015  
 Site Investigation Factual Report, received 27 October 2015  
 Site Investigation Land Contamination, received 27 October 2015  
 Site Waste Management Plan, received 27 October 2015  
 Transport Plan incorporating Travel Plan, received 27 October 2015  
 Ventilation and Extraction Statement, received 27 October 2015

Reason: For the avoidance of doubt.



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1. Alterations to vehicular access: There is a requirement to make alterations to vehicular access(es). Applicants should note the provisions of section 184 of the Highways Act 1980. The works should be to the specification and constructed to the satisfaction of the Highway Authority (Telephone 0117 9222100). You will be required to pay fees to cover the councils costs in undertaking the approval and inspection of the works.

2. Environment Agency Advice

We recommend that developers should: 1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination. 2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health. Refer to the contaminated land pages on GOV.UK for more information.

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice: excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution

- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.
- Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommends that developers should refer to:

- the Definition of Waste: Development Industry Code of Practice on the CL:AIRE website and;
- The Environmental regulations page on GOV.UK.

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

3. The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures, or temporary parking restrictions. Please call 0117 9036852 or email

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traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

4. Traffic Regulation Order (TRO): In order to comply with the requirements of condition; you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.
5. The applicant has advised that as a gesture of goodwill Skanska are willing to assist in the relocation of the play equipment attached/adjacent to the Harry Crook Centre which is on the application site. Skanska should communicate directly with the centre to make arrangements for this.

**BACKGROUND PAPERS**

Transport Development Management	1 March 2016
Bristol Neighbourhood Planning Network	29 February 2016
The Coal Authority	30 November 2015
Air Quality	11 January 2016
Environment Agency (Sustainable Places)	10 February 2016
Archaeology Team	1 December 2015
Contaminated Land Environmental Protection	1 March 2016
Pollution Control	1 March 2016
Nature Conservation Officer	29 February 2016
Natural England	13 November 2015
Arboricultural Team	26 February 2016
Sport England	2 December 2015
City Centre Projects (Public Art)	21 December 2015
Landscape	1 December 2015
Flood Risk Manager	9 December 2015
Avon Fire & Rescue Service	17 November 2015
Transport Development Management	8 February 2016
Urban Design	22 December 2015







- Notes:
1. Do not scale from this drawing
  2. Site verify all dimensions prior to construction
  3. Report all discrepancies to the Drawing Originator immediately
  4. This drawing is to be read in conjunction with all relevant documents and drawings
  5. This document is a briefing tool aimed at illustrating the required design intent for a Skanska project. Design responsibility remains with the design team and all information should be checked for suitability on a project by project basis.

KEY CDM RESIDUAL DESIGN AND ENVIRONMENTAL RISKS

- Site is contaminated and effects trees retained in parking area

IN ACCORDANCE WITH THE CONSTRUCTION DESIGN MANAGEMENT REGULATIONS 2007, THE DOCUMENT ORIGINATOR HAS UNDERTAKEN A DESIGN RISK ASSESSMENT FOR THE ELEMENTS SHOWN ON THIS DOCUMENT. THE ABOVE ARE ONLY THE MOST RISKS THAT WERE IDENTIFIED DURING THE RISK ASSESSMENT. FOR A COMPREHENSIVE LIST REFER TO THE DESIGN RISK ASSESSMENT.

**Key**

- Site Application Boundary
- New 1.8m high secure metal fencing tight against the boundary
- Decorative Planting
- Deterrent Planting
- Porous Surfaces for SUDS
- Tall Grassland
- Wildflower Meadow Grassland
- Amenity Grassland
- Shared Surfaces
- Existing Hedges
- Existing Trees
- 14no. Proposed Replacement Trees
- Banking

PL3	10/02/2016	CB - JSIL - Planning	CB
PL2	08/10/2015	CB - JSIL - Planning	CB
PL1	06/08/2015	CB - JSIL - Planning	CB
Rev	Date	Drawn by - Checked by - Description	Issued by
		Revision Schedule	

Site Key Plan

Drawing Originator  
 Batterham Matthews Design Ltd.  
 1 Tollbridge Studios  
 Tollbridge Road  
 Bath  
 BA1 7DE  
 Tel: +44(0)1225 851122

Drawing Status  
**PLANNING**

Project Name  
**Chester Park Junior School**

Approved by	Approved Date	Scale
JSIL	10/02/16	As indicated

Title  
 Original drawing sheet is A1

Proposed Site Plan

PROJECT	ORIGINATOR	DISCIPLINE	VOLUME	LEVEL	TYPE	NUMBER	REVISION
CPPS-BMD-A-01-XX-DR-1503						PL3	
STATUS:	S2						



**Site - Planning**  
 1 : 500



- Notes:
1. Do not scale from this drawing
  2. Site verify all dimensions prior to construction
  3. Report all discrepancies to the Drawing Originator immediately
  4. This drawing is to be read in conjunction with all relevant documents and drawings
  5. This document is a briefing tool aimed at illustrating the required design intent for a Skanska project. Design responsibility remains with the design team and all information should be checked for suitability on a project by project basis.

KEY CDM RESIDUAL DESIGN AND ENVIRONMENTAL RISKS


IN ACCORDANCE WITH THE CONSTRUCTION DESIGN MANAGEMENT REGULATIONS 2007, THE DOCUMENT ORIGINATOR HAS UNDERTAKEN A DESIGN RISK ASSESSMENT FOR THE ELEMENTS SHOWN ON THIS DOCUMENT. THE ABOVE USE ONLY THE KEY RISKS THAT WERE IDENTIFIED DURING THE RISK ASSESSMENT. FOR A COMPREHENSIVE LIST REFER TO THE DESIGN RISK ASSESSMENT.



**South East Elevation - Hall / Admin**  
 1 : 100



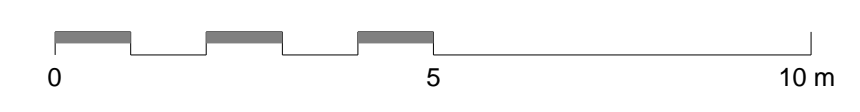
**South South East Elevation - Admin / Hall**  
 1 : 100



**South West Elevation**  
 1 : 100

PL3	10/02/2016	CB - JSIL - Planning	CB
PL2	08/10/2015	CB - JSIL - Planning	CB
PL1	06/08/2015	CB - JSIL - Planning	CB
Rev	Date	Drawn by - Checked by - Description	Issued by
		Revision Schedule	

Site Key Plan



PROJECT	ORIGINATOR	DISCIPLINE	VOLUME	LEVEL	TYPE	NUMBER	REVISION
CPPS-BMD-A-01-XX-DR-3010							PL3
STATUS: SZ							



