

Development Control A Committee Agenda



Date: Wednesday, 5 October 2022

Time: 6.00 pm

Venue: The Council Chamber, City Hall, College Green,
Bristol, BS1 5TR

Distribution:

Members of the public attending meetings or taking part in Public Forum are advised that all Development Control Committee meetings are filmed for live or subsequent broadcast via the council's webcasting pages. The whole of the meeting is filmed (except where there are confidential or exempt items) and the footage will be available for two years. If you ask a question or make a representation, then you are likely to be filmed and will be deemed to have given your consent to this. If you do not wish to be filmed you need to make yourself known to the webcasting staff. However, the Openness of Local Government Bodies Regulations 2014 now means that persons attending meetings may take photographs, film and audio record the proceedings and report on the meeting (Oral commentary is not permitted during the meeting as it would be disruptive). Members of the public should therefore be aware that they may be filmed by others attending and that is not within the council's control.

Councillors: Richard Eddy (Chair), Andrew Brown, John Geater, Paul Goggin, Fi Hance, Tom Hathway, Philippa Hulme, Farah Hussain and Ed Plowden

Copies to: Gary Collins, Matthew Cockburn, Philippa Howson, Stephen Peacock (Executive Director for Growth and Regeneration) and John Smith (Director: Economy of Place)

Issued by: Jeremy Livitt, Democratic Services
City Hall, PO Box 3399, Bristol, BS1 9NE

E-mail: democratic.services@bristol.gov.uk

Date: Tuesday, 27 September 2022



Agenda

1. Welcome, Introductions and Safety Information

(Pages 5 - 8)

2. Apologies for Absence and Substitutions

3. Declarations of Interest

To note any interests relevant to the consideration of items on the agenda. Please note that any declarations of interest made at the meeting which are not on the register of interests should be notified to the Monitoring Officer for inclusion.

4. Minutes of the previous meeting held on Wednesday 24th August 2022

To agree the minutes of the last meeting as a correct record.

(Pages 9 - 17)

5. Action Sheet

The Committee is requested to note any outstanding actions listed on the rolling Action Sheet for DCA Committee.

(Page 18)

6. Appeals

To note appeals lodged, imminent public inquiries and appeals awaiting decision.

(Pages 19 - 26)

7. Enforcement

To note recent enforcement notices.

(Page 27)

8. Public Forum

Up to 30 minutes is allowed for this item.

Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to



democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest **by 5pm on Thursday 29th September 2022.**

Petitions and Statements - Petitions and statements must be received on the working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest **by 12 Noon on Tuesday 4th October 2022.**

PLEASE NOTE THAT IN ACCORDANCE WITH THE NEW STANDING ORDERS AGREED BY BRISTOL CITY COUNCIL, YOU MUST SUBMIT EITHER A STATEMENT, PETITION OR QUESTION TO ACCOMPANY YOUR REGISTER TO SPEAK.

In accordance with previous practice adopted for people wishing to speak at Development Control Committees, please note that you may only be allowed **1 minute** subject to the number of requests received for the meeting.

9. Planning and Development

To consider the following Planning Applications: -

(Page 28)

- | | |
|--|--------------------------|
| a) Planning Application Number 21/03165/F - Land to the West of Ashton Gate Stadium | (Pages 29 - 80) |
| b) Planning Application Number 21/03166/P - Land West of Silbury Road | (Pages 81 - 139) |
| c) Planning Application Number 21/05402/FB - Claremont School | (Pages 140 - 202) |
| d) Planning Application Number 21/04208/F - 1A to 1C Colston Yard | (Pages 203 - 238) |

10. Date of Next Meeting

The next meeting is scheduled to be held at 2pm on Wednesday 16th November 2022 in the Council Chamber, City Hall, College Green, Bristol.



Public Information Sheet

Inspection of Papers - Local Government (Access to Information) Act 1985

You can find papers for all our meetings on our website at www.bristol.gov.uk.

Public meetings

Public meetings including Cabinet, Full Council, regulatory meetings (where planning and licensing decisions are made) and scrutiny will now be held at City Hall.

Members of the press and public who plan to attend City Hall are advised that you may be asked to watch the meeting on a screen in another room should the numbers attending exceed the maximum occupancy of the meeting venue.

COVID-19 Prevention Measures at City Hall (June 2022)

When attending a meeting at City Hall, the following COVID-19 prevention guidance is advised:

- promotion of good hand hygiene: washing and disinfecting hands frequently
- while face coverings are no longer mandatory, we will continue to recommend their use in venues and workplaces with limited ventilation or large groups of people.
- although legal restrictions have been removed, we should continue to be mindful of others as we navigate this next phase of the pandemic.

COVID-19 Safety Measures for Attendance at Council Meetings (June 2022)

We request that no one attends a Council Meeting if they:

- are required to self-isolate from another country
- are suffering from symptoms of COVID-19 or
- have tested positive for COVID-19

Other formats and languages and assistance for those with hearing impairment

You can get committee papers in other formats (e.g. large print, audio tape, braille etc) or in community languages by contacting the Democratic Services Officer. Please give as much notice as possible. We cannot guarantee re-formatting or translation of papers before the date of a particular meeting.

Committee rooms are fitted with induction loops to assist people with hearing impairment. If you require any assistance with this please speak to the Democratic Services Officer.



Public Forum

Members of the public may make a written statement ask a question or present a petition to most meetings. Your statement or question will be sent to the Committee Members and will be published on the Council's website before the meeting. Please send it to democratic.services@bristol.gov.uk.

The following requirements apply:

- The statement is received no later than **12.00 noon on the working day before the meeting** and is about a matter which is the responsibility of the committee concerned.
- The question is received no later than **5pm three clear working days before the meeting**.

Any statement submitted should be no longer than one side of A4 paper. If the statement is longer than this, then for reasons of cost, it may be that only the first sheet will be copied and made available at the meeting. For copyright reasons, we are unable to reproduce or publish newspaper or magazine articles that may be attached to statements.

By participating in public forum business, we will assume that you have consented to your name and the details of your submission being recorded and circulated to the Committee and published within the minutes. Your statement or question will also be made available to the public via publication on the Council's website and may be provided upon request in response to Freedom of Information Act requests in the future.

We will try to remove personal and identifiable information. However, because of time constraints we cannot guarantee this, and you may therefore wish to consider if your statement contains information that you would prefer not to be in the public domain. Other committee papers may be placed on the council's website and information within them may be searchable on the internet.

During the meeting:

- Public Forum is normally one of the first items on the agenda, although statements and petitions that relate to specific items on the agenda may be taken just before the item concerned.
- There will be no debate on statements or petitions.
- The Chair will call each submission in turn. When you are invited to speak, please make sure that your presentation focuses on the key issues that you would like Members to consider. This will have the greatest impact.
- Your time allocation may have to be strictly limited if there are a lot of submissions. **This may be as short as one minute.**
- If there are a large number of submissions on one matter a representative may be requested to speak on the groups behalf.
- If you do not attend or speak at the meeting at which your public forum submission is being taken your statement will be noted by Members.
- Under our security arrangements, please note that members of the public (and bags) may be searched. This may apply in the interests of helping to ensure a safe meeting environment for all attending.

- As part of the drive to reduce single-use plastics in council-owned buildings, please bring your own water bottle in order to fill up from the water dispenser.

For further information about procedure rules please refer to our Constitution <https://www.bristol.gov.uk/how-council-decisions-are-made/constitution>

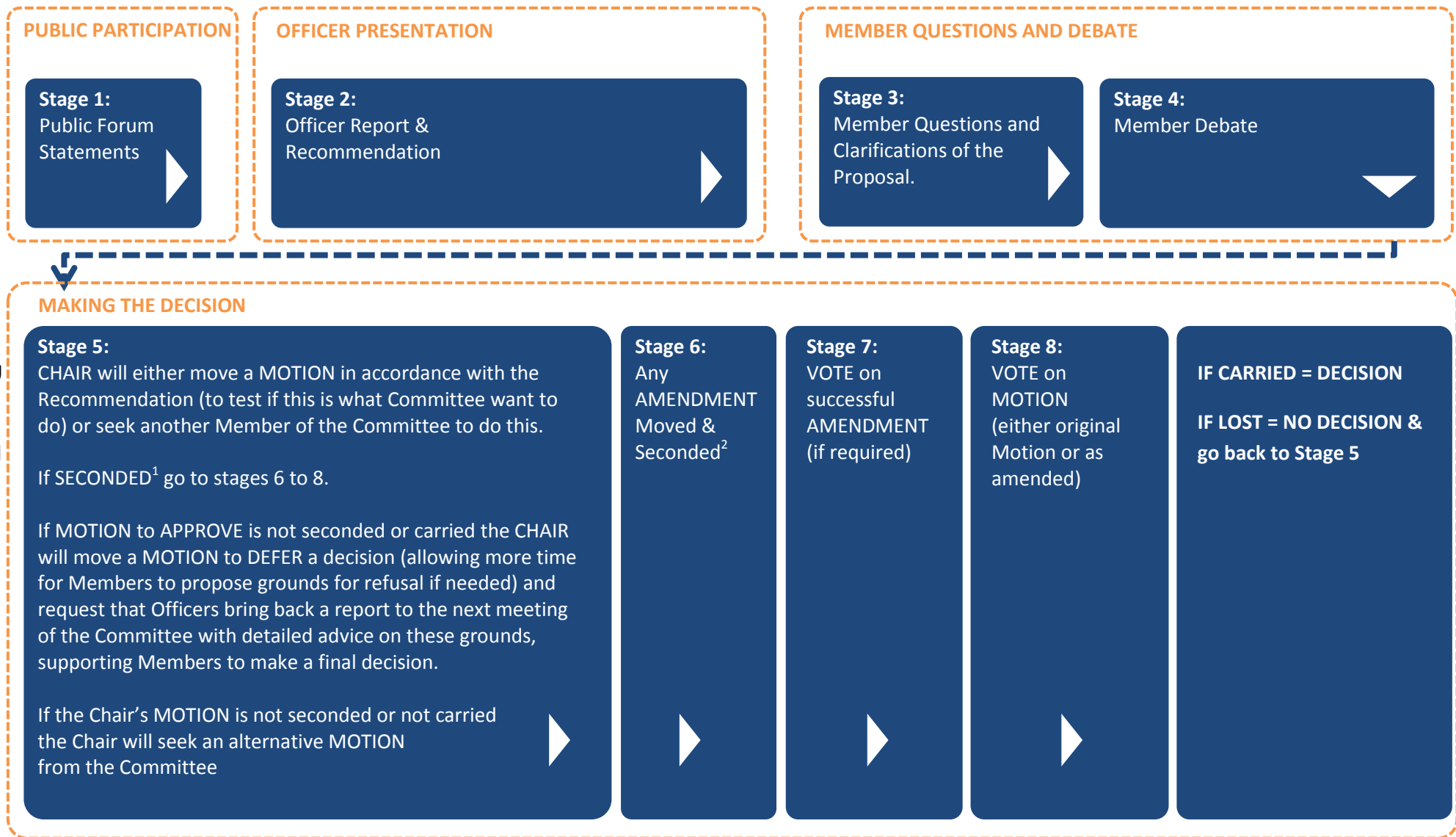
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The privacy notice for Democratic Services can be viewed at www.bristol.gov.uk/about-our-website/privacy-and-processing-notice-for-resource-services



Development Control Committee Debate and Decision Process



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¹ A Motion must be Seconded in order to be formally accepted. If a Motion is not Seconded, the debate continues

² An Amendment can occur on any formally approved Motion (ie. one that has been Seconded) prior to Voting. An Amendment must itself be Seconded to be valid and cannot have the effect of negating the original Motion. If Vote carried at Stage7, then this becomes the Motion which is voted on at Stage 8



**Bristol City Council
Minutes of the Development Control A
Committee**



24 August 2022 at 2pm

Members Present:-

Councillors: Richard Eddy (Chair), Chris Jackson (substitute for Paul Goggin), Fi Hance, John Geater, Tom Hathway, Philippa Hulme, Farah Hussain, Ed Plowden and Andrew Varney

Officers in Attendance:- Gary Collins – Head of Development Management, Philipa Howson – Transport Development Manager, Allison Taylor – Democratic Services

1. Welcome, Introductions and Safety Information

All parties were welcomed to the meeting.

2. Apologies for Absence and Substitutions.

Apologies received from Councillor Goggin with Councillor Jackson as substitute.

3. Declarations of Interest.

There were none.

4. Minutes of the previous meeting held on 20 July 2022.

Matters Arising.

Councillor Eddy informed the Committee that the Growth and Regeneration Scrutiny Commission would consider Planning Enforcement on 29 September at 5pm. Members' Public Forum Statements would be welcomed. He would write to members to remind them of the invitation.

The Committee then heard the Public Forum Statement on Planning Enforcement in Windmill Hill submitted by Councillor Plowden. The matters in the statement had also been raised directly with the Head of Development Management.

Councillor Eddy moved the minutes as a correct record and this was seconded and it was:-



Resolved – That the minutes of 20 July be agreed as a correct record and signed by the Chair.

5. Action Sheet.

It was noted that there were no actions arising from the 20 July Committee.

6. Appeals

The Head of Development Management highlighted the following appeals:-

1. Items 49 – 52 – Wyevale Garden Centre, Bath Road, Brislington – all these appeals had been quashed by the Planning Inspectorate due to procedural issues in the handling of the appeals. There was a period of time before compliance was required and the owners also had a right of appeal. It was unusual to quash an appeal but the Planning Inspector had chosen to do that as the appeal had not been fully heard. Importantly the Planning Authority was back where it needed to be.

7. Enforcement.

The Head of Development Management reported that he would be keeping a close eye on future notices.

8. Public Forum

Members of the Committee received Public Forum Statements in advance of the meeting.

The Statements were heard before the application they related to and were taken fully into consideration by the Committee prior to reaching a decision.

The Committee noted the Public Forum Statement submitted by Hayden Shackell which did not relate to applications on the agenda.

9. Planning and Development

The Committee considered the following applications below.

9a. 21/06878/F - Land at Corner of York Road and St Lukes Road, Bedminster.

An Amendment Sheet was provided to the Committee in advance of the meeting, detailing changes since the publication of the original report.

The Officer summarized the report as follows:-

1. The application was for Mixed-use redevelopment including 221 residential (C3) units and 651 sq.m. of commercial floorspace (Class E) on ground floor, together with a new vehicular access off Mead Street, cycle and car parking provision, private amenity space, servicing arrangements, landscaping, public realm, and associated works;
2. The site lies within the Temple Quarter Enterprise Zone as well as the area covered by the Mead Street Development Brief, which was recently approved by Cabinet and sets out a vision for the



regeneration of Mead Street to deliver a new neighbourhood with a mix of new homes and workspaces, green space and sustainable travel options;

1. There was significant opposition locally with over 300 objections and a 4000 signature petition objecting to the addition of height in the Mead Street area;
2. It was recognised that the application would make a significant contribution towards the city's housing delivery targets and included affordable housing;
3. The scheme complied with policy on the provision of affordable housing, agreed connection to the District Heat Network, biodiversity and tree replacements;
4. Officers had been working on this proposal with the applicant for over a year and during the process had raised a number of concerns relating to the overall design of the scheme. Revisions had been made to the application however it was not considered that a good quality scheme was proposed that would successfully deliver on the overall aspirations for the area. In addition, it was not considered that the quality of the scheme itself justified the high density, level of harm that would arise, and the weight required to be placed on emerging policy for it to be supported;
5. Attention was drawn to the Amendment Sheet which detailed late comments received from HSE on the design of the basement. Officers had not yet had time to discuss this with the applicant;
6. Officers recommended the application for refusal.

The following points arose from questions and debate:-

1. Councillor Eddy expressed concern that the application was recommended for refusal by officers when no such concerns were expressed at a member briefing last month and after key stakeholders, including ward members, had worked with the applicant to bring the scheme forward. The Committee was informed that the Mead Street Development Brief had been approved on 2 August and officers had continued to work with the developers to bring a scheme that could be recommended for approval. However, the issues had not been addressed in time for bringing the application to this Committee date;
2. The comments from the HSE had been received yesterday and were therefore contained in the Amendment Sheet and as a result there had not been time to discuss the comments with the applicant. It was not possible to condition as it would affect the scheme overall. It was for members to determine if the scheme was safe;
3. Officers had not requested a viability exercise in relation to the height of the development;
4. Councillor Hathway was concerned about the HSE comments and Transport Development Management issues and questioned whether the application should be deferred. The Head of Development Management replied that the application had come late to the agenda setting meeting and therefore it had not been possible to address the issues of concern in time. Technically the Committee could consider the application as set out in the report but there would need to be revisions regarding the HSE comments. If approved the building control process would deal with HSE concerns;
5. The Head of Development Management, in response to a question about allowing more time to work through issues concerning the application, stated that the Planning Authority did not like recommending applications for refusal and sought to work with applicants to resolve issues so that the scheme could be supported. Unfortunately, this had not been possible for this application;
6. 62% of units were single aspect and 38% dual aspect;
7. In response to a comment regarding the potential for an expensive appeal process if refused, the Head of Development Management replied that he shared those concerns. He appreciated there were many positives in the scheme but fully supported the officer recommendation which was defensible at appeal;
8. It was confirmed that discounted market rent aspect to the development was not recognized as an affordable housing product by LA's and it was therefore for the Committee to determine its weight. It was acknowledged that an application offering 30% affordable housing in the City Centre was



- extremely rare;
9. The Transport Development Manager confirmed that highway safety was a concern but did not meet the level where there could be a road safety objection. It was considered that the alleyway was not wide enough for the amount of movement and was open to ASB;
 10. It exceeded the density in the Development Brief but this should be considered alongside design excellence. The Development Brief had specific requirements as there were lots of services planned and this would impact on footpaths;
 11. Councillor Eddy acknowledged that decisions on many applications which came before Committee were on balance after weighing up many elements. This was a rare development where key stakeholders had been consulted effectively and responded positively to comments. This was a well-designed scheme which met the strategic needs of the city and it was almost a miracle to secure 30% affordable housing in the City Centre from a private developer. It regenerated a brownfield site and was in a location where housing was needed. It improved road safety and its scale and height did not concern him. High standard schemes were important but officers recommendation for refusal was disappointing. He would be voting for approval;
 12. Councillor Varney liked the architecture and the location was highly sustainable but he agreed with officers findings regarding some aspects of design, height, single aspect units numbers, limited light and windows being bolted shut and he would not support approval;
 13. Councillor Hance welcomed the affordable housing but disputed that this was the only scheme on this site which could provide it. She objected to massing and felt it was a scar on the landscape;
 14. Councillor Jackson believed that the positives outweighed the negatives and hoped that the developer would work with officers to improve aspects of the scheme. He would support approval;
 15. Councillor Geater stated that the affordable housing offer was key to the scheme and if refused the application might return with reduced height and much less affordable housing. He would vote for approval;
 16. Councillor Hulme would vote for it on balance. There was a desperate need for affordable housing and she approved of the design and colour of the scheme;
 17. Councillor Hathway would vote for it on balance because of the urgency of the housing crisis but challenged the developer to do better;
 18. Councillor Plowden felt the design was not aspirational and was concerned about the hyper density, quality of accommodation and safety in relation to HSE comments. He would vote against approval;
 19. Councillor Hussain would vote for approval because of the desperate need for affordable housing;
 20. As per convention Councillor Eddy moved the officer recommendation and this was seconded and on being put to the vote it was lost – 3 for, 6 against. Councillor Eddy then moved that the application be granted subject to a S106 Agreement and officer recommendations including HSE comments. This was seconded and on being put to the vote it was:-

RESOLVED - (6 for, 3 against) That the application be granted subject to a S106 Agreement, conditions and officer recommendations including the HSE comments set out in the Amendment Sheet.

9b. 21/04338/F - Trinity Road Police Station, Trinity Road, Bristol

An Amendment Sheet was provided to the Committee in advance of the meeting, detailing changes since the publication of the original report.

The Officer summarized the report as follows:-

1. The application was for the demolition of existing police station and redevelopment of mixed-use scheme comprising 104 no.one, two and three bed apartments, a police facility and a commercial



unit (flexible use class), together with open space, landscaping, parking and associated and ancillary development;

2. It was before Committee due to the significant objections including the Trinity Centre's objection regarding noise;
3. As the Agent of Change, the development had demonstrated an appropriate scheme of noise mitigation to ensure adequate levels of amenity for future occupiers of the proposal. The development had therefore offered sufficient evidence to suggest that, provided these measures were implemented and maintained thereafter, the proposal would not threaten the ongoing viability of the Trinity Centre through the imposition of undue operational constraints;
4. Acknowledgement of the development's shortcomings.
5. On balance, the application was recommended for approval subject to conditions and a Planning Agreement.
6. Acknowledgement that the recommendation included in the Committee Report was amended in accordance with the Amendment Sheet.

The following points arose from questions and debate:-

1. To achieve some of the suggested amendments put forward by the Old Market Community Association, additional the accommodation would have to moved closer to the Trinity Centre. It was necessary to determine the scheme before Committee;
2. The Pollution Control Officer reported that he had worked with the applicant to improve the scheme development on site. The low frequency noise from the Trinity Centre was taken into account in the noise assessment and through conditions. It was confirmed that sound readings had been taken on a Friday and Saturday night;
3. The landscaping was one of the most comprehensive officers had seen for the City Centre and the Arboricultural Officer was confident that it would mitigate for the loss of existing trees;
4. The mechanical ventilation would keep residents cool and comfortable when the windows were shut;
5. Councillor Eddy was supportive of the scheme as it was on a brownfield, sustainable site in the City Centre with 100% affordable housing and was car free. The key issue had been the impact on the Trinity Centre's operation because of noise but he had been reassured that the scheme would not affect the Trinity Centre and he would therefore vote for approval;
6. Councillor Jackson echoed those comments and supported the scheme and would vote for approval;
7. Members were asked if they wished the Deed of Easement to be included in the Recommendation and 3 out of 9 members supported this. It was not therefore put forward as part of the motion and Councillor Eddy moved the officer recommendation which was seconded and on being put to the vote it was:-

RESOLVED – (Unanimous) That the application be granted subject to a Planning Agreement and Conditions.

9c. 21/04946/F - Pavement Opposite TSB 36-38 Merchant Street Bristol

The Officer summarized the report as follows:-

1. The application was for the installation of 1 BT Street Hub incorporating 2 LCD advert screens and associated BT phone kiosk removal;
2. It was before the Committee as it had been called in by a local ward Councillor on the grounds of visual impact, street clutter and accessibility impact;
3. It was recommended for approval with conditions.



The following points arose from questions and debate:-

1. Councillor Eddy stated that these applications were never popular with the public but digital advertising was policy compliant and had a member not referred the application to Committee it would have been delegated for officer decision. He reminded the Committee that if it was refused it could be lost at appeal so any objection needed to be sustainable;
2. A Grampian permission or negative condition meant that work on site could not be commenced until something off site had taken place;
3. There was no application for additional power supply;
4. Transport Development Management had removed their objection regarding service access as this would be undertaken when the shops were closed;
5. There was nothing in the BID late statement that had not already been covered in the report;
6. Reference was made to DM27 – something that contributes positively to the local character. The Committee was informed that there was minimal difference to the phone box it would replace but its benefits were that it would provide high speed Wi-Fi to the area, access to maps and technical tools for public use. The LED screens were also more energy efficient than the telephone box;
7. Officers had discharged the public sector equalities duties and the hub would be placed in a location to allow good site lines for those with visual impairment. Autism had not been considered as officers were not qualified to assess that impact. There were already a range of visual distractions within the public realm;
8. If the hub was granted, the advertising consent would be for 5 years;
9. Public surveillance was not a planning consideration and could not therefore be applied;
10. Councillor Eddy stated there were no sustainable grounds to refuse so he would vote for approval;
11. Councillor Varney suggested that the removal of the phone box was being used as a bargaining tool to approve the hub. He noted that the hub would not be in the same location as the phone box and that permission for them had been given elsewhere so he would vote for approval;
12. Councillor Hathway observed that there seemed to be different interpretations on the policies of crime and fear of crime and easy access to the public realm and would vote against approval;
13. Councillor Jackson would vote for approval;
14. There were no further comments and Councillor Eddy moved the officer recommendation and it was seconded and on being put to the vote it was:-

RESOLVED – (6 for, 2 abstentions and 1 against) – That the application be granted subject to Conditions.

10. Date of Next Meeting

5 October 2022 at 6pm

The meeting ended at 4pm

CHAIR _____





RESOLVED





Action Sheet – Development Control Committee A

Date of Meeting	Item/report	Action	Responsible officer(s)/Councillor	Action taken / progress
24/08/22	Matters Arising – Minutes of Meeting Held on 20 th July 2022	Councillor Eddy informed the Committee that the Growth and Regeneration Scrutiny Commission would consider Planning Enforcement on 29 September at 5pm. Members’ Public Forum Statements would be welcomed. He would write to members to remind them of the invitation.	Cllr Eddy	

DEVELOPMENT CONTROL COMMITTEE A

5 October 2022

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	St George Troopers Hill	42 Nicholas Lane Bristol BS5 8TL A single storey extension is proposed to the rear of the property with a roof terrace accessed from the rear bedroom. Appeal against refusal Delegated decision	12/10/2020
2	Horfield	16 Luckington Road Bristol BS7 0US Demolition of existing conservatory and construct accessible ground floor bedroom extension. Appeal against refusal Delegated decision	08/06/2022
3	Stoke Bishop	79 Bell Barn Road Bristol BS9 2DF Two-storey rear/side extension and basement works. (Self Build) Appeal against refusal Delegated decision	05/07/2022
4	Windmill Hill	41A St Johns Crescent Bristol BS3 5EL Two storey side extension. Appeal against refusal Delegated decision	30/08/2022

Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
5	Brislington West	515 - 517 Stockwood Road Brislington Bristol BS4 5LR Outline application for the erection of a five-storey building comprising 9no. self-contained flats, with Access, Layout and Scale to be considered at part of the outline application. Appeal against refusal Delegated decision	TBA

6	Brislington West	515 - 517 Stockwood Road Brislington Bristol BS4 5LR Outline application seeking matters of Access, Layout, and Scale for the erection of a care complex (Use Class C2). Appeal against refusal Delegated decision	TBA
7	Lawrence Hill	11 - 17 Wade Street Bristol BS2 9DR Outline application for the demolition of buildings and erection of student accommodation, with access, layout and scale to be considered. Appeal against non-determination	TBA
8	Brislington West	493 - 499 Bath Road Brislington Bristol BS4 3JU Demolition of existing building and redevelopment of the site for 146 residential units, including apartments and houses (Use Class C3), with associated car parking, landscaping and works. (Major application). Appeal against refusal Committee	31/08/2022
9	Clifton Down	Land At Home Gardens Redland Hill Bristol BS6 6UR Outline planning application for the redevelopment of the site comprising demolition of existing buildings (1-4 Home Gardens, 1-2 The Bungalows and associated garages and outbuildings) and the erection of two new buildings to provide up to 60 residential units (Class C3) (including 20% affordable housing) and up to 262sqm of flexible office space (Class E) to Whiteladies Road frontage and associated works. Permission sought for Access, Scale and Layout). Appeal against refusal Committee	TBA

Written representation

Item	Ward	Address, description and appeal type	Date lodged
10	Ashley	123 Chesterfield Road Bristol BS6 5DU Construction of a detached single storey 1 bedroom dwelling within site curtilage. Appeal against refusal Delegated decision	13/08/2021
11	Westbury-on-Trym & Henleaze	334 Canford Lane Bristol BS9 3PW Demolition of existing dwelling and construction of proposed 2No dwelling Houses. (Self Build). Appeal against refusal Delegated decision	30/12/2021

12	Cotham	4A-12H Alfred Place Kingsdown Bristol BS2 8HD Window replacement works to UPVC. Appeal against refusal Delegated decision	27/04/2022
13	St George Central	Telecoms Mast And Base Station Two Mile Hill Road Bristol BS15 1BB Application to determine if prior approval is required for a proposed - 15.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	12/05/2022
14	Stoke Bishop	St Edyths Church Avonleaze Bristol BS9 2HU The replacement and relocation of the existing 6 No. face mounted antennas, the installation of 2 No. additional face mounted antennas painted to match the stone work and the installation of 1 No. GPS node to be installed behind the parapet and associated development thereto. Appeal against refusal Delegated decision	12/05/2022
15	Eastville	Merchants Arms Bell Hill Bristol BS16 1BQ Change of use from public house (Sui Generis) to mixed use Class F2 (Local Community Uses), Class C3 and Class C4. Appeal against non-determination Committee	06/06/2022
16	Hengrove & Whitchurch Park	9 Doulton Way Bristol BS14 9YD First floor side extension. Appeal against non-determination	07/06/2022
17	Henbury & Brentry	Severn House Ison Hill Road Bristol BS10 7XA Window and balcony door replacement scheme for 16 flats. Appeal against refusal Delegated decision	07/06/2022
18	Horfield	3 Hunts Lane Bristol BS7 8UW Change of use of existing garage/store to a single 1 bed dwelling (Use Class C3). Appeal against refusal Delegated decision	14/06/2022

19	Westbury-on-Trym & Henleaze	Land Opposite Car Park Westbury Court Road Bristol BS9 3DF Application to determine if Prior Approval is required for proposed 15.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	21/06/2022
20	Westbury-on-Trym & Henleaze	15 Westfield Road Bristol BS9 3HG Demolition of existing buildings and erection of 4no. dwellinghouses, with parking and associated works. Appeal against refusal Delegated decision	21/06/2022
21	Southmead	Land To Side And Rear Of 2 Westleigh Road Bristol BS10 5RD Application for Outline Planning Permission with all matters reserved - Proposed new two bed dwelling on land adjacent to 2 Westleigh Road, Southmead. Appeal against refusal Delegated decision	05/07/2022
22	Southville	Aldi Foodstore Ltd North Street Bedminster Bristol BS3 1JA Application to vary Condition 7 (Vehicular Servicing) of permission 12/04305/X to allow the store to receive deliveries between 0500 to 2200 hours on Mondays to Saturdays and 0500 to 1800 on Sundays. Appeal against refusal Delegated decision	06/07/2022
23	Hartcliffe & Witherwood	Telecommunication Outside 530 Bishport Avenue Bristol BS13 9LJ Application to determine if prior approval is required for a proposed 15.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	06/07/2022
24	Redland	75/77 Harcourt Road Bristol BS6 7RD Single storey, rear extension to rear of 77 Harcourt Road. Appeal against non-determination	15/07/2022
25	Hartcliffe & Witherwood	1 Maceys Road Bristol BS13 0NQ Erection of a two-storey two-bedroom dwelling attached to 1 Maceys Road, with vehicular access, refuse and cycle stores. Appeal against refusal Delegated decision	19/07/2022

26	Horfield	8 Cordwell Walk Bristol BS10 5BZ 2 No. dwellings to the side of 8 Cordwell Walk with garden space provided by land to the rear of 44 and 44a Bishop Manor Road. Appeal against refusal Delegated decision	19/07/2022
27	Hillfields	179 Charlton Road St George Bristol BS15 1LZ Construction of a 2-bed dwelling and associated works. Appeal against refusal Delegated decision	20/07/2022
28	Central	40 Baldwin Street Bristol BS1 1NR Erection of a building containing 9 residential flats and office space. Appeal against refusal Delegated decision	20/07/2022
29	Avonmouth & Lawrence Weston	Telecoms Outside St Bedes School House Lawrence Weston Road Bristol BS11 0ST Proposed 15.0m Phase 8 Monopole C/W wrapround cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	20/07/2022
30	Clifton	18 Clifton Road Bristol BS8 1AQ Single storey rear extension at ground floor with first floor external area. Appeal against refusal Delegated decision	22/07/2022
31	Horfield	Land To Rear Of 374 Southmead Road Bristol BS10 5LP 2 new one bedroom dwellings on 2 storeys. Appeal against refusal Delegated decision	22/07/2022
32	Horfield	Junction Muller Road & Gloucester Road Bishopston Bristol BS7 0AB Application to determine if prior approval is required for a proposed - Proposed 15.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	02/08/2022
33	Lockleaze	37 Crowther Road Bristol BS7 9NS Conversion of an existing house into a 1 bed flat and 2 bed, 2 storey maisonette, including a roof extension and single storey extension. Erection of 2 dwellings on land to side. Appeal against refusal Delegated decision	02/08/2022

34	Stoke Bishop	<p>Corner Of Coombe Lane/Stoke Lane/Parry's Lane Bristol BS9 1AL</p> <p>Application to determine if Prior Approval is required - proposed 'slim-line' phase 8 c/w wraparound cabinet at base, 3no. additional ancillary cabinets and associated works.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	08/08/2022
35	Bedminster	<p>Land Adjacent To Teddies Nurseries Clanage Road Bristol BS3 2JX</p> <p>Proposed demolition of existing buildings and erection of replacement building for indoor recreation use (Class E(d)), with associated car parking.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	08/08/2022
36	Central	<p>Rear Of 6 Tyndalls Park Road Bristol BS8 1PY</p> <p>Application for removal or variation of a condition 12 (List of Approved Plans) of permission 20/01279/F - Demolition of boundary wall and construction of a two storey building containing 1no. residential unit with associated provision of amenity space, refuse and cycle storage - revised plans to show the proposed building sitting higher on the site as compared to the consented scheme, given the proposed use of existing foundations.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	23/08/2022
37	Bishopston & Ashley Down	<p>229 - 231 Gloucester Road Bishopston Bristol BS7 8NR</p> <p>Erection of a new building to provide 4no. residential flats with refuse/recycling and cycle storage and associated development.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	02/09/2022
38	Frome Vale	<p>Strathmore Pound Lane Bristol BS16 2EP</p> <p>Appeal against High hedge at 4 metres in height in rear garden.</p> <p>Appeal against high hedge</p>	09/09/2022
39	Horfield	<p>160 Monks Park Avenue Bristol BS7 0UL</p> <p>Erection of a two bedroom dwelling; with associated vehicular access from Kenmore Drive and pedestrian access from Monks Park Avenue, refuse storage, cycle storage, car parking, provision of private gardens and new landscaping.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	09/09/2022

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
40	Clifton Down	Barley House Oakfield Grove Bristol BS8 2BN An application to determine if prior approval is required for proposed Change of Use from Offices (Class B1(a)) to Dwellinghouses (Class C3). Appeal against refusal Delegated decision	Appeal dismissed 02/09/2022
41	Bishopston & Ashley Down	1 Pitt Road Bristol BS7 8TY Application for a Lawful Development Certificate - existing use as a house in multiple occupation used by up to 7 people sharing. Appeal against refusal Delegated decision	Appeal allowed 12/09/2022
42	Eastville	16 Elmgrove Road Fishponds Bristol BS16 2AX Change of use to a House in Multiple Occupation (HMO) with alterations and loft conversion works, including a rear roof extension. Appeal against refusal Delegated decision	Appeal dismissed 02/09/2022
43	Hillfields	Communication Outside 308 To 312 Lodge Causeway Bristol BS16 4DQ Application to determine if prior approval is required for a proposed 15.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	Appeal allowed 26/08/2022
44	Brislington West	Communication Opposite 568 Bath Road Brislington Bristol BS4 3LE Application to determine if prior approval is required for a proposed 18.0m Phase 8 Monopole C/W wrapround Cabinet at base and associated ancillary works. Appeal against refusal Delegated decision	Appeal dismissed 22/08/2022
45	Avonmouth & Lawrence Weston	Veolia Chitting Industrial Estate Bristol BS11 0YB Application for variation of condition 10 (Approved Plans) of permission 19/04171/F - amendment to the approved site layout plan showing changes to the internal vehicle routes. Appeal against refusal Delegated decision	Appeal dismissed 05/09/2022

46	Knowle	91 Exmouth Road Bristol BS4 1BD Application for Variation of Condition No 2 following Grant of Planning Permission 20/05846/H - Side and rear extension for a proposed garage. Amendment to regularise internal layout. Appeal against conditions imposed Delegated decision	Appeal allowed 05/09/2022
47	Westbury-on-Trym & Henleaze	50, 52 & 54 Stoke Lane Westbury Bristol BS9 3DN Proposed demolition of 3no. existing bungalows and replacement with 4 no. pairs of 4 bed semi-detached houses (totalling 8 dwellings). Appeal against refusal Delegated decision	Appeal dismissed 13/09/2022
48	Central	Tower House Pithay Court Bristol BS1 3BN Application to approve revised details reserved by condition 13 (external lighting) of permission 20/00802/F, which approved the change of use of part of existing car park, yoga studio and health clinic to offices/retail, creation of new reception area onto Pithay Court, extension of the podium, creation of external terrace at 3rd and 4th floor, together with additional office space, relocation of existing plant building and external alterations, including installation of new windows and respray of panels. (Major)	Appeal allowed 09/09/2022
49	Stoke Bishop	17 Haytor Park Bristol BS9 2LR Demolition of existing dwelling and replacement with one and a half storey 4 bedroom dwelling. Appeal against refusal Delegated decision	Appeal dismissed 20/09/2022
50	Bishopsworth	23 Little Headley Close Bristol BS13 7PJ TWO storey side extension. Appeal against non-determination	Appeal allowed 20/09/2022

DEVELOPMENT CONTROL COMMITTEE A 5 October 2022

REPORT OF THE DIRECTOR: DEVELOPMENT OF PLACE

LIST OF ENFORCEMENT NOTICES SERVED

Item	Ward	Address, description and enforcement type	Date issued
1	Lockleaze	36 Stothard Road Bristol BS7 9XL Erection of detached building in garden without planning permission. Enforcement notice	24/08/2022
2	Windmill Hill	154 Marksbury Road Bristol BS3 5LD Breach of condition 3 of planning permission 19/06182/H (building not being used ancillary and incidental to main building). Enforcement notice	21/09/2022
3	Brislington West	Former Wyevale Garden Centre, Bath Road Brislington Bristol BS31 2AD Without the grant of planning permission earth moving and regrading of the land has taken place, including the formation of bunds and the depositing of construction site waste and portable buildings.	15.08.2022
4	Brislington West	Former Wyevale Garden Centre, Bath Road Brislington Bristol BS31 2AD Without planning permission use of land for storage of construction plant equipment and portable buildings.	15.08.2022
5	Brislington West	Former Wyevale Garden Centre, Bath Road Brislington Bristol BS31 2AD Without the grant of planning permission, the formation of a hardstanding.	15.08.2022
6	Brislington West	Former Wyevale Garden Centre, Bath Road Brislington Bristol BS31 2AD Use of land for builder's yard and scaffold storage yard without the benefit of planning permission.	15.08.2022

Development Control Committee A 5 October 2022

Report of the Director: Development of Place

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Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Bedminster	Other	21/03165/F - Land To The West Of Ashton Gate Stadium Ashton Road Bristol BS3 2EJ Demolition of existing buildings and the phased redevelopment of the site to comprise a sports and convention centre, a hotel, 125 residential units, office accommodation, retail, gym, club museum, multi-storey car park, public realm improvements and landscaping, new internal access routes, new and improved vehicular and pedestrian accesses and infrastructure and other associated works and improvements on land west of Ashton Gate Stadium. (Major).
2	Bedminster	Other	21/03166/P - Land West Of Silbury Road Bristol Application for Outline Planning Permission With Some Matters Reserved - for phased residential-led development including affordable homes and commercial/community floorspace (Use Classes E and F.2), amenity green spaces; natural and semi natural greenspace; provision of associated infrastructure including footpaths/cycleways and new vehicular and emergency accesses; and provision of associated engineering and landscaping work including SUDs. Approval sought for access with all other matter reserved.
3	Westbury-on-Trym & Henleaze	Grant	21/05402/FB - Claremont School Henleaze Park Bristol BS9 4LR Partial demolition of existing building and erection of new school buildings with landscaped areas, revised entrance and parking area, and associated infrastructure works.
4	Central	Grant	21/04208/F - 1A-C Colston Yard Bristol BS1 5BD Partial demolition, conversion of no. 1A Colston Yard from offices to a house in multiple occupation and conversion of nos. 1B-C to an apart-hotel (Use Class C1) with a business hub and associated new-build development containing serviced apartments.

WARD: Bedminster

SITE ADDRESS: Land To The West Of Ashton Gate Stadium Ashton Road Bristol BS3 2EJ

APPLICATION NO: 21/03165/F Full Planning

DETERMINATION DEADLINE: 28 February 2022

DETERMINATION DEADLINE:
Demolition of existing buildings and the phased redevelopment of the site to comprise a sports and convention centre, a hotel, 125 residential units, office accommodation, retail, gym, club museum, multi-storey car park, public realm improvements and landscaping, new internal access routes, new and improved vehicular and pedestrian accesses and infrastructure and other associated works and improvements on land west of Ashton Gate Stadium. (Major).

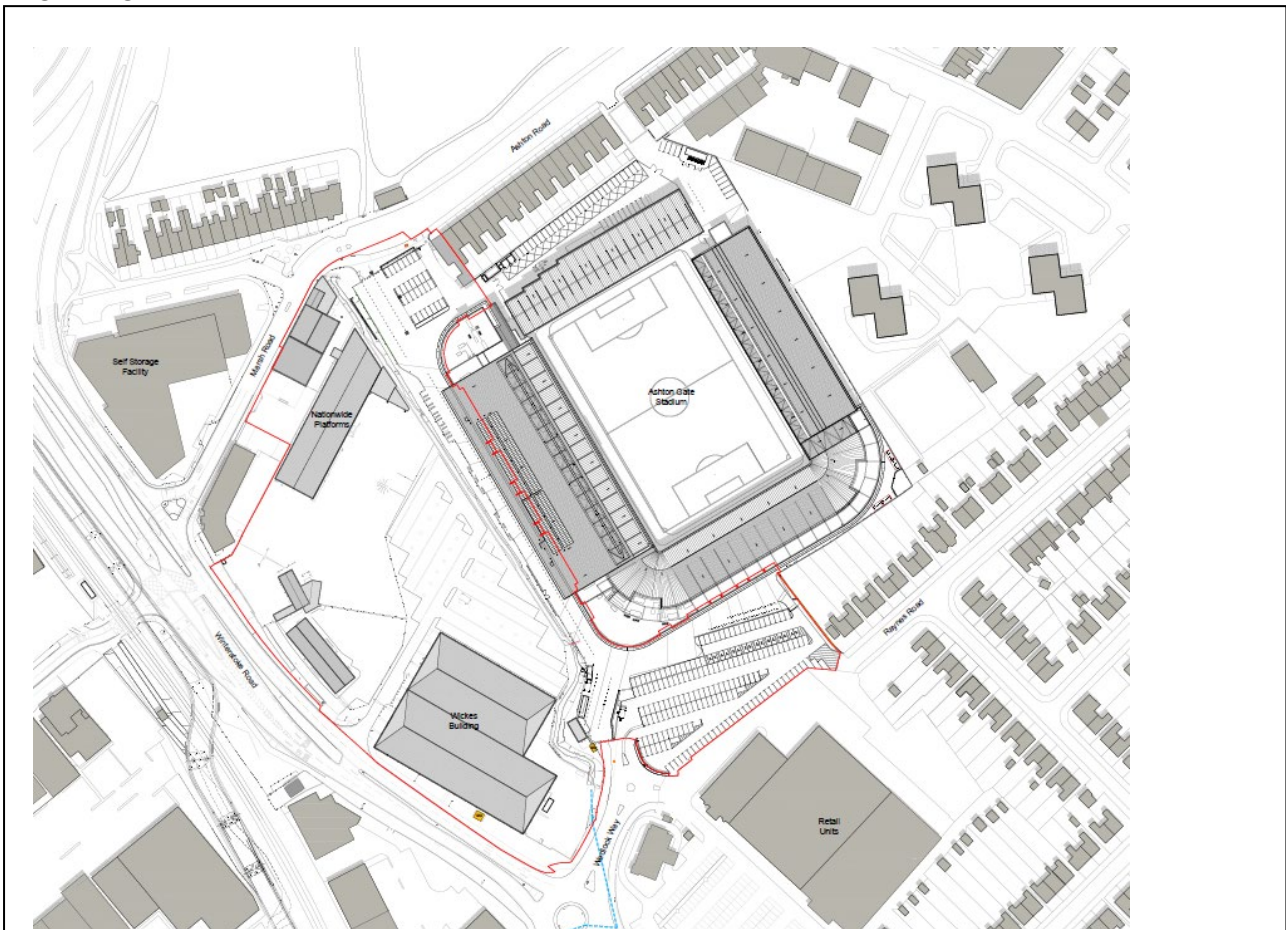
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Lichfields
The Quorum
Bond Street
Bristol
BS1 3AE

APPLICANT: Esteban Investments Limited

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

LOCATION PLAN:



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Application No. 21/03165/F- Land to the West of Ashton Gate Stadium

REASON FOR REFERRAL

The application is referred to Committee due to its scale, the significance that it will play in the regeneration of South Bristol and the also the wider benefits that it will potentially bring to the city.

SUMMARY

The proposed scheme known as the Ashton Gate Sporting Quarter (AGSQ) would deliver a significant amount of housing and commercial space and would create a new sporting and leisure destination for the city. The proposed Sports and Convention Centre (SCC) would not only be the new home of the Bristol Flyers basketball team but would also play host to a variety of cultural and commercial events.

This application is submitted in tandem with an Outline proposal for up to 510 dwellings on land within the Green Belt situated north of the Metrobus route in Ashton Vale known as “Longmoor” (please see application ref: 21/03166/P for full details).

The proposals are interlinked as the development of the Longmoor site is integral to the delivery of the AGSQ, as the receipt from the sale of Longmoor to a residential developer will be used to part finance the delivery of the AGSQ. The “enabling” planning application at Longmoor has been submitted by the same applicant at the same time and the two developments as proposed will be linked via a Section 106 agreement.

The AGSQ will create a sports based hub where Bristol Sport’s premier sports teams will be based and from which the Bristol Sport Foundation can expand on its outreach and participation work. It is also considered key to the long term economic sustainability of Ashton Gate, its teams and foundations.

The scale and complexity of the proposed development and the inter-relationship with the Longmoor application has resulted in lengthy period of discussions between various interested parties, key stakeholders and statutory consultees in order to overcome a number of issues.

As a result of concerns raised by Urban Design Officers and other key stakeholders, the proposed height of Plot 4 residential has been reduced but it remains that the quantum of development as proposed does challenge the site’s limits and results in a number of overall compromises. However, it is to a degree unavoidable to develop sites like this without some urban design/living compromises.

The Environment Agency originally objected to the proposal, but following the submission of additional details, have now advised it is acceptable subject to conditions as agreed by BCC Flood Risk Officers.

Transport Development Management (TDM) initially raised concerns with highway safety issues associated with the proposed pedestrian crossing point on Winterstoke Road. Officers have worked with the applicant to secure an alternative crossing meaning TDM are now able to support the proposal, subject to various details and other highway works being secured by condition and planning obligation.

The impact on the current level of residential amenity enjoyed by local residents is considered acceptable in relation to any overbearing impact, loss of sunlight, daylight and privacy. Similarly, the impact on residents in terms of noise disturbance from the proposed SCC is considered acceptable subject to the noise mitigation measures and conditions advised by the Pollution Control Officer

The development represents the redevelopment of a brownfield site, meets relevant sustainability policies, proposes to connect to the district heat network, will achieve a biodiversity net gain and will provide improvements to public realm & blue/green infrastructure in this location.

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The remainder of this report sets out the proposal complies with the development plan and other material considerations. On balance, the proposal's benefits significantly and demonstrably outweigh the limited adverse impacts associated with this development. The application is therefore recommended for approval subject to conditions and a s.106 Agreement

SITE DESCRIPTION

The proposal site measures 3.62ha and is situated to the immediate west of Ashton Gate Stadium. As existing the site comprises a range of office, employment and bulky retail uses with associated service yards and storage areas.

The northern part of the site is allocated as a Principal Industrial and Warehousing Area in accordance with policy BCS8 of the Bristol Core Strategy and policy DM13 of the Site Allocations and Development Management policies

To the immediate east of the site is Colliter's Brook, beyond which is the Lansdown Stand of the Ashton Gate stadium which rises to a maximum height of 37m. The western site boundary is enclosed by Winterstoke Road (the A3029) and Marsh Road encloses the site to the north, with Charnwood House fronting Marsh Road being excluded from the development boundary. To the south of the site is Wedlock Way.

There are no sensitive environmental designations within the site, however it is within the Impact Risk Zone for Ashton Court SSSI, the Avon Gorge SSSI and Quarry Steps, Durdham Down SSSI.

This site is not located within the Air Quality Management Area ("AQMA") that covers much of the urban area of Bristol. However, the AQMA boundary extends to Marsh Road which lies to the immediate north west of the site.

Notwithstanding Colliter's Brook running along the eastern boundary of the site, the site is located almost wholly within Flood Zone 2 however to the east of Colliter's Brook part of the site is within Flood Zone 3.

There are no statutory designated heritage assets (listed buildings or scheduled monuments) within the site or in the immediate vicinity.

RELEVANT HISTORY

13/03517/F- Demolition of the existing Williams Stand, Wedlock Stand, former Hire-Rite building and 65 Ashton Road; erection of new Williams and Wedlock Stands with accommodation including community facilities, conferencing and hospitality, public house, club museum and club shop; and remodelled Dolman Stand, to include modifications to concourse, alterations to the front seating deck and alterations to front roof canopy; internal alterations to the Atyeo Stand and concourse; new sports pitch, car parking, landscaping (including fencing and paving); and associated infrastructure and engineering works. stadium capacity to increase to 27, 000. APPROVED 05.02.2014

14/00751/X- Variation of Condition 48 (List of Approved Plans) attached to planning permission 13/03517/F, which approved the part refurbishment/part redevelopment of Ashton Gate Stadium, in order to substitute plans to reflect proposed minor material amendments to the Wedlock, Williams and Dolman Stands and associated works. (Major application). APPROVED 16.04.2014

Prior to the submission of this current application pre-application advice was provided as detailed below:

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Application No. 21/03165/F- Land to the West of Ashton Gate Stadium

18/05061/PREAPP Proposal for land to the west of Ashton Gate Stadium to be redeveloped for a mixed-use scheme incorporating a Sports and Convention Centre, two hotels, offices, around 250 residential units, retail uses, landscaping and appropriate infrastructure. Date Closed 8 March 2019
 CLOSED

ASSOCIATED APPLICATION

21/03166/P Application for Outline Planning Permission With Some Matters Reserved - for phased residential-led development including affordable homes and commercial/community floorspace (Use Classes E and F.2), amenity green spaces; natural and semi natural greenspace; provision of associated infrastructure including footpaths/cycleways and new vehicular and emergency accesses; and provision of associated engineering and landscaping work including SUDs. Approval sought for access with all other matter reserved. PCO

APPLICATION

The planning application includes the demolition of existing buildings and the redevelopment of the site including:

- A Sports and Convention Centre (SCC) which will be the new home of the Bristol Flyers basketball team with a maximum seated capacity of 3,626 supporters (max standing capacity of 5,202);
- A hotel with up to 232 guestrooms;
- 125 residential units;
- 2,610 sqm of net office space part of which would enable an expansion/relocation of Bristol Sport's, Ashton Gate Ltd's and the charitable foundation's existing office space in the stadium;
- Retail space for concessions and a club shop for the Bristol Sport's clubs relocated from the stadium (Bristol Sport being the commercial arm behind Bristol City Football Club, Bristol Bears Rugby Club, Bristol Flyers Basketball, Bristol City Women's Football, Bristol Bears Women);
- A club Museum;
- A gym;
- A multi-storey car park with space for 536 vehicles;
- Cycle parking hubs; and
- Public realm and landscaping improvements.

The development will provide a total of 53,658sqm (GIA) floorspace. Heights will be up to a maximum of 14 storeys (plus open roof garden and plant) – with a maximum height of 46m above ground level. Around the built form will be significant levels of public realm, creating a new and improved north-south green/blue infrastructure route along Marina Dolman Way which will interact with Colliter's Brook terminating at the south in a large open and flexible public area and 'Fan Zone' linked to the new clubs shop, the hotel and SCC.

The site is split into 6 Development Plots and 7 landscape character areas zones which are described as follows:

Plot 1 - Multi-Storey Car Park (MSCP) & Ground Floor Retail Units / Gym

The MSCP will provide parking for 536 vehicles with 27 dedicated wheelchair accessible spaces. The parking will be available for the hotel, the office, the gym, visitors to the SCC and Ashton Gate Stadium. The car park will be accessed via the new entrance off Wedlock Way with a dedicated entrance lane. At ground floor and first floor level will be a club shop for the Bristol Sport clubs, a club museum and a gym. The building will also house 144 cycle parking spaces for the hotel and SCC.

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The main building frontage will be onto Winterstoke Road, albeit set back to allow a pedestrian footway and a bus layby. The building will be eight storeys high (including rooftop parking being 26.2m above ground level). The building will have a total GIA of 19,666sqm.

Plot 2 – Hotel

The hotel on Plot 2 will comprise 232 guestrooms and will be located at the south western end of the SCC. Access will be to the west, with the ground floor and first floor as proposed to provide ancillary space (restaurant/reception), with upper floors containing the guestrooms. The ground floor will also provide through access and concourse to the SCC. The hotel would be a total of 10 storeys (36m above ground level).

The hotel will also include shared function space and VIP access points with the SCC. Two wheelchair accessible parking spaces will be provided at ground level at the entrance with further parking within the MSCP. There will be a bridge at first floor linking functions space in the hotel to the function space in the existing Lansdown Stand. The West Entrance is a new public square in front of the hotel. The hotel drop-off/ pick-up is integrated into the square.

Plot 3 – Sports and Convention Centre

The SCC will provide a new home for the Bristol Flyers Basketball Team who are currently in temporary inadequate accommodation at South Gloucester and Stroud College. The SCC will have a maximum capacity of 5,202 standing spectators, 3,626 seated and will also be flexible space designed to hold conferences, exhibitions and other entertainment/cultural events. Entry will be via a dedicated concourse within the ground floor of the hotel building directly off the proposed Fan Zone.

To the east side there will be egress points that lead over Colliter's Brook onto Marina Dolman Way. A terrace along the east elevation provides access along the brook, with the widened central area serving concessions.

The building will be 4 storeys with a maximum height of 21.2m above ground level. At roof level, the proposal incorporates formal recreation space including five-a-side football pitches, outdoor gym areas, changing rooms and ancillary juice bar.

Plot 4 – Residential Block

Plot 4 is the tallest part of the development and is located to the west of the SCC fronting Winterstoke Road. The tower will house a residential block comprising 14 storeys plus open roof garden and plant (46m above ground level). The block will provide a total of 54 residential units including 28 1-bed and 26 2-bed apartments. 31 car parking spaces (including four accessible spaces) will be located adjacent to the residential block for the use of residents. To the north-west there will be 111 cycle parking spaces

Plot 5 – Offices

Plot 5 is located immediately adjacent to the designated car parking spaces for Plot 4, to the west of the SCC and also fronting Winterstoke Road. The total GIA of the office building is 4,071sqm (with a net usable office space of 2,610 sqm) over 10 storeys plus open rooftop plant (40.6m above ground level). Two dedicated wheelchair accessible spaces would be provided for the office block, with additional allocation within the MSCP. It is anticipated that a proportion of the office space (c. 350sqm) will be taken up by the relocation / expansion of the Bristol Sport and Ashton Gate Ltd offices as well as the four community foundations.

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Plot 6 – Residential Block

Plot 6, located at the northern end of the Site, will house two additional residential blocks. Between the two blocks, there will be a total of 71 units, comprising of 35 1-bed and 36 2-bed. The North Block will be six storeys (22.7m) and the South Block eight storeys (29m). 33 car parking spaces (including four accessible spaces) are proposed to be provided for Plot 6 together with 116 cycle spaces

Zone A – Winterstoke Square Fan Zone

This new space will provide visitors to the SCC or Ashton Gate stadium with an open air space to meet pre and post events. The space will be laid to hardstanding with a green backdrop provided by the trees within the planted brook corridor. The layout of the Fan Zone enables events to be held securely without the need to close off public access through the site along Marina Dolman Way. In non-event mode the space will provide for informal break-out and public realm uses.

Zone B – Marina Dolman Way and Colliter's Brook

The proposals aim to improve the north-south route along Marina Dolman Way which runs parallel along the West Stand. A 11.2m clear walkway is proposed between the stadium and the brook (and 25m at ground floor between the stadium and the SCC). Bridges will be added from the SCC onto Marina Dolman Way and the proposed blue/green infrastructure along Colliter's Brook will improve the overall public realm and streetscape of this route.

Zone C – Greville Place

Zone C is located at the northern end of Marina Dolman Way and this area will form a flexible open square including seating, artwork, garden and food outlets. A new crossing will be provided to the north of Greville Place across Ashton Road, providing a link to Greville Smyth Park.

Zone D – South Car Park

The new South Car Park maintains the route for an existing public right of way ('PRoW') and is expected to be used flexibly during various events depending on demand. A total of 117 parking spaces are provided with 16 being accessible

Zone E – West Square

The west/ south west boundary of the site running along Winterstoke Road will become a shared cycle/footway. A broad pedestrian walk will link through to the Fan Zone between the MSCP (Plot 1) and the hotel (Plot 2). The West Square will create a plaza and an 'arrival' for the hotel

Zone F - Bridge View and St John's

The proposal includes residential parking located between the residential block at Plot 4 and the office block at Plot 5. Tree planting and soft landscaping features will also be added to this zone. There will be two pedestrian access points from Winterstoke Road to improve permeability of the site. The plots and the SCC are served by a one way street (north to south) which is lined by street trees and rain gardens. A service bay is located at the southern end to service both Plots 4 & 5 and also the adjacent hotel (Plot 2). Zone F also includes the area north of the proposed office block that would include a new public space with cycle parking, seating and tree planting. A large rain garden, together with several linear rain gardens, will provide greenery in this part of the site. The shared cycle/footway passes along the north side of the zone, providing a pedestrian route between Winterstoke Walk and Marsh Road (where the proposed pavement is widened in front of Plot 6).

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Zone G - Marsh Road Entrance

This new entrance point provides access to the residential car park at Plot 6, on a one way road leading out at Zone E. It is also the entrance point for all servicing vehicles associated with the SCC and the office building.

STATEMENT OF COMMUNITY INVOLVEMENT

The application is supported by a Statement of Community Involvement (June 2021) that details the consultation process undertaken with local residents between Autumn 2018 and the submission of the application in June 2021. This has included two drop in events, three online presentations, two online neighbour meetings, 30 stakeholder meetings, over 300 feedback forms being received, three community newsletter mailings to 10,500 addresses, for near neighbour letter drops, a project website, extensive media coverage and Youtube videos.

Key feedback themes from local residents included parking, congestion, public transport, density & massing, event day disruption, sustainability and ecology.

As a result of this feedback, section 8 of the SCI details various changes to the submission which can be summarised as:

- Reduction in the overall density of the development
- Reduction in the height and massing
- Moving the main height to Winterstoke Rd and away from residential areas
- Reduction in vehicle movement across the site in lieu of pedestrian and cycling movement
- Simplified servicing strategy specifically relating to Sports and Convention Centre
- Enhanced connectivity between stadium and new development
- New rooftop leisure and sports area created
- Residential buildings designed to accord with Urban Living SPD requirements.

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

An Environmental Statement (ES) has been prepared under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the '2017 Regulations'). The overall ES comprises the June 2021 issue and a Supplementary ES received September 2022

The applicant submitted a Scoping Report dated April 2019 to which BCC confirmed their view to which issues required to be scoped out within the EIA (please see BCC Reference (19/01796/SCO)

BCC agreed that the proposed development has the potential for significant effects due to the scale and nature of the development. As such, the proposed development was considered to be EIA Development.

This was on the basis that the proposed development represents an urban development project on a site exceeding 1ha that is not dwellinghouse development (whilst there are apartments within the site, over 1ha of the development is non-residential), and accordingly that the proposed development falls within Section 10 (b) of Schedule 2 of the EIA Regulations

The submitted EIA considers the likely significant effects arising during the construction and operation of the proposed development and the potential cumulative effects which may arise when considered with other relevant nearby development proposals. Where significant adverse effects on the environment are identified, the assessment process establishes mitigation and monitoring measures to prevent, reduce, and where possible, offset the effects.

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Matters that have been addressed within the ES include:

- Transport;
- Ground Conditions;
- Flooding and Water Resources;
- Noise and Vibration;
- Air Quality;
- Townscape and Visual Impact; and
- Socio-Economics.

RESPONSE TO PUBLICITY AND CONSULATION

NEIGHBOUR CONSULTATION

The application was advertised by neighbour notification letter, site notice and press advert. Following two sets of amendments to the Environmental Statement the application was re-advertised via press adverts on both the 15th June and 21st September 2022. A total of 54 representations have been received consisting of 34 letters of support, 16 objections and 4 neutral to the development.

Objectors have raised the following concerns:

- Additional impact on parking in the local area
- Lack of detail in relation to demolition of 65 Ashton Rd
- Impact on trees
- Noise disturbance from events, proposed service yard and building services
- Additional congestion to highway network
- Cumulative impact of more events
- Increase in Air Pollution
- Impact on visual amenity from additional large buildings
- Residents Parking Zone is required
- Proposal is an overdevelopment of the site
- Lack of affordable housing
- Sustainability credentials not sufficient
- Impact on flooding

COUNCILLOR COMMENTS:

Cllr Mark Bradshaw:

“Here are my comments on the proposed development:

1. The applicant has maintained a welcome dialogue with local residents and community stakeholders, including myself, mostly online due to the Pandemic.
2. The proposals add a significant new dimension to the sporting and leisure facilities currently at Ashton Gate, which is a historic landmark for Bedminster and Bristol.
3. No doubt, the proposed new sporting and leisure space, if accessible to members of the local community, will support healthier lifestyles and help tackle health challenges such as obesity, diabetes, and mental ill-health.
4. My principal concerns relate to the cumulative impact on the surrounding community due to increased traffic and demand for parking in the nearby area. Although the Pandemic has meant that

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spectated matchdays and major events have not been held at Ashton Gate, the experience previously was of considerable traffic congestion, obstructive parking and pressure migrating beyond the immediate vicinity of Ashton Gate. This pressure has been exacerbated by the expansion of existing resident's parking measures in Southville and 'Bedminster East'.

5. Time has come to introduce a comprehensive set of traffic management controls for 'Bedminster West' which would cover much of the area impacted by matchdays and other events held at Ashton Gate. These controls would embrace not only junction protection (given the detrimental effect of obstructive parking on emergency and bus access), but also permit parking giving local residents priority over parking in their streets. A start on the formal consultation process is required.

6. The impact on Winterstoke Road and, by extension, the Parson St gyratory is also a concern, although I note that junction improvements are being proposed for the highway immediately near to Ashton Gate. Winterstoke Road A3029 is a busy major road which does not perform well and could, in time, be remodelled to provide a more efficient highway, while providing a green buffer for residents.

7. Additionally, several of the junctions, specifically the Luckwell Rd, Winterstoke Rd and South Liberty Lane one, are problematic and complete redesign is needed to make them safer, more efficient and with pedestrian controlled crossings. While I would not expect the applicant to fund all this work, Ashton Gate now and expanded is and would be a key generator of traffic and therefore should contribute towards this larger project.

8. I am also concerned about the proposed multi-storey car park. While accepting that some dedicated parking provision is required on site for disabled people, contractors etc the future use of this new car park should be conditioned in any planning consent.

9. Adjacency to the Metrobus route is important for Ashton Gate and while I would not support the costly relocation of existing stops (which were located to support growing residential and business demand), several new limited service stops for matchdays and key events could be sited as part of the travel hub being proposed, alongside the background bus network and the P&R services contracted by Bristol Sport/Ashton Gate Ltd.

10. I would want to see clarity and conditions about providing employment and training opportunities for local people of all ages during both the construction phase and operation of the site if consent is granted. The applicant should work with the South Bristol Construction Hub to support this valuable resource aimed at providing young people with the latest construction skills.

11. Ashton Gate Ltd/Bristol Sport has remained a firm support of the need for a railway halt or modest station at Ashton Gate and space for any future rail link was provided as part of the now built Ashton Rise residential development. Again, the delivery of a new station/halt is not controlled by the applicant, but WECA should be encouraged to revise the original feasibility work and line derogation agreed with Network Rail. I am sure that a financial contribution towards progressing this technical work would be beneficial in identifying options and a timescale.

12. I am overall in support of the application but keen to see some tangible improvement to the quality of life experienced by my constituents, particularly in relation to traffic, parking, congestion/air pollution and wider health challenges"

Cllr Tessa Fitzjohn:

I am writing to raise my concerns regarding the proposed application.

This will be significant development, which will have considerable impact on the area, particularly transport, increasing noise and pollution and these issues need to be addressed before this development can go ahead.

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I support the additional sporting facilities to include basketball courts, which will be the centrepiece of the development, and in favour of introducing professional basketball training, and consider it will be very popular to a wider more diverse audience, which is good for South Bristol.

My concerns centre on the reasons listed below:

Parking

This development will generate a significant increase in traffic, and need for further parking in and around the stadium in an area that is already crowded, and residents unable to find parking close to their homes.

Parking will be aggravated by the impending Clean Air Zone, and since there is no parking restrictions in most of Bedminster residents will receive even more out of town visitors parking up and catching the bus into the Centre

The extra jobs generated by the new development are likely to arrive by car and use the new multi storey that holds up 536 cars.

A future rail link at Ashton Gate is essential to enable a sustainable solution to excess parking. Network Rail know this is an issue and I encourage Ashton Gate management to recognise their responsibility in finding sustainable solutions to Bedminster's transport issues before this application can be successful.

Tall towers

I am pleased to see that the tower block has been reduced by 5 storeys to 14, even so I agree with the Bristol Civic Society who note ' it will mask the unique topography of the city and harm valued views.'

Also Historic England lists their concern for the Repton designed garden in the grounds of Ashton Court Mansion who are concerned that the views will be jeopardised by the high rise development. According to the Urban Living Supplementary Planning Document, (SPD) any taller elements should not front onto the façades of the buildings, and only be applied to discrete elements, not the entire block or frontage. This building will dominate and be out of character for the area and should be avoided.

Community involvement

The SPD says that a key success factor in high density developments is early and sustained community involvement. I would like to see greater commitment to this.

EXTERNAL CONTRIBUTORS:

In the interests of brevity, these comments have been summarised. Full comments are available on the website

Avon Fire & Rescue Service- NO OBJECTION

The additional residential and commercial developments will require additional hydrants to be installed and appropriately-sized water mains to be provided for fire-fighting purposes. This additional infrastructure is required as a direct result of the developments and so the costs will need to be borne by developer. Avon Fire & Rescue Service has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat per hydrant (x3 required).

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Bristol Civic Society- OBJECTION

Bristol Civic Society supports, in principle, the development of the land adjoining Ashton Gate Stadium which will create a sporting and hospitality hub of benefit to the City and south Bristol in particular and boost employment opportunities in the area. However, the Society is generally averse to tall residential buildings. They are visually intrusive and, unless very well managed, frequently result in poor living conditions for their occupants. We welcome the four storey reduction in the height of the residential tower but the Society cannot support the impact of the high buildings on the topography of the city and valued views.

Bristol Walking Alliance- NO OBJECTION

Bristol Walking Alliance (BWA) welcomes the increased permeability of the pedestrian environment to be provided within the new development. However, we believe any such development must go along with a significant contribution from the developers to improving the public access to and around the venue. This includes making better use of buses and trains and reducing the dependence on access by car. The associated Longmoor Village development provides an opportunity to allow better access by foot to the stadium from the Long Ashton Park & Ride.

Bristol Waste- NO OBJECTION

Any collections from private roadways would be by agreement with Bristol Waste and may need a covering letter of indemnity.

BS3 Planning Group- NO OBJECTION

We are generally in favour of the development of the sports and conference centre but have some reservations about the planned residential building and transport issues in particular;

Ashton residence - Building looks too high against the adjoining 2 storey houses

Winterstoke Residence - one single fire escape stair, looks to be not enough. This building also appears to be too close to the busy road for sound and pollution issues. There appears to be no affordable housing planned?

Public transport - extra buses/ routes do not seem to have been considered, only walking and cycling routes?

Sustainability - current plans only just meet BREEAM excellent standards and as the development progresses and changes need to be made it is unlikely to get better - this is not really aiming high enough.

Not net zero carbon - not good enough in these times

Match day transport - already poor, can only get worse with increased capacity and more residential space. Named local rail stations are not close enough for most patrons. The Park and Ride may also be considered to be too far away as well.

Neighbourhood survey - locals have received publicity but this did not help anyone find the details on the planning portal as the application numbers were not included, deliberately opaque?

Visual Impact - the view in this area part of the heritage of the location, these must not be obscured.

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The opening of the Brook was seen as a positive move but this will need to be cleaned and improved as part of the works and the water quality tested.

Impact of increased number of residents on water requirements and sewers? These will need further review

Coal Authority- NO OBJECTION

The Coal Authority concurs with the recommendations of the Coal Mining Risk Assessment that coalmining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site. Accordingly, the Coal Authority recommends the imposition of a condition relating to a scheme of intrusive investigations being carried out on site”

Crime Prevention Design Adviser-NO OBJECTION

Various recommendations were advised in their response dated 03.08.21 mainly relating to cycle storage provision, CCTV, management plan anti-graffiti surfacing, requirement for concierge and secure mail and SBD certification. The applicant has responded to these points or has confirmed that they will be addressed during the reserved matters stage. The CPDA is therefore satisfied with the proposed development

Design West- Comments summarised as follows:

“The south west corner needs further attention where starting with the pedestrian experience (ingress and egress) as overarching design principle will create the most successful solution. The movement framework and associated landscape proposals shall be reviewed again based on the above comments. The public realm proposals need to be reviewed with a focus on robustness and longevity.

The quality of the residential accommodation of Block 4 is still unsatisfactory and the block appears overdeveloped which needs to be addressed. Either a combination with Block 5 creating an office residential mixed-use scheme, an intensification of Block 6 or a combination of both might overcome this issue.

We recommend that the landscape and public realm layout and details are reviewed or ‘stress tested’ to ensure their resilience under crowd conditions.

A unique identity of the scheme will be key to its success and ownership of visitors, fans, residents and neighbours. The elevational treatment shall be reconsidered and developed based on a clear concept”.

Environment Agency- NO OBJECTION

The EA have no objection to the proposed development subject to conditions and informatives in any grant of planning consent

Health & Safety Executive (HSE)- NO OBJECTION

As this relates to a planning application submitted before 1st August 2021, which is before HSE became a statutory consultee for planning gateway one, the HSE will not be providing any advice on this application. For the above reason a fire statement is not required.

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Historic England- NO OBJECTION

“We suggest that if you are minded to recommend approval of the proposals, it should be subject to a detailed materials condition to ensure that the elevations of the buildings seen in longer range views from Ashton Court and Bedminster Down are faced in materials with a recessive tonal quality. Brightly coloured cladding would not be appropriate here”.

Network Rail- NO OBJECTION.

“Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission”.

Safety Advisory Group (SAG) for Ashton Gate Stadium- NO OBJECTION

Various recommendations made and conditions advised. Please see comments on the website for further details. Comments have also been considered by the relevant Transport Development Management (TDM) Officers in their response

INTERNAL CONTRIBUTORS

In the interests of brevity, these comments have been summarised. Full comments are available on the website

Affordable Housing

The application should be required to provide 30% affordable housing on site. However, as the applicant has submitted a viability assessment it will be subject to viability testing as set out in the Affordable Housing Practice Note (AHPN) 2018 section 4.4. Please see Key Issue B for further details

Air Quality

Clarification was sought in regards to assumptions around HGV movements, trip generation rates for events and the cumulative developments included within the air quality assessment baseline. The applicant has now provided further clarification on all these points, which has provided clarity and assurance that the assessment approach used is acceptable. The Air Quality Officer therefore has objections to the development

Arboricultural Officer

No objections and conditions advised please see Key Issue F for further details

Contaminated Land

No objections and conditions advised, please see Key Issue I for further details

Ecology

No objections and conditions advised, please see Key Issue F for further details.

Economic Development

No objection. Condition advised requiring the developer to produce a comprehensive Employment,

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Skills and Business Support Plan

Flood Risk

No objections and conditions advised, please see Key Issue E for further details.

Pollution Control

No objections and conditions advised, please Key Issue D for further details

Public Rights of Way

No objection.

Sustainability

No objections and conditions advised, please Key Issue G for further details

RELEVANT POLICIES

National Planning Policy Framework – 2021

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance including the Urban Living SPD

KEY ISSUES

(A) PRINCIPLE

Sports and Convention Centre (SCC) and Hotel

Approximately half of the proposal site lies on unallocated land, with the other half at the northern section being within the Marsh Road/ Winterstoke PIWA meaning policies BCS8 and DM13 are applicable.

It is noted that the proposal site is included within the Emerging Local Plan Review Draft Development Allocations ref: BDA0302, for the following:

“The Site would be appropriate for associated and complementary mixed-uses (including sports and leisure, offices and hotel uses) with residential.”

The reason for the draft allocation was given as:

“The Site’s location adjacent to the Ashton Gate stadium provides an opportunity to coordinate related land uses and secure a more efficient use of land with a mix of complementary uses. The Site will contribute towards meeting housing needs and providing for other beneficial uses”.

However, as the Local Plan Review is still at the Regulation 18 consultation stage it can only be afforded limited weight in this assessment

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Policy BCS8 of the Core Strategy states that these areas within existing PIWAs will be retained for industrial and warehousing uses and that employment land outside of these designated areas should be retained where it makes a valuable contribution to the economy and employment opportunities.

The SCC will be the new home for the Bristol Flyers and will be a multipurpose sport venue as well as hosting conferencing and live entertainment events. It is understood that the SCC alone (excluding the proposed hotel and offices) is expected to create 29 FTE permanent jobs and to support a further 7,930 temporary/part time event roles each year. In this respect it is considered that the SCC will make a valuable contribution to the economy and employment opportunities in accordance with policy BCS8

The proposed SCC is considered to deliver community wide benefits as also detailed in the Committee Report for application 21/03166/P. This element of the proposal provides part of the Very Special Circumstance required to justify the residential development at the Longmoor Site which lies within the Green Belt. As such, if Members are minded to approve this application, then a phasing plan condition and planning obligation will both be necessary to ensure that the SCC forms the first phase of development post enabling works.

Policy DM13 of the SADMP sets out a number of alternative uses which may be acceptable on PIWAs including specialized leisure uses which cannot be accommodated in centres because of their scale and/ or operational impacts. The SCC is considered to be a specialized leisure use in this respect

Policy BCS7 identifies centres as the primary locations for retail development, offices, leisure and entertainment uses, arts, culture and tourism uses. The policy also defines the hierarchy of centres, the closest of which to the site are North Street Southville District Centre and Bedminster Town Centre.

In accordance with paragraph 89 of the NPPF, the applicant has provided a Town Centre Uses Assessment (TCUA) (including Sequential Assessment). A summary of the findings is as follows:

- There is a specific need and market for the proposals and they can only be located on this site in association and clearly linked to Ashton Gate Stadium.
- Other sites away from the stadium would not be suitable or viable – therefore the development complies with the sequential test.
- Notwithstanding this, analysis of alternative sites did not find a suitable, viable alternative. As such the Site is the most sequentially suitable site for the development.
- The assessment concludes that the commercial elements will not have a significant adverse effect on any existing designated centres.
- Nor is it expected to affect the development opportunities of other sites in defined centres.

The TCUA and Sequential Assessment has been independently assessed by an external consultant (JLL) who has concluded that the SCC element of submitted application is sufficiently different in terms of scale and the type of events hosted to existing facilities within the city centre. JLL consider that the SCC will compliment rather than compete directly with the city's existing venues and will not have a significantly adverse impact.

Therefore, on balance the SCC and hotel elements of the proposal are compliant with the requirements of BCS7, BCS8 and DM13.

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Housing

Section 6 of the NPPF reflects the need to significantly boost the supply of housing and to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol. The policy further states that the development of new homes will primarily be on previously developed sites across the city. This is supported by policy BCS20 which states that new development will maximise opportunities to re-use previously developed land.

The need to make the most effective use of this piece of urban land in accordance with policy BCS20 is acknowledged and acceptable as the proposal site is considered to be a sustainable location.

The creation of 125 residential units would make a substantial and valuable contribution towards housing supply which is compatible with the objectives of policies BCS5 and BCS20.

On 14th January 2022, the government published the results of its 2021 Housing Delivery Test, which aims to measure how effectively each local authority is delivering housing against the NPPF requirement to demonstrate a five-year supply of deliverable housing sites plus five per cent land supply buffer. Bristol was found to be delivering only 74% of the housing requirement. The penalties for this will be that Bristol will be required to provide a "buffer" of sites for 20% more homes than are needed to meet its five-year target, to produce a Housing Action Plan, and that the presumption in favour of development in the NPPF will apply.

In view of the fact that the LPA is not able to demonstrate a five year housing land supply, paragraph 11(d) of the NPPF is engaged, and the tilted balance applies meaning the presumption in favour of sustainable development as set out in paragraph 11(d) of the Framework is applicable. This indicates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

In terms of the benefits of the development, the proposal would make a substantial contribution to the area's housing stock and mix of housing. As the proposed development is considered to accord with the relevant local and national plan policies as detailed in the following Key Issue sections below, the presumption in favour of sustainable development as set out in the NPPF applies, as the proposal complies with the development plan and the benefits of increasing local housing supply significantly and demonstrably outweigh the limited adverse impacts.

To conclude, in land use terms, the creation of 125 flats at the site would represent sustainable development in full accordance with national and local planning policy. The principle of residential development in land use terms is therefore considered acceptable

Proposed Housing Mix

Policy BCS18 of the Core Strategy states that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.

It is noted that of the 125 residential dwellings within the planning application, 14 no. residential units are classed as wheelchair user dwellings being M4 (3) accessible with the remaining 111 no. residential units classed as M4 (2) adaptable dwellings.

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The proposed residential units will be a mix of 1 and 2 bedrooms. At the time of writing the 2021 census data has not yet been published, and as such the following statistics are taken from the 2011 census

The site is located in within the Ashton Lower Super Output Area (LSOA). An up-to-date picture of the proportion of different residential accommodation types in the LSOA can be obtained by assessing the 2011 Census data. This data details that the Ashton LSOA accommodation types comprises only 18.1% flats with 6% of all property types being 1 bedroom and 13.8% 2 bedroom. On this basis, no objections are raised to the type and size of the proposed 125 1 & 2 units as the scheme would not create or contribute to local imbalance of housing type or size.

No affordable units are proposed as part of this proposal. A detailed assessment of this issue is provided in Key Issue B

Offices

It is noted that the proposed development includes the demolition of the Midas building which would result in the loss of 1,270m² of existing office space.

The proposal comprises of 2,600m² Office space located within Plot 5 as proposed, part of which would be used to expand existing office requirements at Ashton Gate (in the region of c. 350sqm). The policy approach for South Bristol, contained within policy BCS1, promotes the delivery of c. 60,000sqm of new office space in the area, primarily through the re-use of previous developed land. The provision of office space is also supported by policy BCS8, including the provision of floorspace as part of mixed-use developments.

Multi Storey Car Park

The MSCP will provide space for 536 vehicles. The spaces will be allocated as follows:

- General use (events etc.) – 362 spaces
- Gym – 59 spaces
- Hotel – 64 spaces
- Office – 51 spaces.

The MSCP will provide a net increase of parking provision on site and is considered to be a key operational requirement of the development. It is therefore considered acceptable in this wider context and therefore meets the requirements of policy DM23.

Retail, Museum and Gym

The proposed retail unit will consist of a club shop that is considered ancillary to the wider use of the site by Bristol Sport, as is the proposed Bristol Sport museum. The proposed gym facility is also considered acceptable due to the health benefits awarded it will provide to the local community as supported by Section 8 of the NPPF 2021 'Promoting Healthy Communities'.

In summary the proposed mixed-use development is considered to be acceptable in planning policy terms.

(B) VIABILITY & AFFORDABLE HOUSING

The proposed development contains elements that fall within Use Class C3 of the Use Classes Order, meaning that it is required to address the BCC Affordable Housing Policies. The proposal includes 125 dwellings and therefore it is required to comply with policy BCS17, which seeks the provision of up to 30% affordable housing (37.5 affordable dwellings) subject to scheme viability.

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The National Planning Policy Framework (NPPF) and the associated Planning Practice Guidance (PPG) were revised in 2021, and these revisions are pertinent to the assessment of scheme viability.

The applicant has claimed that, to remain viable in planning terms, the proposed scheme is unable to provide any affordable housing. A Viability Report has been submitted by Carter Jonas on behalf of the applicant in support of the claimed viability position.

Officers commissioned Cushman & Wakefield to assess the Carter Jonas Viability Report and advise BCC as to whether the applicant's claim was reasonable. Cushman & Wakefield undertook a detailed assessment of the Carter Jonas Viability Report, including an independent Cost Consultants Report, and whilst they did not agree with all the inputs used by Carter Jonas, they did agree that the scheme was unable to provide any affordable housing.

Unusually, the viability undertaken by Cushman & Wakefield on behalf of BCC, concluded that the scheme was less viable than that undertaken by Carter Jonas on behalf of the applicant.

The following table summarizes the conclusions of the Viability Reports

	Carter Jonas (for Applicant)	Cushman & Wakefield (for Council)
Income	£138,163,113	£132,739,899
Costs	£171,843,622	£171,869,618
Residual Land Value	(-£33,680,509)	(-£39,120,719)
Benchmark Land Value	£11,486,000	£10,874,000
Surplus / (Deficit)	(-£45,116,509)	(-£49,994,719)

Income = sales values of residential properties, capitalised values of commercial elements, and car parking revenue

Costs = build costs, contingency, professional fees, sales and marketing costs and the developers profit

Residual Land Value = Income less Costs

Benchmark Land Value = the current value of the land in its existing condition for its existing use

Surplus / (Deficit) = Residual Land Value less Benchmark Land Value

A development is viable in planning terms, and therefore able to provide affordable housing, if the Residual Land Value less the Benchmark Land Value results in a surplus. However, if it results in a deficit, then the development is not viable in planning terms, and therefore is unable to provide affordable housing.

In the case of the Ashton Gate Sporting Quarter scheme, both Carter Jonas and Cushman & Wakefield conclude that the scheme has a very significant deficit (more than £45million). The scheme would not be developed under normal circumstances and will come forward only because the owner of the site is willing to subsidise it.

Members will be aware that the AGSQ application is being determined at the same time as an application for housing at Longmoor Village comprising up to 510 dwellings with 30% affordable. It is understood that the applicant intends to sell the Longmoor site to a housebuilder and then use the capital receipt to reduce the deficit of the AGSQ scheme. In effect the Longmoor scheme will be used as a vehicle to reduce the landowner's subsidy on the AGSQ scheme.

The anticipated capital receipt from Longmoor some is £24,128,000. When this figure is incorporated as Income into the AGSQ Viability Reports the viability is as per the following table:

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	Carter Jonas (for Applicant) incl Longmoor Village Capital receipt	Cushman & Wakefield (for Council) incl Longmoor Village Capital receipt
Income	£162,291,113	£156,867,899
Costs	£171,843,622	£171,869,618
Residual Land Value	(-£9,552,509)	(-£15,001,719)
Benchmark Land Value	£11,486,000	£10,874,000
Surplus / (Deficit)	(-£20,988,509)	(-£25,875,719)

Whilst this improves the financial situation somewhat, the Ashton Gate Sporting Quarter scheme is still showing a deficit of at least £20million.

Consequently, Officers are satisfied that the AGSQ scheme is unable to provide any affordable housing.

However, given that the AGSQ scheme will be delivered in phases over several years; Officers consider that scheme viability should be revisited, upon commencement of each of the residential phases, in order to maximise the opportunity to secure affordable housing should the scheme viability improve over time.

Therefore the following obligations are recommended.

1. The applicant will provide evidence of the Capital Receipt from the sale of Longmoor Village to the Council, no later than 28 days after the sale has completed
2. A Viability Review will be submitted to the Council no later than 28 days after the commencement of Plot 4. This will include actual scheme costs and values where known, and up to date estimates of costs and values that are yet to be incurred, as well as the actual Capital Receipt from the sale of Longmoor Village.
3. A Viability Review will be submitted to the Council no later than 28 days after the commencement of Plot 6. This will include actual scheme costs and values where known, and up to date estimates of costs and values that are yet to be incurred, as well

(C) TRANSPORT

Policy BCS10 and policy DM23 require that development does not give rise to unacceptable and/or unsafe highway impacts. Development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access for all sections of the community within the development and onto the highway network. Development should be designed and located to ensure the provision of safe streets.

With regards to parking and servicing, policy DM23 specifies development proposals will be expected to provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the Council's parking standards contained in the parking schedule at Appendix 2.

Policy DM32 also specifies that development must have regards to the need to provide and maintains safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives. The policy also states that development will not be permitted if recycling and refuse provision that meets the required capacity, design and access requirements cannot feasibly or practicably be provided.

Paragraph 111 of the NPPF states "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

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Highway Safety

Throughout the application process TDM Officers have raised concerns with the proposed pedestrian crossing over Winterstoke Road leading to the proposed West entrance of the site (this is referred to as the "Super Crossing" in the submission documents). It is to be noted that this is outside the limit of the 'red line' planning application boundary although the provision of a crossing point is an important part of the proposed development as it would allow for large volume pedestrian movements across the main road.

Whilst the desire line in entering the site at this location from the pedestrians traveling from the west is understood by TDM Officers, it was confirmed to the applicant that the submitted modelling and other supporting information did not adequately demonstrate that the crossing as proposed was acceptable in terms of highway safety.

TDM Officers advised the applicant on the various modelling and engineering requirements that would be necessary to make this crossing point acceptable and confirmed that Officers would in principle support a crossing in this location providing that it could be funded by the applicant.

However, the applicant has disagreed with the figures quoted by TDM (£1.5m) in relation to modelling, design and implementation required in order to making this crossing acceptable. The applicant believes this figure to be excessive meaning that they were not prepared to offer the full financial contributions sufficient to deliver this option.

Therefore, as a pragmatic way forward, TDM Officers worked in identifying an alternative crossing solution, being the upgrade of the existing crossing point further north leading from Ashton Vale Road across Winterstoke Road to Marsh Road.

The applicant is agreeable to this approach and to demonstrate the alternative Winterstoke crossing options an additional plan has been prepared that acknowledges the two crossing options at Winterstoke Road (Option A) and at the Marsh Road/Winterstoke Road junction (Option B). Both have been assessed with the Environmental Statement and both considered to be workable solutions. It is to be noted that both of these options fall outside of the 'red line' planning application boundary as they relate to works on adopted highways infrastructure.

Therefore, should the planning application be approved by Members, it is proposed that a 'condition caveat' is placed on the list of approved plans that approves the details within the 'Red Line' planning application boundary only. Full details of the chosen Winterstoke Crossing route will be agreed pursuant to the signing of Section 106 Agreement to secure the required s278 works, with a capped contribution payable to Bristol City Council who will model, design and undertake the off-site highway works

TDM have agreed that this is an acceptable way forward meaning they are no longer objecting on highway safety grounds subject to conditions and obligations.

Car Parking

To cater for residents, staff and visitors the applicant proposes a mixed approach. On-site parking primarily consists of:

- A multi-storey car park for 536 vehicles, with 27 bays dedicated for blue badge holders. It will be accessed from the mini-roundabout at the end of Wedlock Way via a single entry and two exit lanes.
- Two surface car parks for 64 vehicles, with 10 bays dedicated for blue badge holders. These will be accessed from the one-way access road that runs adjacent to the SCC and are located

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- between Plots 4 and 5 and to the rear of Plot 6.
- The existing South car park will be utilised for bus/taxi drop offs for music events and by media/Sky broadcasting vehicles on match days. 117 spaces are provided with 16 being accessible
- A small drop-off/pick up point in front of the proposed hotel, with two blue badge parking bays

In total on-site parking will be provided for 600 vehicles which provides a net increase in parking provision across the site. TDM advise that this falls well within the maximum parking standard (up to 735 vehicles) which is based on the number of flats and the size of the proposed SCC/Offices. Currently blue badge parking at the stadium is for season ticket holders only. Sufficient blue badge parking must be provided for visitors to the site to prevent vehicles parking on double yellow lines on Winterstoke Road. The MSCP will contain 27 disabled bays, and it is stated within the TA that 2 disabled bays will be allocated to the gym, 2 to the hotel, 2 to the offices at Plot 5, with other spaces available to all visitors, whilst Plots 4 and 6 will have their own dedicated parking bays, including appropriate disabled provision.

To comply with the Council's policy, 20% of all parking bays across the site must have Electric Vehicle Charging Points (EVCPs), with the remaining having the necessary ducting, cabling and earthing to enable additional points to be installed in the future. Parking for motorcycles/mopeds must also be provided along with at least one car club. Membership of at least a year must be offered to all residents as part of the sites Travel Plan with a vehicle sourced from one of the three car clubs within Bristol.

The applicant proposes that the site would be serviced by means of the two vehicular access points the first serving Plot 6 and the second providing a one way access route leading north to south from Marsh Road to Winterstoke Road. The latter will link to the one-way internal access road that will run alongside the SCC. To cater for the various events that will be staged at the SCC an enclosed service yard is proposed which will be able to accommodate at least three HGV's. Swept path analysis has been provided for a 16.5m long HGV, which will only enter and exit the site via Marsh Road. This indicates that the access road may need to be widened in order to prevent any overhanging of the adjacent footway. Rather than collecting the SCC's waste from within the service yard, an external bin room is proposed which will open onto a small layby next to the internal access road. However, in order to open the doors to the bin room and leave room to manoeuvre the bins in/out, vehicles will need to park away from the building's façade, potentially blocking the internal access road.

Loading bays are also proposed to service the Plots 2, 4 and 5. However, for the hotel at Plot 2 this will require crews/hotel staff to manoeuvre bins/dollies across the internal access road thereby placing them at risk of pedestrian/vehicle conflict. Furthermore, as Bristol Waste employs Toploader® refuse trucks to collect dry-recycling, crews will be required to stand in the carriageway. This is because they are loaded from both the rear and the passenger side and require an operating area of 12m long x 5.20m wide. This would also apply to Plot 6, where all vehicles would be required to stop within the shared space thereby also placing them at risk of conflict with both pedestrians and cyclists.

TDM have confirmed that due to the number of vehicle movements associated with the site a Parking, Delivery & Servicing Plan will be required to overcome the concerns raised above and this will need to be secured by pre-commencement condition. The information required to satisfy the requirements of this condition will need to demonstrate all departures from the Waste and Recycling: Collection and Storage Facilities – Guidance for Developers, Owners and Occupiers and to provide justification for any identified departure.

Subject to this condition TDM are satisfied that adequate on-site parking is achievable in accordance with policy DM23

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Off-site parking impacts

TDM have maintained throughout the application process that a form of Residents Parking Scheme is required. However, it is noted that the previous approval for the erection of the new Williams and Wedlock Stands at the Ashton Gate Stadium (ref: 13/03517/F) is subject to a S106 obligation in this respect. This legal agreement establishes a trigger point for the applicant to provide the funding to design, consult and deliver parking controls in the local area when certain attendance figures at the stadium are exceeded.

Members are advised that negotiations are currently taking place between parties in relation to a variation to this existing S106 obligation for Ashton Gate Stadium. It is proposed that this will require an additional clause to also include SCC attendance figures if an event at the SCC is concurrent with an event at the stadium and the combined total attendances trigger Ashton Gate Limited's current S106 obligation. A similar planning obligation in this respect is also required in relation to the proposed development. Discussions are currently taking place regarding the exact details and wording of both obligations but at the time of writing this report this has not been agreed and finalized

In principle, these obligations are considered to provide adequate protection against any unacceptable additional impact on local parking issues that may result from the additional vehicle movements associated with the proposed SCC development and negate the immediate need for a Residents Parking Scheme. Members are advised that legal opinion given to Officers in relation to this matter indicates that this is in principle a viable solution but that it cannot be confirmed at this stage.

Cycle Parking

The applicant proposes to provide six cycle hubs. Of these one will be on the ground floor of the MSCP along with internal cycle stores for the flats, enabling a total of 578 cycles to be accommodated. Some of the hubs, in particular Dolman, St Johns, Rayne's and the MSCP are located a significant distance from the entrances to the stadium/SCC/hotel. Although this is less than the expected standard, TDM do not raise any objection.

A condition for detailed design for all cycle and scooter parking will be required. The information provided for that should demonstrate all departures from the Cycle Infrastructure Design - Local Transport Note 1/20 July 2020 and the justification for that departure.

Construction Management

Due to the scale of the development a Construction Management Plan (CMP) is required. All works will need to be closely coordinated with the Council's Highways Network Management Team and UTC to minimize the impact on the surrounding highway network during construction, particularly as Winterstoke Road/Brunel Way/Ashton Road are traffic sensitive routes.

Public Transport

The proposed bays for use by shuttle buses/coaches will be on Winterstoke Road with the exact location to be decided as part of the S278 including the amendment to the existing TRO.

The existing bus stops surrounding the site will be upgraded using an agreed contribution secured in the s106 agreement. The potential for any additional shuttle bus requirements on match days also needs to be considered.

Travel Plan

Travel Plans for the SCC, hotel, offices and residential blocks are to be secured by s106 obligations.

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Summary

The proposed development is considered to in be a sustainable location with good walking, cycling and public transport options available.

Members are advised that the proposal is considered acceptable in terms of highway safety, but further details required to make the scheme fully acceptable will need to be secured via condition.

Members are to be aware that at the time of writing this Committee report, further discussions between parties are still required concerning the match day trigger points for a potential Residents Parking Scheme to be considered necessary. An amendment/additional clause to the existing legal agreement and a further planning obligation for the proposed development are both likely to be required in relation to how attendances of events at the SCC are to be included within the match day parking trigger points associated with events at the Ashton Gate Stadium.

Following discussions between the applicant and TDM Officers it has now been agreed that the application is acceptable in highway safety terms as pedestrian crossing point options across Winterstoke Road have been provided and are broadly agreed between parties subject to contributions to be secured towards s278 works.

The proposed amount of car parking spaces across the site exceeds the minimum requirement, but the exact details and locations, including the amount of EVCPs, blue badge spaces and further details of waste collection provision will all need to be finalised via a Parking, Delivery & Servicing Plan condition. Similarly, the provision of cycle and scooter storage across the site will need to be finalised and secured via condition.

On balance, Members are advised that subject to conditions and planning obligations, the proposal is considered acceptable in highway safety terms and to comply with the requirements of policies BCS10, DM23, DM32 and paragraph 111 of the NPPF.

(C) URBAN DESIGN

Relevant planning urban design policies include: BCS18 'Mix and Balance', BCS20 'Effective and Efficient Use of Land', BCS21 'Quality Urban Design', BCS23 'Noise / Pollution', DM26 'Local Character and Distinctiveness', DM27 'Layout and Form', DM28 'Public Realm', DM29 'Design of New Buildings', DM35 'Noise / Pollution' and the UL SPD.

The UL SPD includes questions regarding development quality that are designed for applicants, local authority planners and other stakeholders to use throughout the design development of a scheme. Accordingly, the UL SPD represents guidance as to how to assess developments against Development Plan policies. Officers will therefore consider the guidance (and questions) included within the UL SPD within this section as an aid to assess the quality of the development regarding relevant design policies.

UL SPD Assessment – Part 1: Guidance for all major developments - City

Question 1.1 asks if the scheme adopts an approach to urban intensification which is broadly consistent with its setting

The proposed scheme is considered to at the upper limit of what can be sited and successfully integrated into the proposal site.

On balance, the development does represent a suitable approach to realising the effective and efficient use of this site, in a manner that is broadly consistent with its setting. The compact nature of the proposal is recognized, but it is acknowledged that the site layout and overall configuration is

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constrained by the surrounding existing development (including the large Ashton Gate Lansdown stand), highway infrastructure and Colliter's Brook.

Further to this it is acknowledged that the quantum as proposed is required due to the viability issues associated with bringing forward the AGSQ development. However, the scale and layout are both considered to be adequate for an urbanised city design and to make an efficient use of land as required by policy BCS21.

UL SPD Assessment – Part 1: Guidance for all major developments - Neighbourhood

Question 1.2 considers a development's impacts on the neighbourhood and asks if a development would contribute positively towards creating a vibrant and equitable neighbourhood. As Key Issue A explains, the proposed use would contribute positively towards the mix of housing options in the area, and the additional homes attract significant weight in the planning balance.

In addition to the benefit of additional housing, the proposal would deliver a substantial amount of office space/employment opportunities, hotel bed spaces, significant health benefits to local residents from the proposed gym/sporting facilities and also provide other community outreach programmes associated with the use of the SCC.

The proposal would also strengthen the neighbourhood's green and blue infrastructure network, with high quality green walking and cycling routes linking doorstep play areas with pocket parks, larger parks and green space such as Greville Smyth Park to the north of the site

Question 1.3 asks if the scheme responds positively to either the existing context, or in areas undergoing significant change

The UL SPD supports an increase in building heights where it can be demonstrated that this helps reinforce the spatial hierarchy of the local and wider context and aid legibility and way-finding. The proposal site is within the Inner Urban Area where it is recognised in the UL SPD that there is growing interest in delivering higher density mixed use development such as the proposal. The development is broadly in line with these expectations as it represents a new build development with a high intensity use that respects the varied dominant townscape character.

A Townscape and Visual Impact Assessment (TVIA) has been prepared and submitted as part of the planning application. The assessment appraises the potential townscape and visual issues of the site and identifies any potential effects of the proposed development on the townscape character areas

Along Ashton Road, Plot 6 as proposed is considered to relate to both the scale of the existing residential terraces along Marsh Road, whilst not being dwarfed by larger scale buildings such as the Ashton Gate Stadium and the newly built Access Self Storage building.

Along the Winterstoke Road boundary, the building heights will rise to a central apex, then back down towards the retail park immediately south of Wedlock Way. This allows the Winterstoke residential to rise as a taller building above the remainder of the site.

The proposed buildings vary in height, with the tallest being Plot 4 which is located within the centre of the proposal site adjacent to Winterstoke Road. Following concerns raised in relation to this scale by various interested parties and local residents, this element of the proposal has been reduced from 18 to 14 storeys. This height and scale is recognized as being significantly larger than the surrounding development but is considered in this instance to aid legibility and way-finding to what will be a new destination within the city which is supported by the UL SPD

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The remainder of the proposed plots will range in height from between 4 and 10 storeys which is considered broadly comparable when seen in the local context and when taking into account the existing height of the stadium, surrounding commercial buildings and high-rise blocks of flats to the east.

UL SPD Assessment – Part 1: Guidance for all major developments - Block and Street

Q1.4 Does the scheme provide people-friendly streets and spaces?

The proposed SCC will sit alongside the Colliter's Brook, with the remaining buildings as proposed sitting in a loose semi-circle formation around its western edge. Each of these buildings will front the highway, with the tallest element (Plot 4) siting in the central position when viewed from the west. This is considered an acceptable arrangement, creating a strong western boundary to the site when viewed from Winterstoke Road. The overall character of this street frontage is considered appropriate to the city context with proposed rain gardens, tree-lined streets, pavements and streets.

The inner park area running north to south along Colliter's Brook is centered around the proposed green/blue infrastructure associated with the opening up and landscaping of this part of the site which is considered to strengthen the pedestrian linkage to Greville Smyth Park to the north. This proposed north-south pedestrian link running between the stadium and Colliter's Brook is considered to provide an accessible and permeable enhancement of the brook which provides significant improvements to the green/blue infrastructure through the site.

Plot 4 is situated along the centre of the Winterstoke Road boundary. The entrance area to Plot 4 is considered to create a legible and pronounced access point into the building, with the front door being shielded by a substantial planter as well as a landscape buffer from a drop-off circle 11.5m away. The overhang also works as a canopy for all residents and visitors.

Plot 6 is split into two buildings, oriented in an L-shape, with both structures aligned along Marsh Road. This creates a consistent streetscape extending beyond Ashton Road, with a wide pavement to accommodate both pedestrians and cyclists. The north block has its entrance point facing towards the Ashton Road / Marsh Road crossing, with the south block oriented along Marsh Road. Both entrances are recessed being set behind a wide pavement to accommodate both pedestrians and cyclists alike

The space between SCC and Plot 6 will enhance the permeability between stadium and SCC site. The submission documents detail that this space will have limited pedestrian or vehicular traffic meaning there will be minimal disruption to future residents.

Plot 6 residents are not affected by the activity within the SCC enclosure due to the orientation of the blocks and also by the creation of an internal communal courtyard within the plot. There is a proposed fence boundary along the southern edge of Plot 6 as a separator from the SCC enclosure as well as landscaping buffer from the east which will enhance privacy of the communal green.

Therefore, the proposal is considered to provide people-friendly streets and spaces whilst balancing the various types of uses and spaces throughout the site

Question 1.5 asks if the proposal would deliver a comfortable micro-climate for its occupants, neighbours and passers-by.

This part of the UL SPD requires developments to demonstrate a positive response to orientation, block dimensions that allow for natural ventilation, integrated solar shading/wind deflectors and to maximize opportunities for natural light deep into buildings.

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The scheme has been modelled using a 3d CFD wind microclimate analysis. The purpose of the study is to ensure that the scheme provides safe and usable spaces around buildings, depending on their presumed/desired use, in conformity with the Urban Living SPD. The report considers the environment in relation to whether the wind speed in a certain area of the development would have a negative impact. The modelling identified 60 receptor locations across the site, testing them all in summer and winter months.

The assessment demonstrates that the significant majority of modelling results identify “acceptable” to “tolerable” outcomes and identifies how additional mitigation has been introduced to improve these areas. Proposed mitigation includes:

- Planting at corner points where higher winds may be encountered;
- Planting and possible canopies at entrances to reduce downwash/tunnelling effects;
- Increased protection at either end of key thoroughfares and use of planting to dissipate down wash; and
- Balcony’s at higher levels more exposed to high windspeed

It is acknowledged that the compact nature of the site, together with the height and proximity of proposed buildings, may result in a higher than preferred level of overshadowing and in particular locations on certain days a wind speed that may cause some discomfort.

However, as previously explained in this report, the proposal is constrained by the built form of the area and dictated by the quantum of development that is required to make the scheme viable. As such, Officers advise Members that on balance, the proposal is considered to provide adequate living conditions to future residents of Plots 4 and 6 and for passers by accessing the office block and wider stadium site albeit an at a less than optimum level expected by the UL SPD

Q1.6 Has access, car parking and servicing been efficiently and creatively integrated into the scheme?

The UL SPD recommends that developments provide a level of parking that is appropriate to the wider accessibility of the site, in accordance with the requirements set out in the local plan, and that supports sustainable and active transport modes.

TDM Officers have advised that in total on-site parking will be provided for 599 vehicles. This falls well within the maximum parking standard based on the number of flats and the size of the SCC/offices parking which is for up to 735 vehicles.

Plot 6 will be served by its own access from Marsh Road leading to 33 car parking spaces (including four accessible spaces)

A second access point is proposed via Marsh Road. This access route will flow one way from north to south allowing the office workers at Plot 5, the residents of Plot 4 and servicing vehicles for these plots and the hotel to exit onto the A3029 Winterstoke Road. The Winterstoke Road access will also accommodate access and egress to the hotel at Plot 2 by private motor vehicles, taxis and emergency service vehicles

Officers consider this to provide an effective route through the site meaning that car parking and servicing have been adequately integrated into the scheme.

UL SPD Assessment – Part 2: Guidance for all major developments - Shared Access and Internal Spaces

Question 2.1 Does the scheme make building entrances welcoming, attractive and easy to use?

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The main entrances for both Plots 4 and 6 are provided directly off the improved public realm at street level. The entrance to Plot 4 is oriented away from the edge of Winterstoke Road, facing south into the West Entrance Square and Drop-Off loop, immediately adjacent the proposed crossing point. The corner of the entrance area is fully glazed for the entirety of the double height space. The principle is to locate the glazing at the main entrance to the building to enhance its legibility and clearly define pedestrian access point.

The two entrances for the two blocks of Plot 6 are oriented to face Marsh Road. All entrance points are fully glazed to allow for an inviting and activated frontage. All entrances are recessed under a canopy created by the floors above. This recess provides an architecturally prominent entrance while protecting residents and guests from the elements. It is understood that all lobbies into buildings are to be manned by a concierge and access-controlled facilities will be provided to all residential entrances to maintain a secure environment for residents.

Main entrance lobby/ reception areas will offer light and welcoming spaces where a waiting area could be accommodated as well as providing access to a secure post room. All cores in Plot 6 have glazing to allow for natural daylight and ventilation. Plot 4 has been updated following input from Officers to include glazing in its stair core. Corridors for both plots have been designed to maximise efficiency and aspect for all apartments

Q2.3 and Q2.4 seek to ensure that schemes provide attractive, well designed and maintained outdoor spaces. Q.2.5 concerns integrated children's play areas.

According to the Urban Living SPD, every dwelling must have a minimum of 5m² of private outdoor space (for 1-2 person dwellings) with an additional 1m² for every additional person in the form of private terraces / balconies, and communal gardens and roof terraces.

All flats within Plot 4 have private outdoor amenity space which meets the minimum space requirements of 5m² for a 1 bed 2 person dwellings and an additional 1m² per additional occupant of the 2 bed units. Further to this, 195m² of outdoor roof terraces are provided in the form of landscaped areas and play spaces. It is noted that proposed play space areas exceed the required 60m².

Regarding Plot 6, each dwelling is provided with an amount of private space in excess of the minimum 5m² for 1-2 person dwellings and an additional 1m² per person for larger apartments. The ground floor courtyard area totals 300m² which includes a mixture of softscape, hardscape and play spaces with 90m² of play space which exceeds the 84m² requirement

In summary, the overall area provision far exceeds the minimum requirement for private outdoor space as outlined by the SPD.

Further to this, the overall masterplan is designed to encourage the usage of public spaces across the wider AGSQ. The SCC rooftop communal fitness area, the fan zone, Marina Dolman way, and Greville Smyth Park are all generous and open public spaces with public amenities programmed to encourage use.

Q2.6 Are internal layouts ergonomic and adaptable?

All of the proposed units meet National Space Standard requirements. It is noted that of the 125 residential dwellings proposed within the planning application, 14 no. residential units are classed as being wheelchair user dwellings M4 (3) accessible with the remaining 111 no. residential units being classed as M4 (2) adaptable dwellings. This meets the requirements of the UL SPD which states that 90 per cent of new build housing should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting Building Regulation M4(3) 'wheelchair user dwellings'.

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Q2.7 Does the scheme safeguard privacy and minimise noise transfer between homes?

There are no ground floor residential units proposed meaning future occupants will not have direct views into their flats at street level from pedestrian movements associated with the wider use of the proposal site. This will also help mitigate against unacceptable noise disturbance to residents from crowds

The balconies are integrated into the facade or the form of the buildings themselves to create a private and separate space from the public. Many of the balconies in the proposal face inward to private communal gardens to further distance the spaces from the public realm.

It is noted that balconies located on the side and rear elevations of the north and south blocks of Plot 6 are in close proximity to each other. However, views between units are mostly at an angle that would obscure direct lines of sight, thereby minimising overlooking and it is considered that any overlooking can be adequately mitigated by the erection of privacy screens on the side elevations of the balconies of the north block. These details can be secured by condition.

Plot 4 is located approximately 30m away from the office units proposed in Plot 5 which is considered to provide residents of Plot 4 with suitable protection against any unacceptable degree of overlooking from office workers.

No objection has been raised by Pollution Control Officers in relation to the design of the residential units and any noise transfer between homes. The Officer has assessed the Noise and Vibration Chapter of the Environment Statement along with the rest of the application documents and drawings. Concerns were originally raised in relation to the potential for noise disturbance to residents of Plot 6 in relation to the activity, use and operation of the outdoor service yard area servicing the SCC.

To reduce this potential for noise impact, the applicant has amended this element of the proposal so that the service yard is now shown as being fully enclosed. Taking this into account and subject to a number of conditions, the Pollution Control Officer is now satisfied that there will not be any unacceptable additional noise impact to local residents over and above the existing use of the stadium. Conditions securing various noise mitigation measures are advised in the event of permission being granted

Question 2.8 – Does the scheme maximise opportunities for natural illumination of internal spaces avoiding single aspect homes?

The vast majority of the proposed flats within Plot 4 are dual aspect. Windows have also been introduced into the stair core of Plot 4 to enable natural light to penetrate into communal spaces.

All of the cores of Plot 6 have glazing to allow natural daylight and ventilation. It is noted that 33 out of the proposed 71 Units within Plot 6 are single aspect which is not what is ordinarily considered to be acceptable. However, it is accepted that the proposed layouts of these plots as proposed are dictated and constrained by the form of the development plot. Officers accept that most of the homes across the site would benefit from good living environments and it is to a degree unavoidable to develop sites like this without some urban design /living compromises needing to be made. It is acknowledged that of the single aspect units, only a limited number are solely north facing and the modelling provided by the Energy and Sustainability report states that the north facing units are adequate in terms of ventilation and daylight.

UL SPD Assessment – Part 3: Guidance for Tall Buildings

Q3.1 Is the tall building well located and Q3.2 Does the scheme make a positive contribution to the long range, mid-range and immediate views to it?

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The height of Plot 4 as proposed is at the upper limit of what is considered to be acceptable in this location. It is to be noted that the height of Plot 4 has been reduced from 18 to 14 storeys due to concerns raised in the public consultation process from various interested parties and local residents.

Whilst the 14 storey height of Plot 4 would be visible from a number of vantage points, it is considered that the development would not dominate key views and would not unacceptably visually compete with existing and approved surrounding development.

The Townscape and Visual Impact Assessment (TVIA) submitted in support of this application, contained as Chapter I of the Environmental Statement, examines the townscape and visual effects of the proposed development at the site from verified views agreed with Officers.

Therefore, Officers are satisfied that the proposal is supported by an analysis of appropriate viewpoints, in line with guidance by the Landscape Institute and Historic England meaning the additional view from the Portway as advised by Historic England is not considered necessary in this instance.

Historic England have commented as follows:

“The TVIA demonstrates that the proposed development would clearly be seen from a number of key views within Ashton Court. The impact of the proposal on the setting of the Grade I listed Ashton Court Mansion in views from Keeper’s Cottage (TVIA view 20) is particularly apparent, where by virtue of its scale and massing it could challenge the visual primacy of the mansion. The proposed development would be prominent in views from the Clifton lodge plantation (TVIA view 15) and the taller elements would be noticeable in views from the mansion’s South lawn (TVIA view 16).

However, in these views it would be read against an existing backdrop of townscape and the existing football stadium. The size of the proposed buildings means that they would be prominent against the domestic scale of their surrounding townscape, but it may be possible to moderate their impact through good design and careful control of materials”.

As HE has raised no objection subject to the requirement for a detailed materials condition the proposed height of Plot 4 is considered acceptable in this instance.

Q3.3 Does the scheme demonstrate design excellence?

Plot 4 is divided into three tiers (a base or plinth, a middle, and a “crown” at the top) each on a separate grid, supported by a ground floor colonnade. At the lower levels, the plinth features a wider set of “pillar-like” elements. In the middle portion, the pillar elements slim down, and are vertically accentuated by the floor-to-ceiling glazing with a reflective aluminium cladding system recessed within these pillar elements. The top tier, or “crown”, will enclose a rooftop terrace and mechanical plants areas which will be recessed from the main elevation. The materials palette will feature a mixture of reflective infill cladding panels, aluminium PPC infill and matte textured cladding

Urban Design Officers have raised concerns with the general appearance of both the tall building at Plot 4 and the two buildings that comprise Plot 6. However, on balance Officers are satisfied that these buildings do not appear out of place when seen in the context of the adjacent industrial park and existing stadium where there is a variety of architectural styles and materials. It is also recognised that the buildings as proposed are not dissimilar in style and appearance to a number of other larger buildings that have recently been approved across the city such as at the Castle Park View site.

It was agreed at the pre-application stage that due to the scale and complexity of the many elements of the application, detailed design drawings at a 1:20 scale would not be required as part of the submission documents. Officers are satisfied that these details can be successfully secured via a pre-commencement condition relating to a Design Intent Document that will clearly detail descriptions of

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all materials to be used as well as secure indicative sections showing depths of reveals to all fenestrations, different materials' joints and any other significant design components for each masterplan's plots.

It is considered that this document will satisfy the condition as advised Historic England and will ensure that the overall architectural appearance is appropriate for the locality and when viewed from longer range view points across the city.

Q3.4 Does the scheme ensure the safety of occupants and passers by?

The Health and Safety Executive were consulted as part of this application but have commented that as the proposal relates to a planning application submitted before 1st August 2021 (before HSE became a statutory consultee for planning gateway one), the HSE will not be providing any advice on this application meaning a fire statement is not required in this instance.

Avon Fire & Rescue have also been consulted and have not raised any objection to the proposal but have advised that the additional residential and commercial developments will require additional hydrants to be installed and appropriately-sized water mains be provided for fire-fighting purposes. This additional infrastructure is required as a direct result of the developments and so the costs will need to be borne by developer and will be secured via s106.

The applicant has also looked to address this question within the submitted Urban Living SDP Assessment document provided by KKA Architects. Access for emergency vehicles is achieved via the drop off loop shared by the SCC and Hotel and also the private one-way lane leading through the site from Marsh Rd.

In terms of fire safety, Plot 4 has been designed so as to include two lifts, one of which is a firefighting lift. Further to this, the egress and access staircase for the building is glazed to allow for ventilation and natural daylighting. It is also designed and located to enable clear and easy access for emergency services and residents in need of evacuation. Escape routes will be clear with fire signage to ensure a swift and efficient evacuation if needed.

The submitted Urban Living SDP Assessment document also details that:

“Careful consideration has been given to fire prevention and containment throughout the design process of the development and suitable materials and components have been selected to minimise the outbreak and spread of fire and smoke. In addition to these passive fire prevention measures the fire strategy will utilise the following in order to provide full compliance with the appropriate regulations;

- *Integrated Fire Detection system within the communal and landlord areas*
- *Automatic Opening Vents (AOV's) within the communal corridors and staircases*
- *Smoke Extraction systems within the communal corridors and car park areas*
- *Fire Fighting Lift*
- *Emergency lighting*
- *Emergency manual call points*
- *Appropriate emergency signage*
- *Wet riser*
- *Independent hard wired battery back-up smoke detectors inside all apartments*
- *Sprinkler system within each apartment*

As the tall element of the Winterstoke Residential is over 30m it will require a Category 2 residential sprinkler system designed in accordance with BS 9251”.

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As such it is considered that the requirements of Q3.4 are satisfied but it is understood that safety matters will need be fully addressed as part of any forthcoming Building Regs applications.

Q3.5 Does the scheme interfere with aviation, navigation or telecommunication, and how will it affect the solar energy generation on adjoining buildings?

The scheme will not interfere with aviation, navigation or telecommunications and the UL SPD Assessment submitted by KKA Architects confirms that *“A full TV report will be completed following Planning Approval and if necessary any corrective measures will be undertaken”*.

The site itself has undergone a series of sun studies, and its scale and mass has an acceptable impact on neighbours (further assessment of impact on neighbours is provided in Key Issue D)

Q3.6 Has the scheme’s future servicing, maintenance and management been well considered?

It is understood that no management company for the proposal has been selected yet. However, a number of assumptions have been made in relation to servicing, maintenance and management and these are listed in the UL SPD Assessment submitted by KKA Architects

Q3.7 Does the scheme create a pleasant, healthy environment for future occupants?

All of the flats within Plot 4 meet minimum space standards, the vast majority are dual aspect and have full height windows to maximize daylight.

All flats within the building have private outdoor amenity, which meets the minimum space requirements of 5m² for a 1 or 2 person dwelling, and an additional 1m² per additional occupant for larger units. In addition to this private space, two communal roof terraces totalling 195m² are provided for residents. These terraces have a southerly aspect to maximise sunshine, and their landscape design provides high quality and flexible outdoor amenity areas.

Q3.8 Is the scheme sustainably designed?

The key sustainability elements of Plot 4 include highly energy efficient building fabric and fittings, future proofing to allow connection to any future District Energy Network, water saving sanitary fittings and appliances to deliver a water efficient development, the use of materials with a low lifecycle environmental impact and embodied energy and efficient construction and operational waste management.

Further details of the sustainability credentials of the development are considered in Key Issue G

Q3.9 Will the scheme be neighbourly, both at the construction phase and following occupation?

Any planning permission granted will require a pre-commencement condition to secure a Construction Environmental Management Plan that will help ensure that disturbance to local residents during the construction phase is adequately mitigated against and kept to a minimum.

Further details of the impact on neighbouring properties are considered in Key Issue D

Summary of UL SPD Assessment

Plot 4 pushes the limits of what is an acceptable height for a tall building in this location. Subject to further design details being secured by condition, this building is considered appropriate when seen in the local context and when viewed from long range views across the city. This height and scale are recognized as being significantly larger than the surrounding development, but in this instance will aid legibility and way-finding to what will be a new sport/leisure destination within the city as supported by

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the UL SPD

Overall, the quantum of development as proposed is considered at the absolute upper limit of what can be successfully integrated into the proposal site. This does result in a marginally cramped form of development that will have some impact on the overall quality of public realm in terms of overshadowing and wind speed on certain days. It is noted that the quantum of development as proposed is required to enable the viability of the AGSQ as detailed in Key Issue B

Further to this, the high percentage of single aspect units in Plot 6 (33 out of 71 or 46%) does weigh against the acceptability of this element of proposal. However, Officers accept most of the homes contained within Plots 4 and 6 would benefit from good living environments and that it is to a degree unavoidable to develop sites like this without some urban design /living compromises needing to be made. The significant amount of private and public outdoor amenity space provided across the development and its close proximity to Greville Smyth park are considered to weight in significant favour of the proposal and to contribute to the overall success of the scheme. As such, the less that optimal amount of dual aspect units proposed within Plot 6 is not considered to be an issue significant enough to justify a reason for refusing the application.

On balance, Officers advise Members that the proposed development does broadly satisfy the requirements of the UL SPD and also policies BCS21, DM26, DM27 and DM29 however the negative aspects of the proposal's design should be weighed against approving the application in the planning balance

(D) IMPACT ON RESIDENTIAL AMENITY OF LOCAL RESIDENTS

Policy BCS21 expects development to safeguard the amenity of existing development and create a high quality environment for future occupiers.

Policies DM27 and DM29 state that new buildings should be designed to a high quality, ensuring that existing and proposed development achieves appropriate levels of outlook, daylight and privacy. Further to this, policy DM29 expects new buildings to safeguard the amenity of the existing premises and neighbouring occupiers.

Policy BCS23 expresses that in locating and designing new development, account should be taken of the impact of existing sources of noise or other pollution on the new development.

Policy DM35 expects noise sensitive development in locations likely to be affected by existing sources of noise to provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers.

Daylight, sunlight and overbearing impact

The closest dwellings to the proposed development are situated along the northern side of Bower Ashton Terrace (No.s 2-8) to the north and No.s 64 and 63 Ashton Road lying to the immediate east of the proposal site. It is also noted that Unit 1 within the Charnwood House Office block has been converted into a flats

Plot 6 as proposed is the nearest built block of the proposal that has a potential impact on the current level of residential amenity enjoyed by the properties positioned along Bower Ashton Terrace and Ashton Road in terms of overbearing, overshadowing and potential loss of privacy through overlooking. Plot 6 consists of 2 residential blocks, with the closest to the adjacent dwellings on Bower Ashton Terrace being Block A at 6 storeys high (27m) and which is positioned approximately 31m from the closest residential property to the north being No. 2 Bower Ashton Terrace

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The daylight, sunlight and overshadowing report submitted by the applicant indicates that No.s 2-8 Bower Ashton Terrace and No.s 64 and 63 Ashton Road will all see full BRE compliance in terms of the Vertical Sky Component (VSC) and Distribution of Daylight (DD) and Annual Probable Sunlight Hours (APSH) assessments. As such it is not considered there will be any unacceptable degree of overshadowing or loss of daylight to these adjacent dwellings from Block A of Plot 6 as proposed.

In relation to Charnwood House, it is noted that Plot 6 Block B is positioned approximately 27m to the north-east, Plot 3 is approximately 30m to the east and Plot 5 is approximately 14m to the south east. The daylight, sunlight and overshadowing report demonstrates that there would be some impact upon levels of natural light to some of the existing residential units within Unit 1 of Charnwood House. Overall the impacts are generally considered to represent marginal exceedance of BRE guidelines rather than severe deviations but it is acknowledged that the levels of daylight are not out of the ordinary for what may be considered reasonable within an urban context.

Overlooking and loss of privacy

In terms of overlooking and loss of privacy to existing dwellings, Plot 6 Block A is angled so that there will be no direct line of sight from any proposed habitable windows and balconies towards the dwellings along Bower Ashton Terrace. This relationship and degree of separation between properties is considered acceptable so as not to result in any unacceptable degree of overlooking or loss of privacy into the habitable rooms on the front elevation of these adjacent dwellings. There will be no additional loss of privacy to Nos 64 and 63 Ashton Road over and above the existing arrangement with the stadium.

Similarly, the proximity and relationship between the windows serving residential units contained within Unit 1 of Charnwood House and the nearest window openings as proposed contained within (Plot 5), are not considered to result in any unacceptable additional degree of overlooking

Noise disturbance to existing residents

The BCC Pollution Control Officer has raised no objection to the proposed development subject to a number of conditions that will help mitigate any potential for an adverse impact from the development to local residents, primarily in relation to activity and noise disturbance associated with the use and operation of the proposed SCC

The proposal is not considered to have any unacceptable additional impact on the current level of residential amenity enjoyed by the surrounding dwellings in accordance with policies BCS21 and DM29

(E) FLOOD RISK

Policy BCS16 of the Core Strategy states that all development will be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SuDS).

A Flood Risk Assessment has been submitted as part of this application. The majority of the Site is located within Flood Zone 2 (medium probability of flooding) with some areas within Flood Zone 3 (high probability of flooding).

A Drainage and SuDS Strategy Report has been prepared and is submitted as part of the application. The report has modelled the predicted run off, drainage and attenuation requirements in order to comply with policy BCS16 of the Core Strategy.

The BCC Flood Risk Officer has commented that the drainage strategy is acceptable as it utilises a number of SuDS features and reduces run-off significantly. The Officer has confirmed that further

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detail of the SuDS measures such as design specifications would need to be provided by condition. It is also considered necessary to apply the standard Flood Emergency Plan condition.

Further to this a Sequential Test has been submitted in support of the application. The NPPF states that a Sequential Test is required for sites within Flood Zones 2 and 3. The Sequential Test considers whether there is a sequentially preferable site available that could deliver the same quantum of development in a lower flood risk zone. As set out in para 162 of the NPPF: *“Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding”*.

In ordinary circumstances, the Sequential Test would review a defined search area for land able to accommodate the same development, determining whether land in a lower flood risk zone was available. The site search would review land with the potential to deliver the same quantum of development, in lower flood zones and consider whether it is reasonably available; and appropriate for the proposed development

The Planning Statement submitted by the applicant states:

“In respect of the AGSQ, the Sequential Test does not necessitate a review of available land since the development cannot be provided elsewhere due to its physical link to Ashton Gate Stadium. The SCC and associated development is an expansion of Ashton Gate, creating a sporting quarter for the Bristol Sport teams and it must be located in immediate proximity to the stadium. No other land exists around the stadium to accommodate the scale of development

The Sequential Test submitted as part of this application, demonstrates that the development cannot be brought forward on any other site. Given that the applicant does not own any land, with a lower flood zone classification, of a scale capable of delivering this quantum of development, there can be no reasonable available or appropriate sites.

The Sequential Test has therefore been undertaken at a site level and in setting out the parameters for development, the scheme has been set back from areas of increased risk of flooding, that sit around and to the east of the Brook”.

This principle that the Sequential Test cannot be undertaken in the usual way is accepted by Officers in this instance.

The Environment Agency have been formally consulted as part of the application. Initially they objected to the proposed development, stating that the submitted Flood Risk Assessment failed to demonstrate that the development was “safe” and to consider whether flood risk will be increased in the surrounding area. Concerns were also raised in relation to the finished floor level of the proposed gym on the ground floor of Plot 1 (please see EA consultation response letters on the website for further details).

Following extensive discussions between the applicant and the EA, additional details were submitted for consideration, including the raising of the finished floor level of the gym. In a response letter dated the 02.09.22 the EA have confirmed that they withdraw their objection to the proposed development subject to advised conditions and informatives (please see website for further details). It is to be noted that the revised proposed plan drawings show that the gym floor level of Plot 1 has been amended to alleviate any concerns

Therefore, as both the BCC Flood Risk Officer and EA are satisfied, it is not considered that the proposed development would result in any unacceptable degree of additional flood risk in the locality and it is considered that the proposed development accords with the requirements of policy BCS16

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(F) ECOLOGY & TREES

Policy BCS9 states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. Individual green assets should be retained wherever possible and integrated into new development.

Policy DM17 requires that new tree planting is carried out to compensate for any trees that are lost as part of new development.

Policy DM19: Development and Nature Conservation states that: "Protected Species are subject to separate legislation which determines appropriate development and approaches to mitigation. Protected Species legislation will need to be met before planning permission can be granted."

Ecology has been scoped out of the Environmental Statement (ES), but an Ecological Impact Assessment (EclA) has been submitted separately

A Construction Environmental Management Plan (CEMP) has also been submitted, but this is concerned with 'environmental' rather than strictly 'ecological' matters, although impacts on Colliter's Brook (which is an ecological receptor) are included.

The Council's Ecologist has commented that the EclA is well set out and appears to be comprehensive. Subject to a number of conditions the Ecologist is satisfied with the proposal which is therefore considered to accord with the requirements DM19.

There are no sensitive environmental designations within the site, however it is within the Impact Risk Zone for Ashton Court SSSI, the Avon Gorge SSSI and Quarry Steps, Durdham Down SSSI. It is considered that the proposed development would not have any unacceptable adverse impact on these designations.

A Biological Net Gain Assessment has also been provided which demonstrates that overall, the proposed landscape plan will deliver a 31.22% net gain for area-based habitats, a 60% net gain for river units and a 93% net gain for hedgerow units.

The supporting arboricultural report has provided calculation in accordance with the Planning Obligations Tree Replacement Standard. It is noted that 80 replacement tree are required in order to mitigate the loss of trees on site as a result of the proposed development. This amount is a lower number than the existing tree population due to their poor quality and health, as 30 of the 90 individual trees have been categorised as 'U' in accordance with the BS5837: 2012 cascade chart and therefore do not require mitigation. The BCC Arboricultural Officer agrees with this assessment, together with the supporting landscape plan which identifies 105 new trees within the proposed soft landscaping plans. This level of planting fully mitigates the loss of trees meaning the proposal satisfies the requirements of DM17

(G) SUSTAINABILITY

Policies BCS13-15 within the adopted Bristol Development Framework Core Strategy (2011) require new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings.

Policy BCS14 states that the use of combined heat and power (CHP), combined cooling, heat and power (CCHP) and district heating will be encouraged. Within Heat Priority Areas, major development will be expected to incorporate, where feasible, infrastructure for district heating and will be expected to connect to existing systems where available.

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The application is supported by a BREEAM pre-assessment which indicates that an “Excellent” rating is achievable for all non-residential areas. This complies with policy BCS15

The application is also supported by an Energy and Sustainability Report which demonstrates that the scheme will reduce CO2 emissions from residual use by an estimated 25% via the use of air source heat pumps (ASHP) and solar PV. The report details that the intention is for every block to incorporate a future Day 1 connection to a District Heat Network when it reaches this part of the city. However, BCC Sustainability Officers have highlighted that the report fails to provide an accurate estimation of the energy demand and CO2 emissions based on this development connecting to the district heat network. This is because if a Day 1 connection is provided before the development is completed, then the proposed ASHP will not be required and therefore will not contribute to achieving the 20% reduction in emissions from on site renewable energy sources.

As such, a revised Energy Statement was requested prior to determination. However, due to the determination timescales it was agreed that instead of providing a fully revised ES, the applicant provided an addendum confirming the applicant’s commitment to providing a Day 1 connection; that the technical requirements have been considered/will be delivered and that the 20% reduction in emissions from renewable energy can be achieved through solar PV. This also details that if the DHN network cannot be built within the agreed reasonable time-frames, the project will fall-back on a stand-alone high efficiency air-source heat pump (ASHP) option which is considered to be acceptable by Officers.

The Sustainability Officer has accepted that a revised energy strategy based on district heat network connection can be submitted for approval via a pre-commencement condition as a connection to the heat network is to be secured via the section 106 agreement. It is to be noted that the revised approach will need to meet all policy requirements including securing a 20% reduction on residual carbon emissions from renewables

Therefore, subject to conditions as advised by Sustainability Officers and the future day 1 connection being secured via s106 the scheme is considered to comply with policies BCS13, BCS14 and BCS15

(H) AIR QUALITY

Policy BCS23 states that development should be sited and designed in a way as to avoid adversely impacting upon environmental amenity by reason of fumes, dust and air quality

Policy DM33 requires that development that has the potential for significant emissions to the detriment of air quality, particularly in designated Air Quality Management Areas, should include an appropriate scheme of mitigation which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures

Chapter H of the submitted Environmental Statement relates to air quality. The potential impacts and likely effects of the proposed development on air quality and the suitability of the Site for the proposed development have been assessed. Potential sources of emissions have been identified and assessed in the context of existing air quality and the nature and location of receptors.

The site is not within an Air Quality Management Area, but the BCC Air Quality Officer sought additional clarification in relation to assumptions around HGV movements, trip generation rates for events and the cumulative developments included within the air quality assessment baseline. The applicant provided further clarification on all these points with the submission of an additional Air Quality Technical Note which has provided clarity and assurance that the assessment approach used is acceptable. The Air Quality Officer therefore has no objections to the proposed development subject to the suitable mitigation measures as set out within the CEMP which would ensure that dust impacts from the demolition and construction works would be appropriately mitigated.

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Overall, it is considered that the proposed development would not result in an adverse impact on air quality and that the proposal complies with policies BCS23 and DM33

(I) LAND CONTAMINATION

The NPPF requires developers or landowners to be responsible for securing a safe development, where a site is affected by contamination or land stability issues.

Planning decisions are required to ensure that sites are suitable for the use proposed, including ensuring proposals for mitigation and remediation are secured. Following remediation, land should not be classed as contaminated land under Part IIA of the Environmental Protection Act 1990.

Policy DM34 relates to contaminated land and requires development to employ suitable mitigation to ensure the site is suitable for the proposed use, to ensure there is no unacceptable risk of pollution within the site and to ensure that the proposed development would not cause the land to be contaminated.

A Geoenvironmental and Geotechnical Desk Study has been prepared as part of the planning application. The documents summarize the various historic site investigations undertaken across the site and the more recent extensive ground gas monitoring. With mitigation measures proposed in the desk study and the ES Chapter on ground conditions, the site is considered to be suitable for residential development

The Council's Land Contamination Officer has reviewed the proposals and has no objections, subject to a standalone verification report condition being secured in the event of an approval being granted. This would be in addition to the conditions as advised by the EA in relation to ground conditions.

The proposal is considered acceptable in relation to policy DM34.

(J) LAND STABILITY

Policy DM37 states that on sites where there is reason to suspect unstable land and the risk of instability has the potential to materially affect either the proposed development or neighbouring uses/occupiers, development will only be permitted: i. Where a desk-based study of available records has been carried out to assess the previous uses of the site and their potential for instability in relation to the proposed development; and ii. Where the study establishes that instability is likely but does not provide sufficient information to establish its precise extent or nature, site investigation and risk assessment are to be carried out to determine the standard of remediation required to make the site suitable for its intended use.

The application site partially sits within a coal mining High Risk Area and the application is supported by the provision of a desk study report. The Coal Authority has been consulted and following review of the submitted report and its recommendations, and has expressed no objection to the proposed development subject to the imposition of planning conditions requiring the undertaking of intrusive ground investigations and subsequent remediation works as necessary to address any land instability as a result of past mining activity, along with the provision of a verification report associated with such works.

On the basis of the above the proposal is considered acceptable in relation to land stability.

(K) SAFETY & SECURITY

Policies BCS21, DM27, DM29 include consideration of safety and security. The Safety Advisory Group (SAG) for Ashton Gate Stadium have been consulted and have raised no objection to the

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proposal subject to a range of conditions that will be finalised if permission were to be granted

(L) PUBLIC ART

Policy BCS21 states that development will be expected to enable the delivery of permanent and temporary public art. The policy also expresses that development is expected to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.

It is recommended that public art on the site is meaningfully integrated into the design. The initial concepts for public art have been discussed between officers and the applicant and the provision and execution of a public art plan can be secured via condition.

(M) EQUALITIES ASSESSMENT

The Equalities Act 2010 sets out the Public Sector Equalities Duty ("PSED"). Case law has established that this duty is engaged when planning applications are determined and consequently this duty has to be taken into account in the determination of this application.

During the consideration of this application due regard has been given to the impact of this scheme in relation to the Public Sector Equalities Duty in terms of its impact upon the groups with protected characteristics as set out in the Equalities Act 2010. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation to this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

(N) PLANNING OBLIGATIONS

New development often creates a need for additional or improved community services and facilities, without which there could be a detrimental effect on local amenity and the quality of the environment. Planning obligations are the mechanism by which measures are secured to enhance the quality of both the development and the wider environment, to help ensure that the development makes a positive contribution to sustainable development providing social, economic and environmental benefits to the community as a whole.

The legislative framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 as amended by Section 12 of the 1991 Planning and Compensation Act. Further legislation is set out in the Community Infrastructure Levy CIL Regulations (2010) (as amended). The NPPF at paragraph 56 details the tests that are required to be met when planning obligations are sought, namely that they should be necessary to make the development acceptable in planning terms; directly related to the development and, fairly and reasonably related in scale and kind to the development.

Supplementary Planning Document entitled 'Planning Obligations' (2012) sets out the Council's overall approach to planning obligations and the types of obligation that the Council may seek to secure and complements BCS11.

In addition to the required CIL payment, the necessary planning obligations, which are to be secured via section 106 agreement, comprise the following Heads of Terms which are yet to be agreed between parties but Officers request delegated authority to conclude legal agreement and conditions

Transport

1 Bus Stop upgrades – contribution capped at £90,000 to be allocated by BCC to bus stops in the

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vicinity that require upgrading.

2 Modelling, design and installation of Marsh Road pedestrian crossing – contribution capped at £500,000 and detailed open book costs to be provided by BCC.

3 Agreement of preferred junction/crossing strategy – alternative options to be allowed for.

4 TRO - £31,559 towards TROs: Waiting restrictions, bus parking place and prevention of parking [by blue badge holders] on Wedlock Way/Winterstoke Road roundabout (£6,067 per TRO required); Pedestrian crossings (£6,067 per TRO required); Raised tables (£6,067 per TRO required).

5 Travel plan management and audit fees (£19,740 based on the assumption the Owner will prepare the plan itself).

6 Special travel plan as outlined in the Transport Assessment in the unlikely event that events in the SCC and the stadium overlap.

7 Match day parking scheme trigger (link to stadium capacity). This is a commitment to provide the funding for the design and delivery of a parking enforcement scheme for the area triggered by excessive stress on the local road network from event traffic in the manner of the arrangement agreed when the 13/03517/F - Ashton Gate Stadium application was approved

Other

8 Community access to sporting provision – securing the link between the two sites and using reasonable endeavours to facilitate with Bristol Sport Foundation (BSF):

a Scheme for the community use of SCC and its roof top gym to be submitted and agreed.

b free sign up of Longmoor residents to the BSF App which provides a comprehensive portal to access all the activity based programs at the stadium complex and elsewhere. These programs will be centred within the new SCC.

c welcome packs will be delivered to each new home at Longmoor by BSF staff, providing details on the new SCC, gym and other activity based facilities within the AGSQ and unique (to Longmoor residents) discounts will be offered to those who join activity based clubs and the new roof top gym.

d BSF and its sister charities will take the services provided at the AGSQ out to Longmoor and utilise the proposed “heart space” within the development to stage events, all designed to encourage engagement with healthy living and sporting activity.

9 Maintenance of open the current permissive pedestrian/cycle access to Marina Dolman Way to ensure that this access route is not closed to the public outside of event days. Current status to be preserved unless Esteban submits alternative proposals for agreement by BCC (agreement shall not be unreasonably withheld).

10 Affordable Housing review mechanism – based on BCC guidance to allow for an early stage and late stage review of the viability assessment.

11 Fire hydrants (x3) - contribution towards the installation of up to 3 fire hydrants (£1,500 per hydrant).

12 Energy and Sustainability – District Heating Network (DHN) connection

The Council's legal costs associated with the formulation of the section 106 agreement.

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The developer is agreeable to the contributions set out above, and if planning permission is granted the section 106 agreement will be tied to the decision.

PLANNING BALANCE AND CONCLUSION

In determining an application at a local level, it is the role of the local planning authority (or authorities) to exercise their judgement in weighing up the relevant factors in the context of Section 38(6) to decide whether or not to grant planning permission.

This exercise, known as the planning balance, requires weight to be apportioned to a scheme's benefits and to any harm caused and a judgement to be made as to whether the harm, as weighted, sufficiently outweighs the benefits so as to require refusal of the planning application

Members are advised that the proposed development is considered acceptable but is at the upper limit of what can be considered appropriate in this location. However, it is acknowledged that the scale and quantum of development as proposed is necessary to make the AGSQ a viable form of development for the applicant.

The scheme has a very significant potential to contribute to the regeneration of South Bristol in economic, social and cultural terms. In addition to the city wide community benefit associated with the use of the Sports & Convention Centre, the proposal will help facilitate the expansion of the current Bristol Sport Community Outreach programme. Further to this, the proposal will create an additional 26,693m² of commercial space with a proposed mix of Class E and F uses.

As detailed within the submission documents, the proposal is projected to create 370 full time equivalent (fte) jobs on the site, which would substantially be recruited locally, and a further 118 fte jobs in Bristol through indirect and induced expenditure with local suppliers. In addition, the construction phases have potential to create a further 750 temporary construction jobs per year, plus 270 jobs from indirect / induced spend per year.

The proposed SCC is considered to deliver community wide benefits as also detailed in the Committee Report for application 21/03166/P. This element of the proposal provides in part the Very Special Circumstances required to justify the residential development at the Longmoor Site which lies within the Green Belt. As such, if Members are minded to approve this application, then a phasing plan condition and planning obligation will be necessary to ensure that the SCC forms the first phase of development post enabling works.

The location of housing in this area accords with the Core Strategy's aspiration of regenerating South Bristol and will make a valuable contribution to the supply of housing (125 units) on a sustainably located previously developed site, in accordance with policy BCS5 of the Core Strategy. This is awarded significant weight in the planning balance as the Council cannot currently demonstrate a 5 year supply of housing.

The submitted viability assessment has been independently assessed and concludes that the scheme will make substantial loss (approx. £49million; £26million after the Longmoor capital receipt is factored in), meaning the lack of any affordable housing in this instance is justified.

In terms of transport issues, Members are advised that the proposal is considered acceptable in terms of highway safety, but further details required to make the scheme fully acceptable in terms of works to the highway network outside of the red line, parking, servicing, cycle, scooter and waste storage provision will all need to be secured via condition and planning obligations.

Concerns raised by local residents on the impact on local parking are recognized and the applicant has demonstrated a significant amount of on-site parking provision and cycle storage facilities.

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Members are advised that discussions are still taking place with the applicant regarding a variation to the existing legal agreement associated with the previous permission at Ashton Gate Stadium in terms of how events at the SCC will be included in the attendance figures that may trigger the need for a Residents Parking Scheme. A planning obligation on the proposed development will also be required in this respect. However, at the time of writing this report the exact wording of any agreement has not been finalized but Members are advised that legal opinion indicates that it is a viable option.

The design of the proposed development broadly satisfies the requirements of the UL SPD but Members are advised that the negative aspects of the proposal's design, as detailed in Key Issue D, should be weighed against approving the application in the planning balance. However, Officers recommend the vast majority of the homes across the site would benefit from good living environments and that some adverse aspects are to a degree unavoidable to develop sites like this without some urban design /living compromises needing to be made

The impact on the current level of residential amenity enjoyed by local residents is considered acceptable in relation to any overbearing, loss of sunlight, daylight and privacy. Similarly, the impact on residents in terms of or noise disturbance from the SCC is considered acceptable subject to the noise mitigation measures and conditions advised by the Pollution Control Officer

The scheme adopts a sustainable design approach, including a BREEAM "excellent" rating for the non-residential buildings and the incorporation of renewable energy technologies and a future Day 1 District Heat Network connection which will be secured by legal agreement.

The submitted BNG Assessment demonstrates the required net gain and Ecology and Trees Officers raise no objection subject to conditions.

The EA and Flood Risk Officers are satisfied that the proposed development will not increase flood risk in the local area and are in support of the application subject to a number of advised conditions

On balance, it is considered that the proposed development complies with the development plan as it represents a significant large scale investment in the regeneration of South Bristol in accordance with BCC's Spatial Strategy. It will provide significant and multi-faceted benefits that attract very substantial weight in the overall planning balance that are considered to outweigh the limited harm caused. The balance is further tilted in favour of approval due to the implications of paragraph 11 (d) of the NPPF and the emerging Local Plan.

As such Members are advised that the proposal complies with the relevant local and national planning policies when taken as a whole meaning it is a sustainable form of development and it is recommended that the application should be approved subject to conditions and planning obligations.

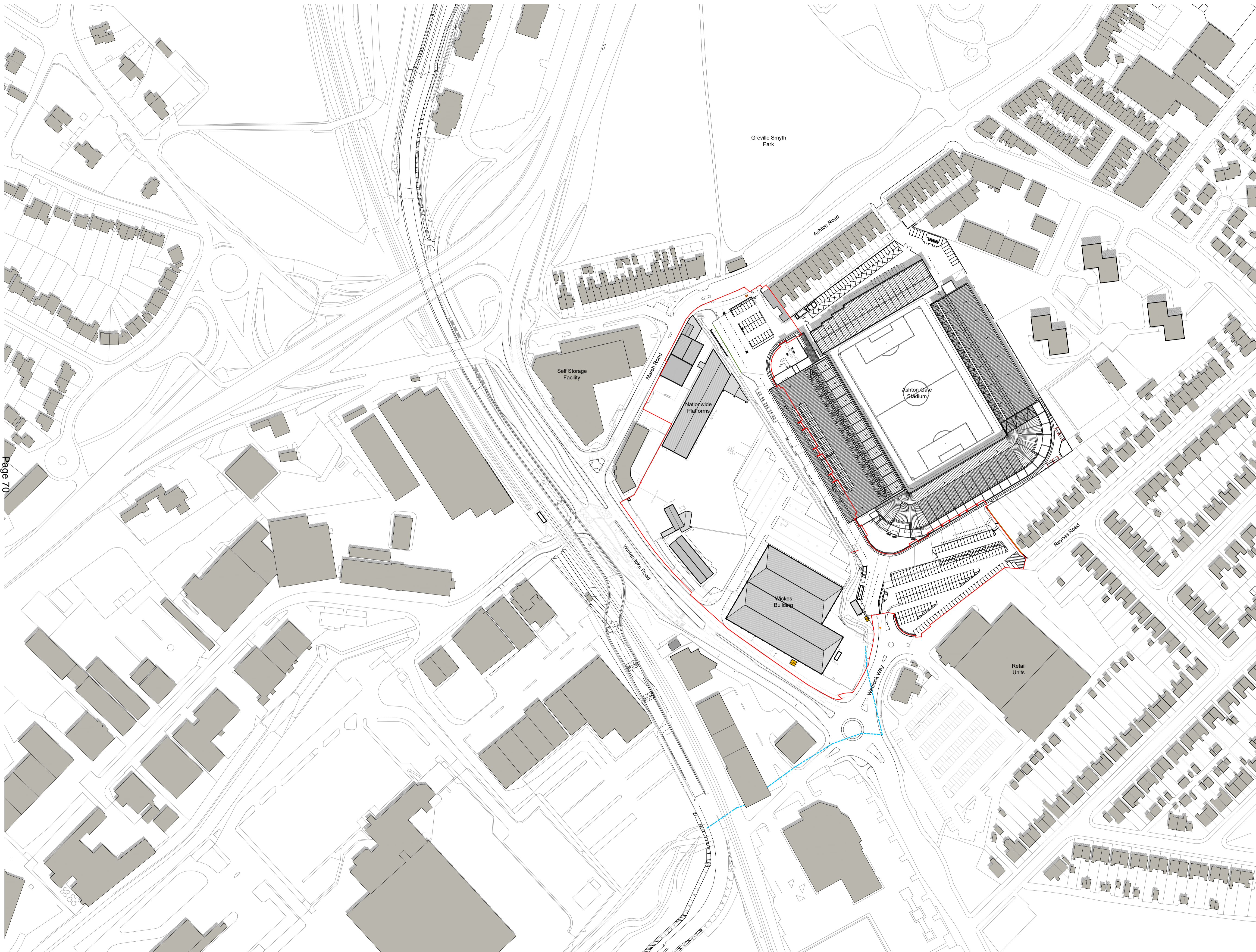
The Officer recommendation is to grant planning permission subject to HoTs set out above and conditions which are to follow.

DRAFT LIST OF CONDITIONS TO BE INCLUDED IN THE AMENDMENT SHEET

Supporting Documents

1. Land To The West Of Ashton Gate Stadium, Ashton Road, BS3 2EJ.

1. Location Plan
2. Proposed Plot Boundaries
3. Plot 01 MSCP West Elevation
4. Plot 02 Hotel South Elevation
5. Plot 03 SCC West Elevation
6. Plot 04 Residential North Elevation
7. Plot 05 Office West Elevation
8. Plot 06 Residential Bloc A North Elevation
9. Proposed Site Section A-A, B-B & C-C
10. Proposed Site Elevation North West



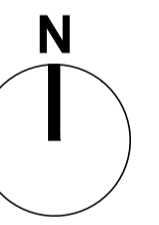
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Revision/Revision Number	Date	Revision Description	Issued by
PL	26.02.21	PLANNING	KA
A	21.05.21	PLANNING	MK

LEGEND

- Planning Application Boundary
- Existing Covered Brook



PLANNING

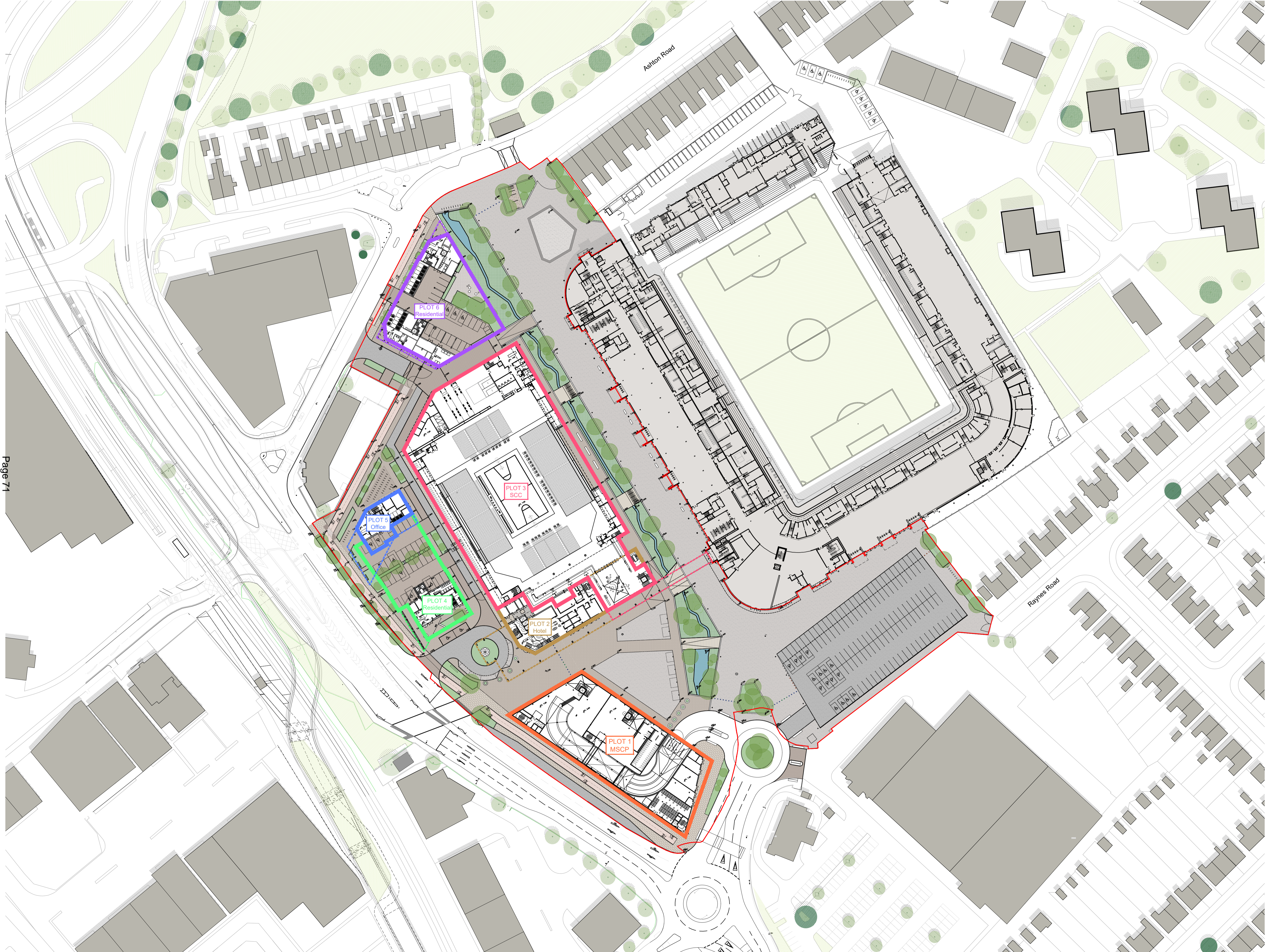
contract
Ashton Gate
Sporting Quarter - Masterplan
 drawing
Site
Location Plan



architectures
 KKA ARCHITECTURE HIGHPOINTHIGHFIELD STREETLIVERPOOL3 6AA
 TELEPHONE 0151 236 3186 WEBSITE WWW.KKAARCHITECTURE.CO.UK



4615 **A01**
 drawn RG checked RG approved KB
 scale 1:1250 @ A1 1:2500 @ A3 job no. 4615



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Revision Number	Revision Date	Revision Description	Issued by
PL	26.02.21	PLANNING	RG
A	21.05.21	PLANNING	MK
B	25.05.22	PLANNING	RG

- LEGEND**
- Planning Application Boundary
 - Plot Boundaries
Dashed Lines indicate Building Above
 - Plot 1 MSCP
 - Plot 2 Hotel
 - Plot 3 SCC
 - Plot 4 Residential
 - Plot 5 Office
 - Plot 6 Residential

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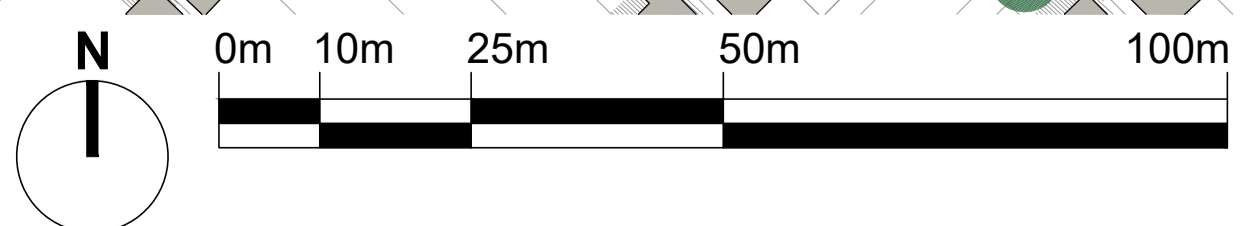
PLANNING

contract
Ashton Gate
Sporting Quarter - Masterplan
 drawing
Site
Proposed Plot Boundaries



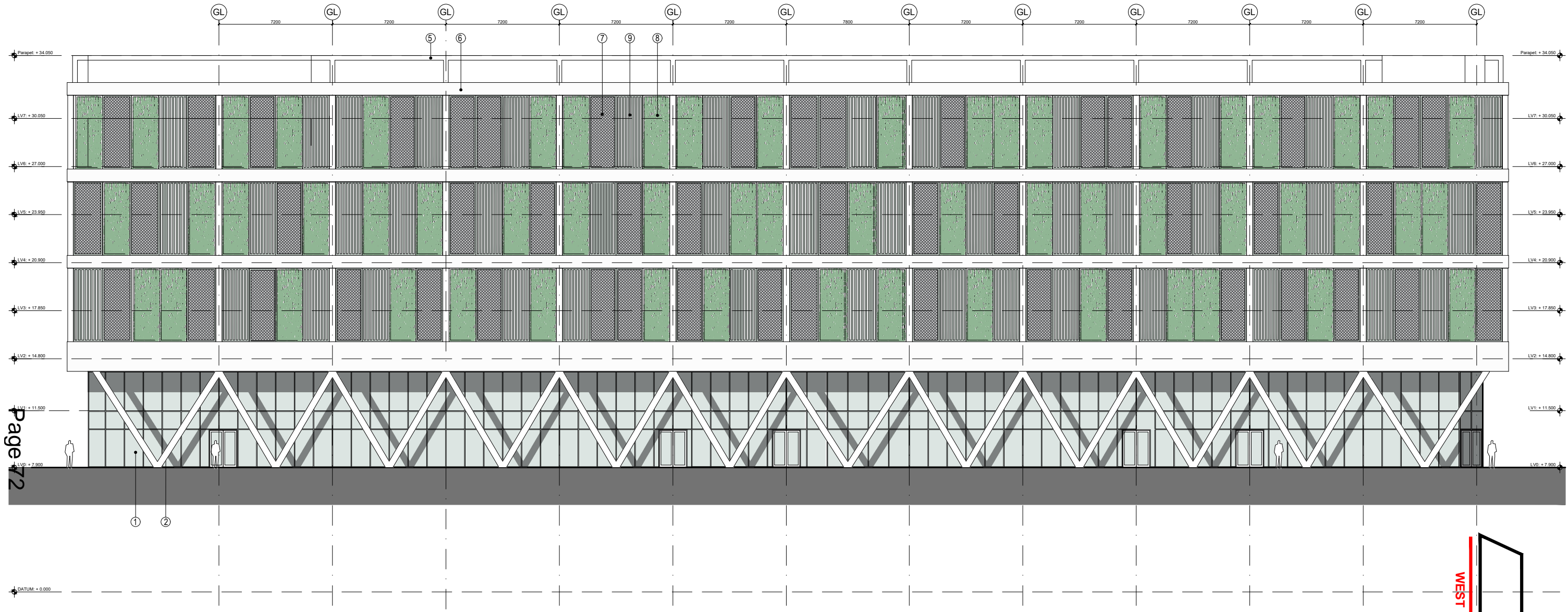
KKA ARCHITECTURE HIGHPOINTHIGHFIELD STREETLIVERPOOL3 6AA
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4615	L13
drawn RG	checked RG
approved KB	B
scale 1:750 @ A1 1:1500 @ A3	job no. 4615

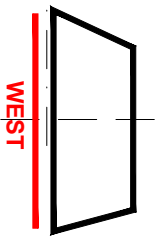


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Revision Number	Revision Date	Revision Description	Issued by
PL	26.02.21	Planning	KA
A	21.05.21	Planning	MK



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LEGEND

- 01 Double glazed aluminium curtain walling with glazed entrance doors, dark grey polyester powder coated with grey tinted glass.
- 02 Exposed steel columns with paint finish, white
- 03 Flat PPC aluminium insulated cladding panels, Dark Grey with recessed modulated joints
- 04 Integrated aluminium exit / service doors, dark grey polyester powder coated to match cladding panels
- 05 Exposed steel columns with paint finish, white
- 06 Flat PPC aluminium Hook on cassette band, silver-grey
- 07 Flat PPC aluminium Hook on cassette's Frame with mesh infill, silver-grey
- 08 Flat PPC aluminium Hook on cassette with perforated slats, silver-grey
- 09 Flat PPC aluminium Hook on cassette with green, living climbing wall
- 10 Integrated roller shutter door, dark grey polyester powder coated to match curtain walling
- 11 TV Screen



PLANNING

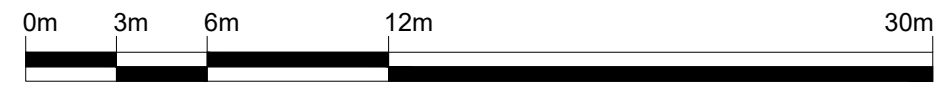
contract
Ashton Gate
Sporting Quarter - Masterplan
 drawing
Plot 01 - MSCP
West Elevation



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4615 SK10
 drawn JK checked JK approved KB
 scale 1:250 @ A3 job no. 4615 A

PRECEDENTS



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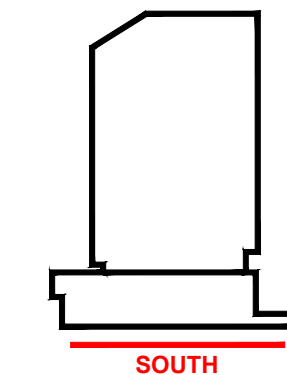
Revision Number	Revision Date	Revision Description	Issued by
PL	26.02.21	Planning	KB
PL	12.04.21	Planning	DT
A	21.05.21	Planning	MK



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LEGEND

- 01** Aluminium etched insulated cladding panels, Matte Finish, lighter in colour TBD, in contrast to (02).
- 02** Anodised aluminium etched insulated cladding panels, Reflective Finish. Colour TBD, darker & in contrast to (01).
- 03** PPC aluminium insulated cladding panels, Dark Grey with recessed modulated joints to lower levels, reflective finish, colour TBD.
- 04** Double Glazed aluminium curtain walling to Hotel Guestrooms with spandrel panels. Polyester powder coated colour to match reflective finish (02).
- 05** Double glazed aluminium curtain walling with glazed entrance doors, polyester powder coated to match reflective finish (03).
- 06** Blanked Panels as part of glazed aluminium curtain walling to match (05).
- 07** Horizontal PPC Louvres above lower level curtain walling, Dark Grey to match reflective finish (03).
- 08** 1250mm High Parapet Wall cladding design as depicted.
- 09** Hotel Brand Signage - Design TBC.
- 10** SCC Arena Signage - Design TBC.
- 11** Inset LED lighting to Curtain Walling.



PLANNING

contract
Ashton Gate
Sporting Quarter - Masterplan
drawing
Plot 02 - Hotel
South Elevation

PRECEDENTS



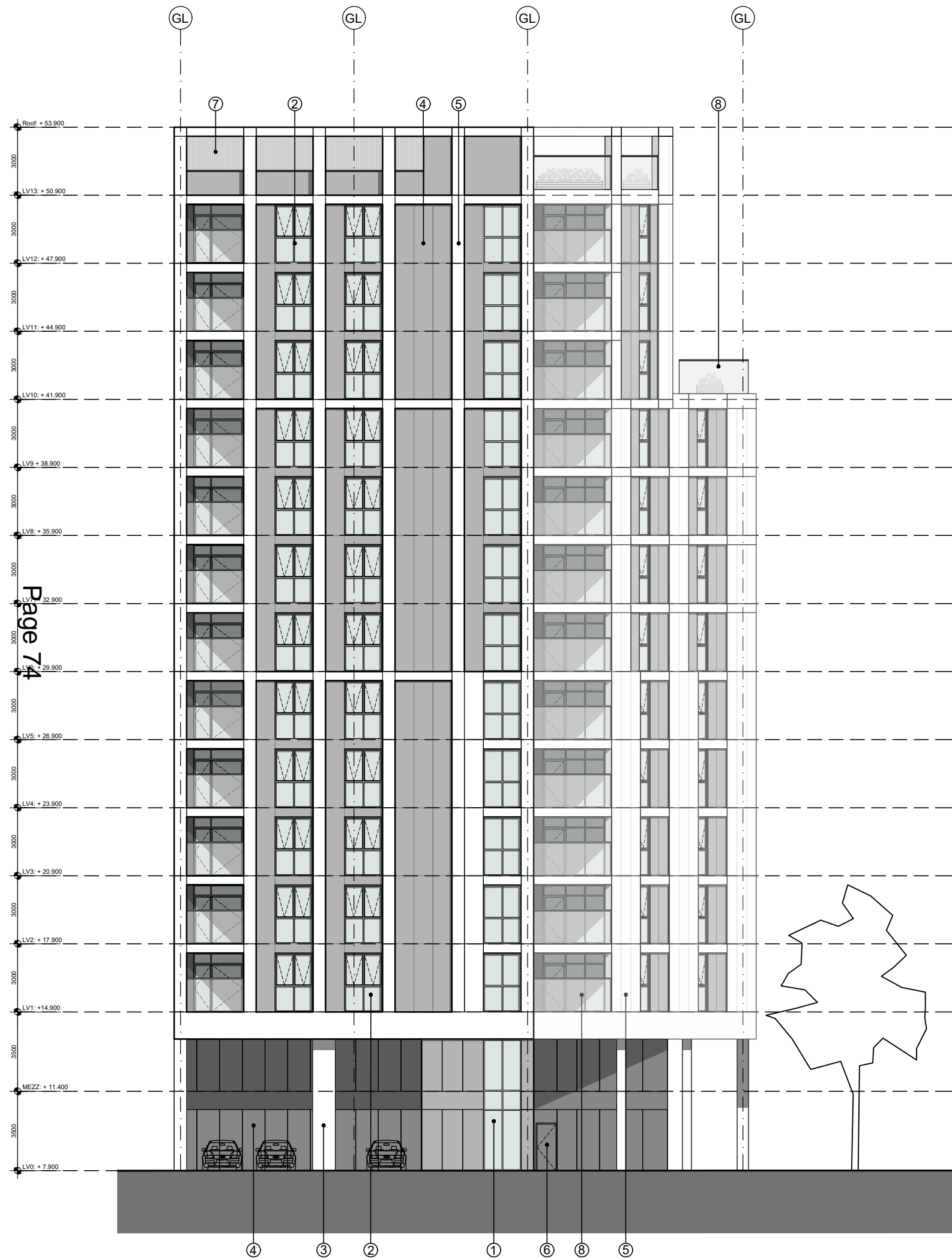
3D MODEL



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4615 SK37

drawn DT checked DT approved KB
scale 1:250 @ A3 job no. 4615 A



Page 74

PRECEDENTS



3D MODEL



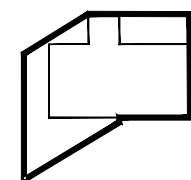
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PL	26.02.20	Planning	RG
PL	12.04.21	Planning	DT
A	21.05.21	Planning	MK
B	25.05.22	Planning	RG

LEGEND

- 01** Double glazed aluminium curtain walling with glazed entrance doors, polyester powder coated, Reflective Finish to match (04).
- 02** Double glazed aluminium Casement windows, coloured to match (05) with clear glass
- 03** PPC Aluminium Clad Columns, Matte Finish to match (05).
- 04** PPC aluminium insulated cladding panels, Reflective Finish, Colour TBD, darker & in contrast to (05).
- 05** PPC Aluminium insulated cladding panels, Matte Finish. Colour TBD, lighter & in contrast to (04).
- 06** Integrated aluminium exit / service doors, polyester powder coated to match reflective cladding panels (04). Louvred Doors to Refuse & Plant Areas.
- 07** Vertical Louvres PPC aluminium, to match reflective finish (04).
- 08** Structural Glass Balustrade

NORTH

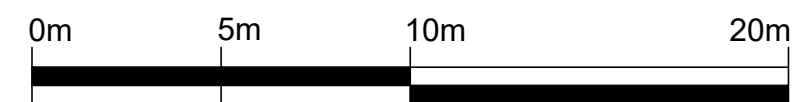


PLANNING

contract
Ashton Gate
Sporting Quarter - Masterplan
drawing
Plot 04 - Residential
North Elevation

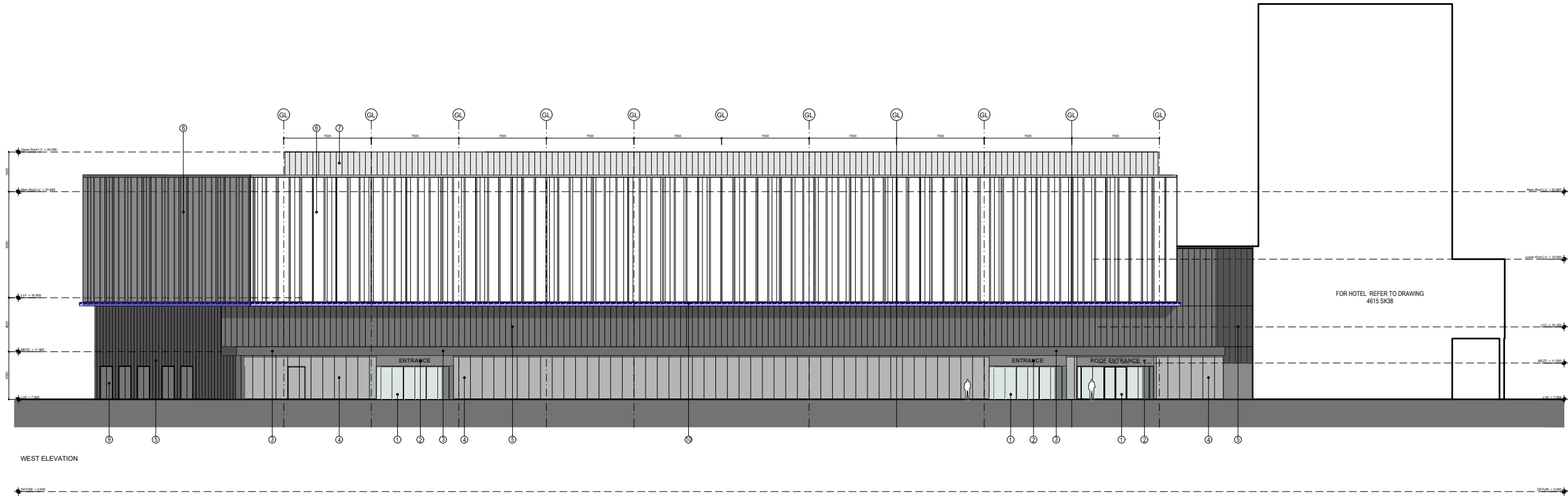


architecture
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4615 SK85
drawn RG checked RG approved KB
scale 1:200 @ A3 job no. 4615 B



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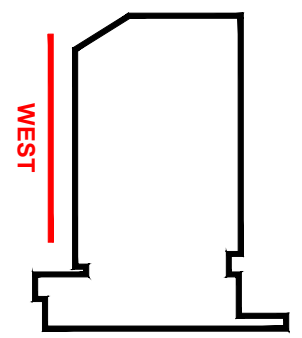
Revision Number	Revision Date	Revision Description	Issued by
PL	26.02.21	Planning	KA
A	21.05.21	Planning	MK



LEGEND

- 01** Double glazed aluminium curtain walling with glazed entrance doors, dark grey polyester powder coated with grey tinted glass.
- 02** Flat PPC aluminium insulated cladding panel wayfinding fascia, white
- 03** Flat PPC aluminium Fasia / Capping band, silver-grey
- 04** Flat PPC aluminium insulated cladding panels and integrated aluminium exit / service doors, Dark Grey with recessed modulated joints
- 05** Flat Anodised aluminium etched un-insulated cladding panels, Red with recessed modulated joints
- 06** Flat PPC aluminium etched un-insulated cladding panels, White with recessed modulated joints
- 07** Polycarbonate cladding panel with a translucent finish in perimeter metal frame system, white tint
- 08** Integrated Mega Door, PPC aluminium, colour TBD
- 09** PPC Aluminium External Door, Colour to match cladding
- 10** Linear LED colour changing feature lighting, concealed in PPC aluminium flashing

Page 75



Planning

contract
Ashton Gate
Sporting Quarter - Masterplan
drawing
Plot 03 SCC
West Elevation

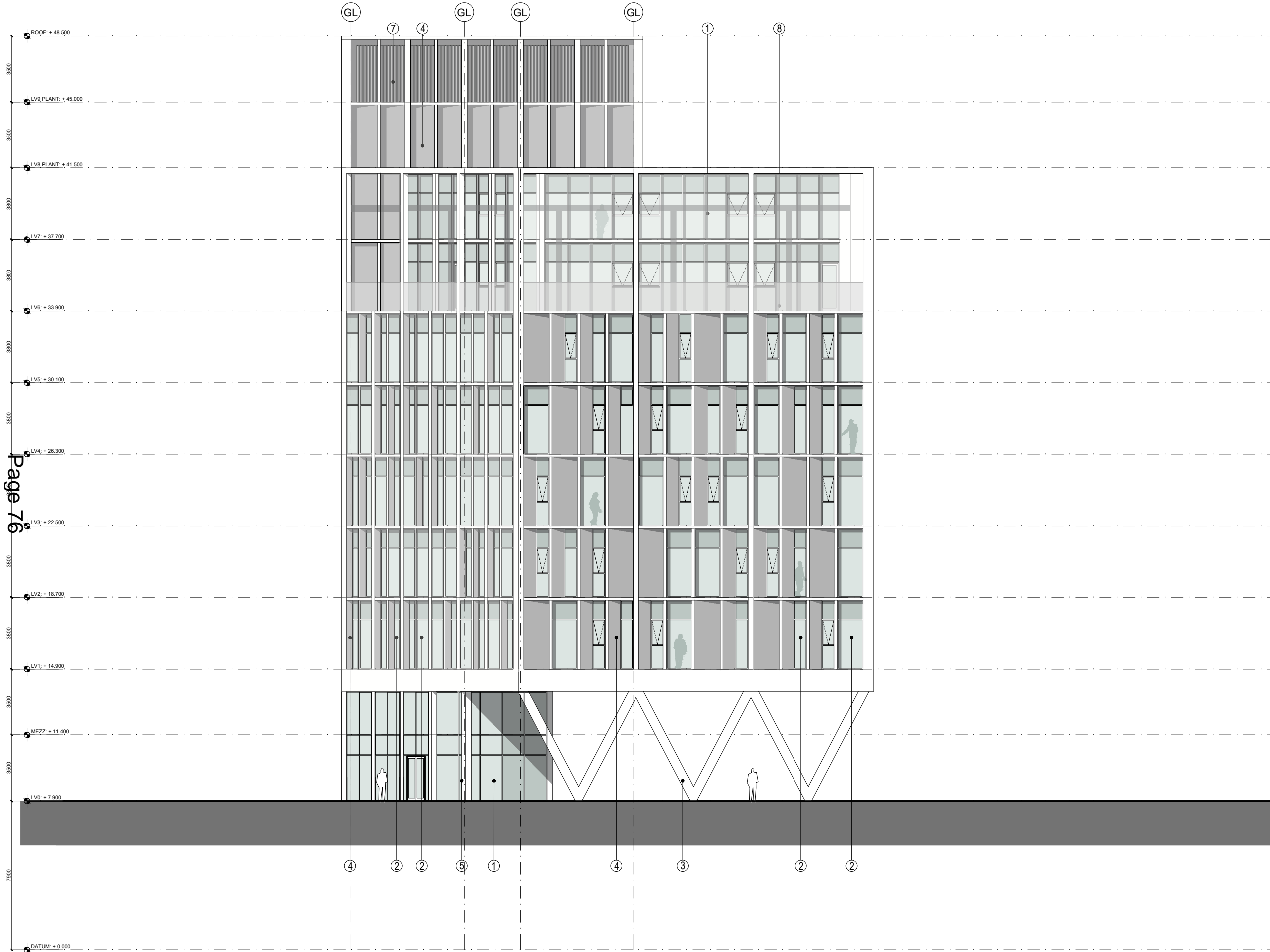
PRECEDENTS



K K A
architecture
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4615 **SK61**
drawn JK checked JK approved KB
scale 1:400 @ A3 job no. 4615 **A**

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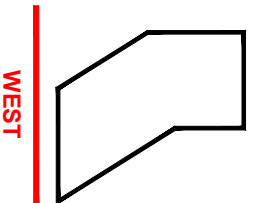
Revision Number	Revision Date	Revision Description	Issued by
PL	26.02.20	Planning	RG
PL	12.04.21	Planning	DT
A	21.05.21	Planning	MK



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LEGEND

- 01** Double glazed aluminium curtain walling with glazed entrance doors, PPC aluminium coating to match (04) with dark grey tinted glass.
- 02** Double glazed aluminium Casement windows, PPC aluminium coating to match (04), with dark grey tinted glass with matching glazed blanking panel above
- 03** Exposed steel columns with matte paint finish. Colour to match (05).
- 04** PPC aluminium insulated cladding panels, reflective finish. Colour TBD, darker & in contrast to (05).
- 05** PPC aluminium insulated cladding panels, matte finish. Colour TBD, lighter & in contrast to (04).
- 06** Integrated aluminium exit / service doors, polyester powder coated to match reflective cladding panels (04). Louvred Doors to Refuse & Plant Areas.
- 07** Verticle Louvres PPC aluminium, reflective finish to match (04).
- 08** Structural Glass Balustrade with dark grey tinted glass



PLANNING

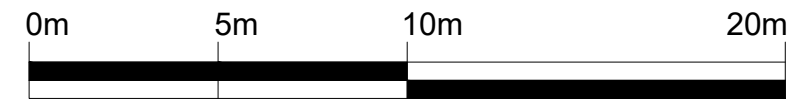
contract
Ashton Gate
Sporting Quarter - Masterplan
drawing
Plot 05 - Office
West Elevation



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4615 SK103

drawn DT checked DT approved KB
scale 1:200 @ A3 job no. 4615



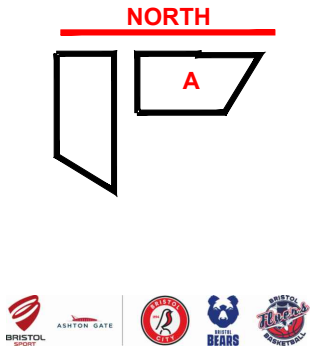
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Revision Number	Revision Date	Revision Description	Issued by
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PL	23.04.21	Planning	RG
A	21.05.21	Planning	MK



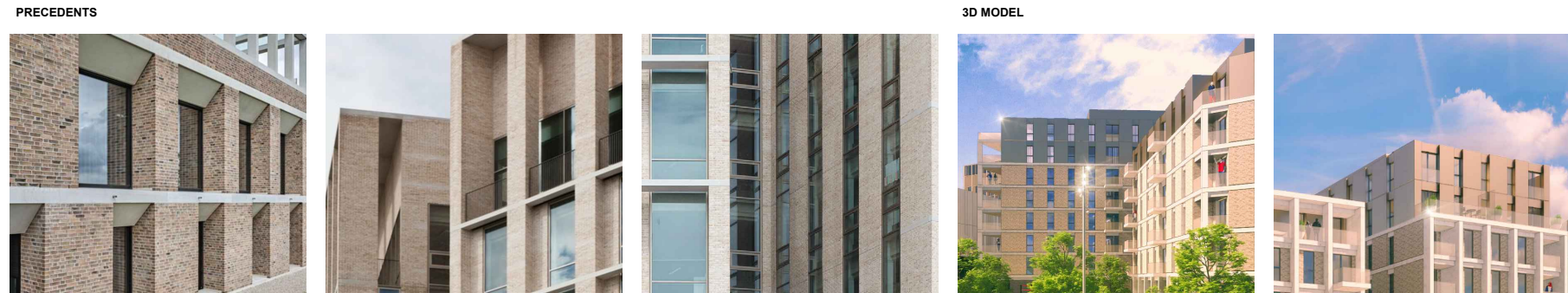
- LEGEND**
- 01** Glass Reinforced Concrete (GRD) flat panel. Colour TBC
 - 02** Flat Anodised aluminium etched insulated cladding panels, Colour TBC with recessed modulated joints
 - 03** Brickwork (colour bond and mortar colour TBC)
 - 04** PPC aluminium louvre to roof plant Colour TBC.
 - 05** PPC double glazed aluminium windows with transom, dark grey polyester powder coated with clear glass. Top Hung - Inward Opening Casements - with 100mm Restrictor TBC - Sill Height 1150mm
 - 06** PPC double glazed aluminium double door, dark grey polyester powder coated with clear glass.
 - 07** Double glazed aluminium curtain walling with glazed revolving entrance door, dark grey polyester powder coated with clear glass.
 - 08** Double glazed aluminium curtain walling with glazed balcony doors, dark grey polyester powder coated with clear glass.
 - 09** Double glazed aluminium curtain walling with glazed blanking panel.
 - 10** Balcony glazing 1100mm high.
 - 11** PPC aluminium parapet capping. Colour TBC.

BLOCK A NORTH ELEVATION
SCALE 1:200



PLANNING

contract
Ashton Gate
Sporting Quarter - Masterplan
 drawing
Plot 06 Block A Residential
North Elevation

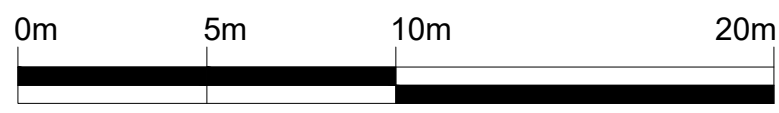


K K A
 architecture

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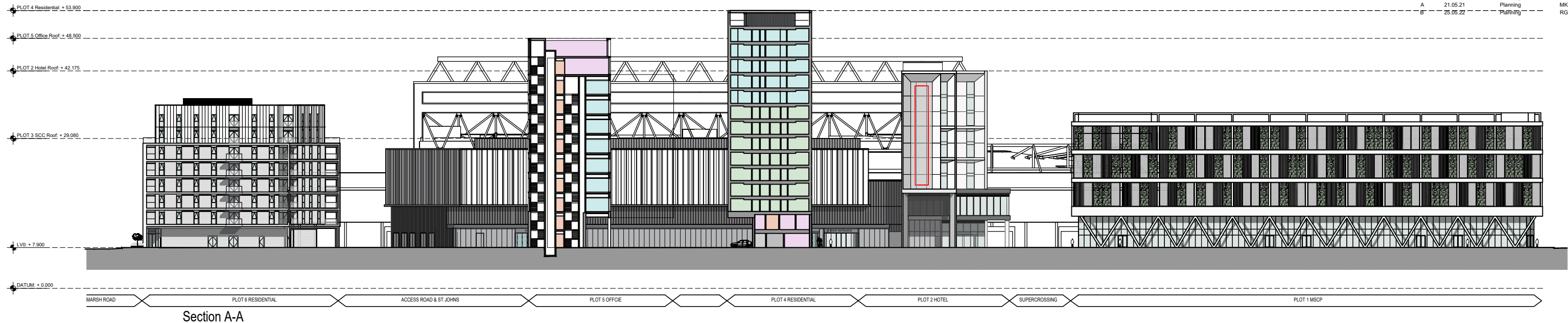
4615 SK125

drawn EB checked EB approved KB
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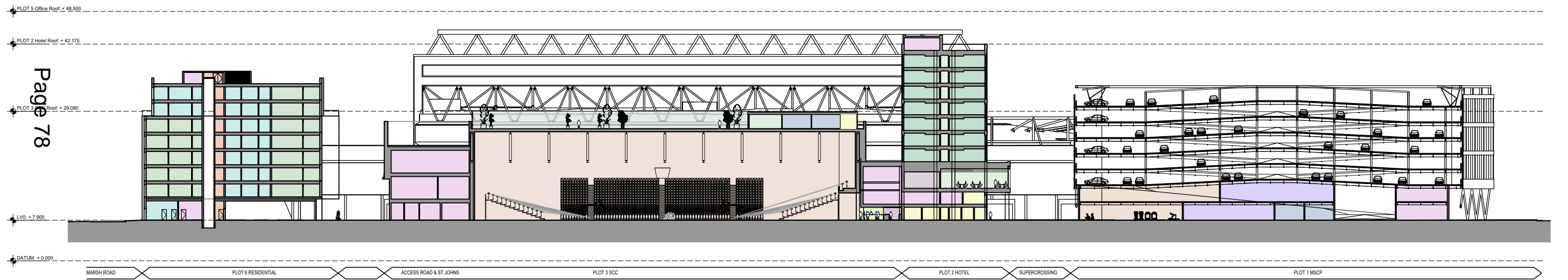


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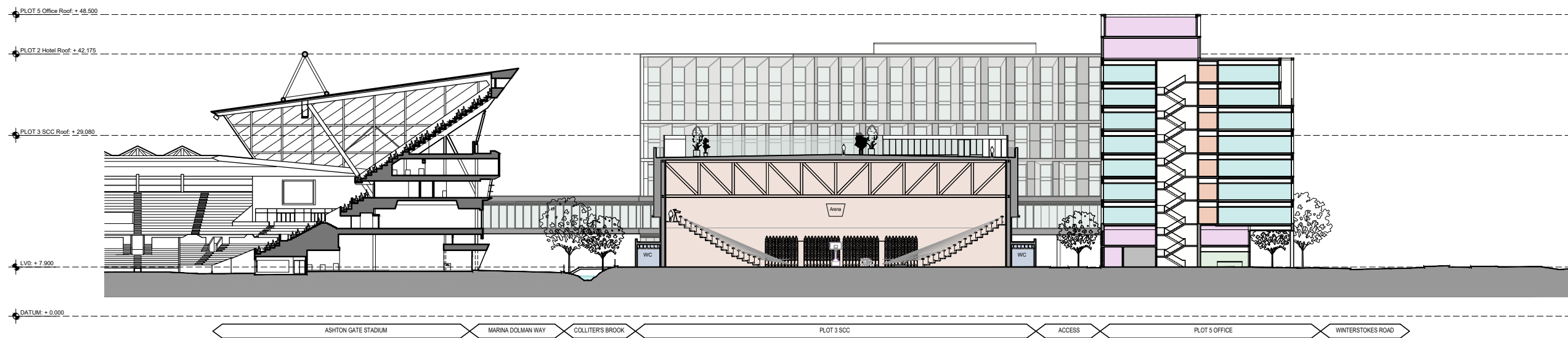
Revision Number	Revision Date	Revision Description	Issued by
PL	26.02.21	Planning	RG
A	21.05.21	Planning	MK
B	25.05.22	Planning	RG



Section A-A



Section B-B



Section C-C

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PLANNING

contract
Ashton Gate
Phase II - Master Plan
drawing
Proposed
Site Section A-A & B-B & C-C



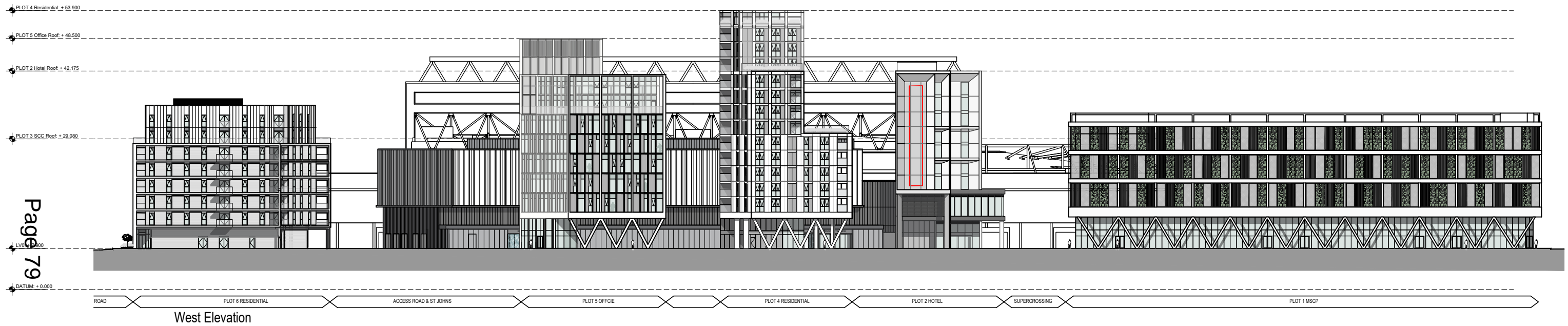
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4615 L15

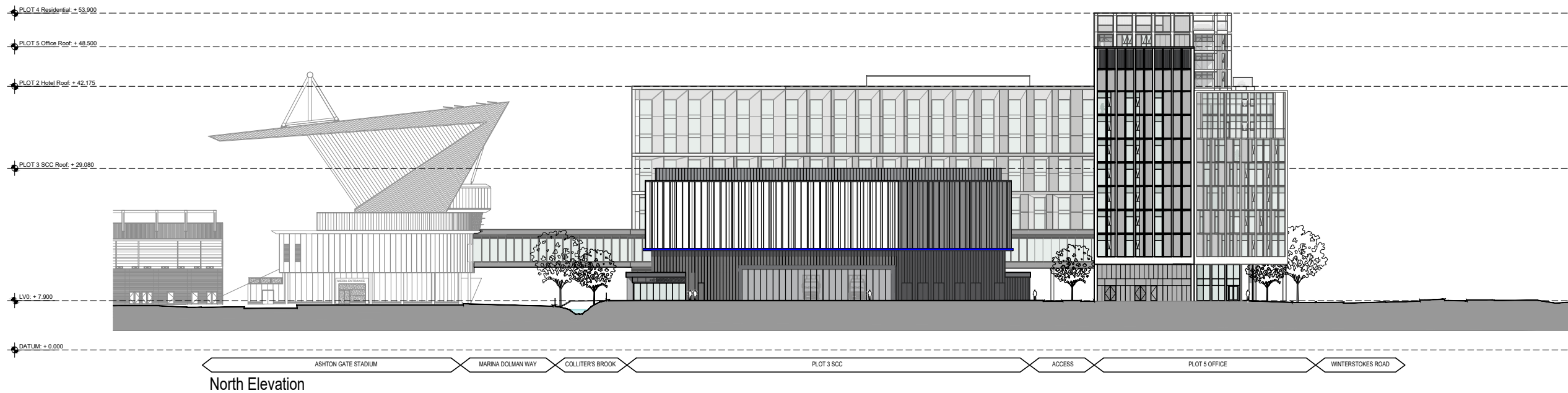
drawn RG	checked RG	approved KB	B
scale 1:750 @ A3	job no. 4615		

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PL	26.02.21	Planning	RG
A	21.05.21	Planning	MK
B	25.05.22	Planning	RG



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PLANNING

contract
Ashton Gate
Phase II - Master Plan
drawing
Proposed
Site Elevation North & West



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4615	L17
drawn RG	checked RG
approved KB	B
scale 1:750 @ A3	job no. 4615

WARD: Bedminster

SITE ADDRESS: Land West Of Silbury Road Bristol

APPLICATION NO: 21/03166/P Outline Planning

DETERMINATION DEADLINE: 28 February 2022

Application for Outline Planning Permission With Some Matters Reserved - for phased residential-led development including affordable homes and commercial/community floorspace (Use Classes E and F.2), amenity green spaces; natural and semi natural greenspace; provision of associated infrastructure including footpaths/cycleways and new vehicular and emergency accesses; and provision of associated engineering and landscaping work including SUDs. Approval sought for access with all other matter reserved.

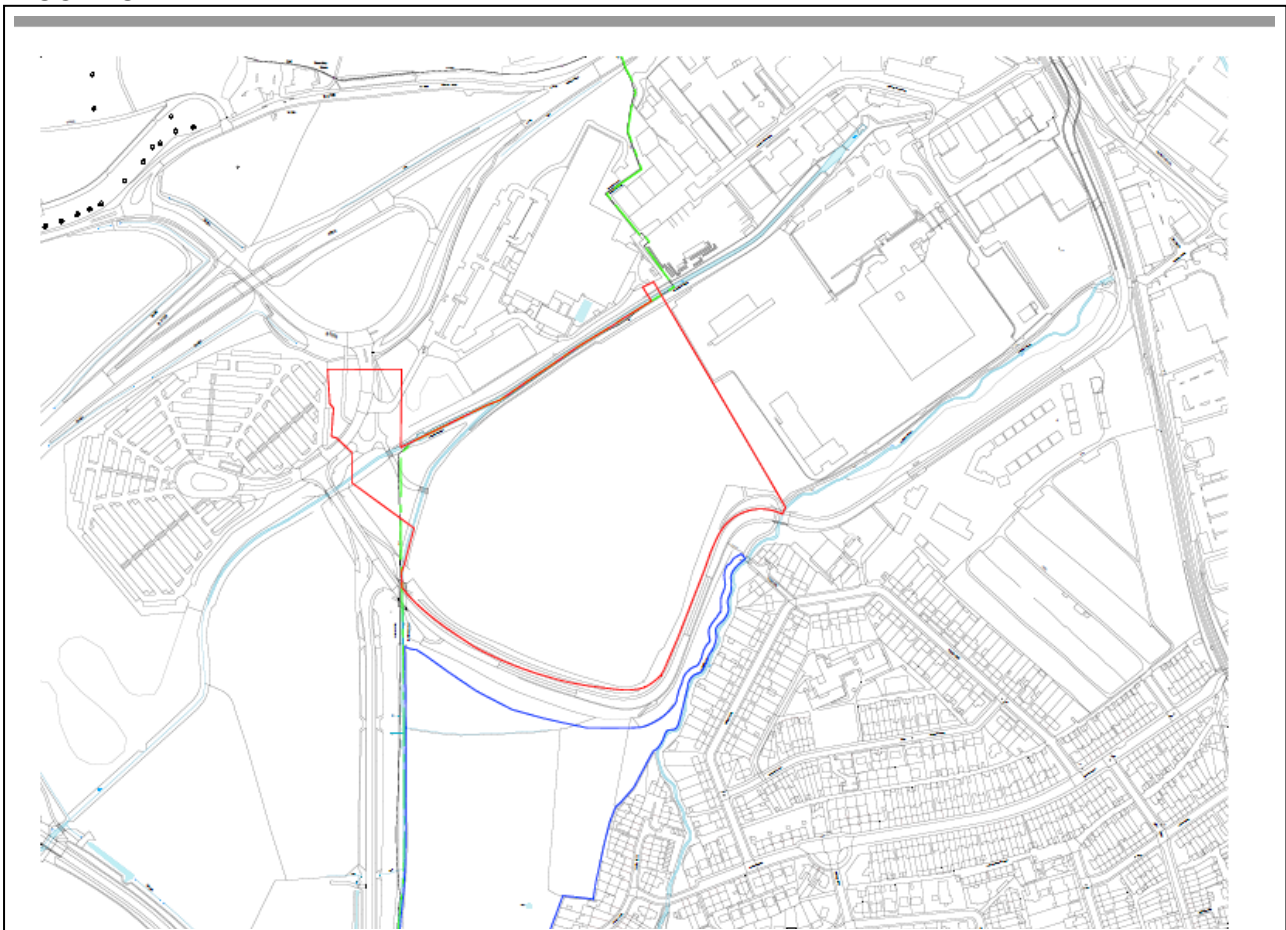
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Lichfields
The Quorum
Bond Street
Bristol
BS1 3AE

APPLICANT: Esteban Investments Limited
C/o Agent

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

LOCATION PLAN:



Development Management Committee A- 5th August 2022
Application No. 21/03166/P- Land West of Silbury Road

REASON FOR REFERRAL

The application would deliver a substantial number of homes to Bristol and would part finance the proposed development at the Ashton Gate Stadium (AGSQ re: 21/03165/F). However, the proposal has faced a significant number of comments objecting to the development from members of the public and interested parties. These are primarily as the development is considered to result in the loss/harm of Green Belt (GB), the impact on ecology and habitats, result in a less than substantial harm to designated heritage assets and create additional flood risk. Other concerns and objections are also identified and considered in the following report. Officers therefore refer this application to Committee.

SUMMARY

The proposal at Longmoor is made in Outline with all matters reserved except for the proposed vehicle access bridge structure at the north-western corner of the proposal site.

The development of the Longmoor site will not only provide up to 510 new homes (30% affordable) and 5,000 sq.m of commercial/community space but will also act as an enabling form of development for the proposal at land west of Ashton Gate Stadium site known as the Ashton Gate Sporting Quarter (AGSQ).

Both applications are submitted in tandem by the same applicant, with the latter providing a Sport and Convention Centre (SCC), together with 125 residential units, office block, hotel, multi storey car park, hard and soft landscaping (please see application 21/03165/F for further details).

The net proceeds of sale that would arise from the sale of the Longmoor site with outline planning permission are to be used to part finance the AGSQ development. The funds (approx. £24.1million) are to be placed into an Escrow account controlled by BCC, with funds only being released at key stages of the completion of the proposed SCC.

This linkage between the two applications is necessary to part justify “inappropriate development” in the GB as defined by para 147 of the NPPF. The proposed SCC is considered to form one of a number of considerations which together amount to a Very Special Circumstances (VSC) case that would justify residential development in the GB. The SCC will provide a citywide community benefit in terms of facilitating additional sport participation, hosting cultural events and by providing community outreach programmes associated with Bristol Sport and its sister charities

By using the Longmoor proceeds of sale to enable the development of the SCC, the applicant considers that the Longmoor proposal provides the Very Special Circumstance required to justify residential development in this part of the Green Belt.

At time of writing this Committee report Officers are yet to receive final legal opinion on the acceptability of the applicant’s VSC justification and the proposed financial linkage arrangement between the two applications. However, based on the current advice provided by Counsel and BCC Solicitors, at this time Officers are confident that the application can be determined, but Members are advised that this situation may change prior to the scheduled Committee Meeting. Any update on the recommendation will be fully detailed in the forthcoming Amendment Sheet.

Members are advised that the proposal site is considered to only make a “*limited contribution to Green Belt purposes*”, as recognized within the Green Belt Assessment and Regulation 18 Plan which proposes to remove the site from the GB. This is due to the construction of the new Metrobus route changing the character of the site since the GB was first designated in the development plan. The Metrobus infrastructure has had the effect of separating this relatively small and narrow area of land from the wider GB countryside. This effect is recognised in the Local Plan review consultation of March 2019 which proposes to remove the site from the GB

Development Management Committee A- 5th August 2022
Application No. 21/03166/P- Land West of Silbury Road

Local residents and other key stakeholders are primarily concerned that the proposed residential development would result in the unacceptable loss of GB, would have an adverse impact on the natural and historic environment, would increase local flood risk and would also increase congestion on the surrounding highway network (other issues are raised and are discussed in the following report).

Further to this, the operator of the neighbouring waste collection and transfer facility has raised concerns with the proposed residential development at Longmoor in relation to the acceptability of locating residential dwellings adjacent to their facility.

The following report sets out that the benefits that derive from the proposed development are considered by Officers to significantly and demonstrably outweigh the issues raised by members of the public and other key stakeholders.

These include a significant contribution to housing supply (approx. 510 units with 30% being affordable), employment opportunities associated with the proposed commercial space, the enabling of the SCC which delivers a city-wide community benefit, improvements to local walking and cycling linkages, a Biodiversity Net Gain and blue/green infrastructure improvements around the site.

The site is considered to be a sustainable form of development with good transport links provided by the close proximity to the Metrobus.

The application is therefore recommended for approval subject to conditions and a s.106 Agreement.

SITE DESCRIPTION

The application site comprises 10.53ha of greenfield land, including a 'domed' former landfill area that is now grassland with some vegetation, hedgerows and ditches around its edges. The site is currently within the Green Belt and is predominantly within the south-west edge of BCC's administrative boundary, although the north-west most extent of the site which is adjacent to the Long Ashton Park and Ride is located within North Somerset Council's authority.

The site is bounded by undeveloped land to the south (designated as a Town and Village Green), residential development at Ashton Vale to the south-east and the Cala/ Manheim/Longbrook Trading Estate to the east/north-east. The north and north-west parts of the site are bounded by the David Lloyd Health Club and the Long Ashton Park and Ride. The Metrobus M2 route runs along the southern (and, in part, eastern) boundary of the Site, enclosing it from the open countryside beyond.

To the south-west, beyond the Metrobus link, is an area of open land that has been designated as a Town and Village Green (reference VG21A). This land is outside of the planning application (red line) boundary but is also under the ownership of the applicant.

There is presently no adopted vehicular access into the site. An access track provides the only access which crosses the existing bridge over Longmoor Brook to the north-west and Old Colliter's Brook to the south-east

Longmoor Brook and Colliter's Brook run along the northern and southern boundaries of the site respectively. The site is located predominantly within Flood Zone 2 (medium probability of flooding), with land along the southern boundary and adjacent to the New Colliter's Brook and Longmoor Brook located within Flood Zone 3 (high probability of flooding).

There are no statutory designated heritage assets (listed buildings or scheduled monuments) either within or in close proximity to the site. However, the site forms part of the wider setting of elevated heritage assets to the north and west comprising Ashton Court Registered Park and Garden (Grade

Development Management Committee A- 5th August 2022
Application No. 21/03166/P- Land West of Silbury Road

II*), Long Ashton Conservation Area including some listed buildings within them.

The site is not subject to any statutory sensitive environmental designations (i.e. Sites of Special Scientific Interest (“SSSI”) / Local Nature Reserves (“LNRs”) / Ramsar Sites / Special Areas of Conservation (“SACs”) / Special Protection Areas (“SPAs”). However, the site is within the Impact Risk Zone for Ashton Court SSSI, the Avon Gorge SSSI and Quarry Steps, Durdham Down SSSI. A Site of Nature Conservation Interest (“SNCI”) also falls within the southern part of the site boundary, however the area is not within the development extent of the application

RELEVANT HISTORY

Planning permission was granted on the site for the provision of a 30,000 seat stadium for Bristol City Football Club and enabling uses (food and drink, hotel and residential) in April 2011 (ref: 09/02242/P).

However, following the grant of planning permission the applicant opted to pursue an alternative scheme to extend and rebuild the existing Ashton Gate Stadium which has since been permitted and completed (ref: 13/03517/F & 16/03381/X)

APPLICATION

The application is submitted in outline with all matters reserved, with the exception of the main vehicular access junction onto the Long Ashton Park and Ride access road. The description of development read as follows:

‘Outline planning application with all matters reserved (other than the main vehicular access) for phased residential-led development including affordable homes and commercial/community floorspace (Use Classes E and F.2), amenity green spaces; natural and semi natural greenspace; provision of associated infrastructure including footpaths/cycleways and new vehicular and emergency accesses; and provision of associated engineering and landscaping work including SUDs’.

The proposal seeks outline planning permission for the development of up to 510 new homes which represents a maximum density of 67 units per hectare (based on the maximum extent of development net area – 7.23ha). In addition to the residential use, planning permission is sought for up to 5,000m² of commercial space, in a flexible Use Class E or F.2 (small shop/ café/ community use or office hub space).

The application is supported by 4 no. parameter plan drawings:

- Parameter Plan 01 - Development Extents and Land Uses;
- Parameter Plan 02 - Heights;
- Parameter Plan 03 - Access and Movement;
- Parameter Plan 04 - Green Infrastructure.

Parameter Plan 01 demonstrates key buffers around the site, including a strip along the northern boundary setting the proposed development away from Longmoor Brook. There is a similar buffer along the south-eastern boundary to the Metrobus and Colliter’s Brook. To the south, the developable area is set back so as not to fall within the area of the SNCI and to the north-west the entrance to the site is left clear to provide suitable space for access arrangements.

During the application process the proposal has been amended so that the developed area at the northern eastern corner of the site has been reduced, leaving an exclusion area adjacent to the ETM waste processing site. This area of land is within the 55Db range of noise associated with the current operation at the ETM site and therefore has been omitted from the extent of Class C3 development.

Development Management Committee A- 5th August 2022
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This is considered necessary to mitigate the potential impacts of noise disturbance on any future dwellings in this part of the site.

The sites natural blue & green character edge being the Longmoor Brook along the northern site boundary have been safeguarded, including the existing trees along the boundary with the Manheim Trading estate to the east and along the south-eastern boundary to the Metrobus and Colliter's Brook. This has led to the provision of space for active frontages around the development with the width of green corridors having been enlarged to provide more flexibility of layout at the reserved matters stage.

Parameter Plan 02 establishes zones of maximum height for the future detailed scheme to work within. The result is a parameter plan that sets two maximums. First, covering the entire developable area, is a zone shown in solid blue within which dwellings up to 11m (to ridge height) can be erected. The second parameter, shown in hatched blue, and located towards the site entrance and the heart of the site would allow for heights of up to 18m, typically allowing for a small five storey block of flats. The majority of buildings across the site, however, would be 2-3 storeys.

Parameter Plan 03 (alongside the full permission element of the road), provides a framework for how users can move into and out of the development. The plan details crossing points over and under the Metrobus, linking the site to the Town and Village Green and to Ashton Vale. The plan also identifies an access point into the site that will form the sole vehicular entrance. Further to this, the plan details how the eastern boundary, shared with the Manheim Trading Estate, will allow for safeguarded future routes to link the two sites (should the trading estate be redeveloped in the future). The plan has evolved through out the application process to include provision for future pedestrian/cycle linkages along Longmoor Brook and also improvements (sought via conditions) along the existing Metrobus route as a pedestrian/cycle connection to the proposed Ashton Gate Sporting Quarter.

Parameter Plan 04 identifies a natural buffered edge to the site, indicated in green, with flexibility across the entire developable area for formal and informal open space. Active frontages have been indicated at key site gateways along the sites blue & green infrastructure.

In addition to the 4 no. Parameter Plans, full details have been submitted in relation to the proposed site access bridge structure. The proposed plans detail vehicle access to the site being from the B3128 in the same location as the access proposed in the previous stadium planning permission.

STATEMENT OF COMMUNITY INVOLVEMENT

The Planning Statement details that a programme of public consultation has been undertaken since 2018, including meetings with local community groups, public exhibitions, formal pre-application discussions with BCC and NSC, Environmental Impact Assessment ("EIA") scoping and engagement with statutory consultees.

In addition to this, the application is supported by a Statement of Community Involvement (SCI) prepared by Cadence PR. The Statement details that the consultation process at the time of submission had lasted two and a half years and involved:

- a series of nearly 30 stakeholder meetings
- two mailouts of 10,500 community newsletters
- letter to immediate neighbours
- project website with over 4000 views
- extensive media coverage
- 22,000 views of the Youtube video
- An exhibition
- Online neighbour meeting
- 3 presentations and over 300 feedback responses

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ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

An Environmental Statement (ES) has been prepared under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the '2017 Regulations') and was submitted in June 2021.

The proposed development exceeds the thresholds established within Paragraphs 10(b)(ii) and (iii) of the Town and Country Planning (Environmental Impact Assessment) ('EIA') Regulations 2017 (as amended) ('the EIA Regulations'), which relates to urban development projects that include more than 150 dwellings (ii) and where the overall development area exceeds 5 hectares (iii)

The submitted EIA considers the likely significant effects arising during the construction and operation of the proposed development and the potential cumulative effects which may arise when considered with other relevant nearby development proposals. Where significant adverse effects on the environment are identified, the assessment process establishes potential mitigation and monitoring measures to prevent, reduce, and where possible, offset the effects.

Matters that have been addressed within the ES include:

- Transport;
- Ecology
- Ground Conditions;
- Flooding and Water Resources;
- Noise and Vibration;
- Air Quality;
- Landscape and Visual Impact; and
- Socio-Economics.

Following the submission of the planning applications there has been extensive consultation with BCC, North Somerset Council (NSC) and statutory consultees that has led to additional work being undertaken in respect of transport, flooding and ecology matters, as well as a number of amendments to the parameter plans that were tested within the original EIA. In order to present the additional/amended environmental information and to consider whether it had any implications on the assessment or findings presented within the June 2021 ES, a Supplementary ES ('SES') was prepared and submitted to BCC only in June 2022 ('the June 2022 SES'). It is noted, however, that statutory consultees have raised further matters that require consideration within the EIA and therefore this (September 2022) SES has been prepared for submission to BCC and NSC, which supersedes the June 2022 report.

RESPONSE TO PUBLICITY AND CONSULATION

NEIGHBOUR CONSULTATION.

The application was originally advertised by neighbour notification letter, site notice and press advert. Following an amendment to the Environmental Statement the application was re-advertised via press advert on the 15th June 2022 and again on 21st September 2022

A total of 226 representations have been received consisting of 33 letters of support, 189 objections and 4 neutral to the development.

Objectors have raised the following issues:

- Loss of Green Belt
- Impact on wildlife

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- Loss of habitat and impact on SNCI
- Poor drainage and flooding issues
- Alternative brownfield sites should be developed
- Additional pollution
- Impact on highway network and additional congestion
- Loss of public open/green space
- Additional strain on local services
- Potential contamination issues from former tip use
- Loss of privacy
- Increased anti-social behaviour
- Impact on historic views
- Affordable housing offer of 30% is not sufficient
- Not in accordance with Climate and Ecological Emergency Strategies
- Height and scale of buildings not in keeping with surrounding development
- Unacceptable living conditions for future occupants from adjacent trading estate and ETM site
- Application needs to be considered alongside the redevelopment of Ashton Gate (21/031565/F) due to cumulative impacts
- Does not constitute as a Very Special Circumstance for developing Green Belt land
- Biodiversity Net Gain figures not accurate
- In breach of Agent of Change principle in relation to adjacent ETM site
- Energy Strategy not sufficient (Case Officer note: The application is made at Outline meaning these details will be considered as part of any Reserved Matters application).

COUNCILLOR COMMENTS:

Cllr Mark Bradshaw:

“1. I welcome the ongoing dialogue with the applicants and their advisers. This has been mostly online due to the Pandemic. I also note and am pleased that engagement activity has taken place with residents and others in the wider Bedminster area.

2. Unlike many other development proposals, this site is already well served by transport infrastructure – public transport, walking and cycling and direct road links.

3. Although within the Green Belt, the site is severed by both the Metrobus route and the South Bristol Link Road. However, if consented, a green buffer is required between the development area and the Link Road.

4. There is a question about ‘affordability’ in that, while the proposals will be plan compliant, this is an outline application and, if consented, the eventual build out would be undertaken by a housing developer. It is important that the Council seeks clarity on the tenure mix and that firm requirements are put in place to secure these. It is my view that shared ownership while an important option in the housing market does not constitute truly affordable housing.

5. The main area of contention relates to the various ecological corridors nearby and the land under Town and Village Green designation. The TVG land, while privately owned, is not within the development area but the proposals will have an impact on this land, which is already an important site for wildlife given the marshy conditions and its relative isolation. I consider it important that the applicant and any future developer is part of the long-term management for this land. Importantly, residents must have a voice in shaping any options for the future protection and enhancement of this land, together with specialist organisations, such as Avon Wildlife Trust. Although not strictly a planning matter, there is an opportunity to create a friend’s group or similar, with input from local councillors and residents from Ashton Vale (including those from the new development, if consented).

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6. Similarly, the informal pathway along Colliters Brook to the immediate south of the development site provides a valuable route for many people to enjoy. This has been evident during the Pandemic. Some enhancement to improve access for walking is probably required and the status of this path protected.

7. Despite considerable local population growth, particularly families moving into the area, the amount of community space in the area remains poor and the proposed development could help to improve this. Space to be used for community purposes, including healthcare, is a key long-term goal for the local community.

8. In terms of sustainable energy, provision should be made to connect the development site to either the City heat network or another source of green energy, such a ground heat sourcing. The homes should not have gas boilers.

9. Given the good connections to public transport and walking and cycling routes there is an opportunity to make this residential scheme, if consented, less car dependent. This means provision of shared vehicles and enforceable bays to ensure they have priority, but also fewer spaces for privately-owned cars to park elsewhere. Why must every home have a garage and parking for one or more cars/vans?"

Cllr Tessa Fitzjohn:

"I am writing to raise my concerns for the proposed development application No 21/03166/P Longmore Village. For the reasons as stated below:

This site has a complex and controversial history, and has many issues that need to be considered very carefully if it is to go ahead.

As a stand alone application, its in an odd position as its linked to Appl No 21/03165/F for the new sporting quarter at Ashton Gate, that if successful the financial benefit incurred through the sale of the land will provide finance for the additional development in Ashton Gate. So it's necessary to take both applications into account.

The main issue is the fact that the applicant is applying to build on Green Belt land. The site has had planning permission for a football stadium in 2011. Recognized as an exceptional case, which lapsed in 2016 but was included in the local plan 2018 but this was thrown out by the government and is still pending a re-application.

So to be successful, the application needs recognition as 'exceptional', either by the quality of the proposed design, or by sustainable passive haus standards, or for design excellence and innovative approach to place making, creating public space that encourages community cohesion.

All these aspects would help to make this 'exceptional'. Though the fact its an outline planning application makes this unlikely since there will be no controls as it will be sold, and possibly sold again to the highest bidder and residents by that time will have no say in the density, design or heights since those will be agreed at this stage.

Green Belt were set up for the principal of stopping urban sprawl, keeping land permanently open, a buffer between town and countryside. Which is exactly what its doing on the boundary between Bristol and North Somerset providing a natural border between Long Ashton Village and Bristol City.

It will also provide much needed green space for public access, when we have growing evidence of the health benefits of our parks and green spaces in our cities. So this alone is an indication of the importance of this land and why it should be protected.

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Bristol Council is committed to a climate emergency action plan, including delivering a significant low carbon energy infrastructure in the city, which is why the Council should be building on our many brown field sites rather than Green Belt.

The Ashton Vale Town Green lies alongside the site, and if allowed to combine with the Longmore Village site could become a Nature Recovery Network, a wildlife Trusts initiative to protect and join-up important places for wildlife.

There is no evidence to show how this population increase will include new facilities for health or education, and we know its likely to increase noise, pollution and need for car parking.

This application has been objected to on Air Quality grounds by the Programme Coordinator for Sustainable City and Climate Change Service, who has looked at the two applications together has expressed Concern for increasing levels of NO₂ and objected to the increase in NO₂.

English Heritage has objected to the fact it will have negative impact on the historic landscape of Ashton Court.

The Environment Agency has objected to the application with regard to the possibility of flood risk, as well as recommending improving conditions for contaminated land, pollution prevention, and biodiversity

We welcome the inclusion of 150 units of affordable housing, however this is only 30% of the overall development the minimum required by Bristol Council.

This is a significant development of 510 new homes with up to 1500 + new residents, which will have a considerable impact on Ashton Vale residents, and South Bristol unless these issues are fully addressed”.

EXTERNAL CONTRIBUTORS:

In the interests of brevity, these comments have been summarised. Full comments are available on the website

Avon Fire & Rescue Service- NO OBJECTION

“The additional residential and commercial developments will require additional hydrants to be installed and appropriately-sized water mains to be provided for fire-fighting purposes. This additional infrastructure is required as a direct result of the developments and so the costs will need to be borne by developer. Avon Fire & Rescue Service has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat per hydrant. Importantly, these fire-fighting water supplies must be installed at the same time as each phase of the developments is built so that they are immediately available should an incident occur and the Fire & Rescue Service be called”.

Bristol Civic Society- NO OBJECTION

“Bristol Civic Society has no objections to the proposed road access arrangements for this site. We have the following comments on the proposals for pedestrian and cycle access (D&AS 2.7/4.4/6.5.3):

- the proposals (both in diagrams and words) elide together the proposals for pedestrian and cycle access. The two modes of transport have different considerations and the proposals for each should be kept separate. In particular, the access northwards along Colliter's Brook is currently separate for pedestrian and cyclists, and it should be made clear that this will remain so.

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- there is a paragraph in section 6 on parameter plans for pedestrian routes, but not one for cycle routes

- section 6.5.3 rules out a pedestrian route along Longmoor Brook to connect with Ashton Gate, because "pedestrian links, with requirements for external lighting and the like, would adversely impact the neighbouring habitats".

The Society hopes that the development team will encourage Bristol City Council and North Somerset Council to facilitate a walking and cycling route (and a cycling route alongside Longmoor Brook between the Long Ashton Park and Ride and the stadium, as it is such an obvious desire line. The Society is supportive of residential development on the Longmoor Village site. The indicative masterplan is helpful in setting out the direction of travel towards the detailed proposals to come. The Society would not wish the 5 storey height of some of the proposed residential blocks to be taken as a given without further consideration in a full application. We will also be looking for a variety of unit sizes and tenures. The indicated distribution of private and public open space throughout the development is welcome".

Bristol Walking Alliance- NO OBJECTION

"Bristol Walking Alliance (BWA) has no objections to the outline plans for the public realm to be provided within the new Longmoor Village development. However, we believe any such development, since it is designed to enable expansion of the Ashton Gate Stadium site, should be conditional on a route becoming available for a wide pedestrian connection between Long Ashton Park & Ride and the Stadium site".

Bristol Waste- NO OBJECTION

"As site access is the main issue Bristol Waste Company would remind the applicant that it would require a letter of indemnity to be signed by the developer should the whole or parts of the proposed development be non adopted highway. This can be obtained from David Pemble at Bristol City Council".

BS3 Planning Group- OBJECTION

"Links to Ashton Gate

Whilst we are glad that this development, although connected has not been bundled with the Ashton Gate proposals, we are concerned that the two will need to be considered together if they are approved. They will both have impacts on traffic and also water use and sewage output for instance. We would like to see some joint surveys regarding these and any other connected matters should approval be given.

Water

The development affects both Colliters and Longmoor Brooks. (There also seems to be some confusion about which is which on some of the plans). There is a separate group set up to review the plans from the ecology perspective of these watercourses - the Friends of Colliters Brook. They will wish to be consulted on any further development plans should outline planning permission be granted. Any issues of water quality need to be considered alongside the ecology issues below.

Flooding concerns need to be more carefully considered and indeed the Environment Agency has opposed the site on the grounds of flood risk. Water usage and the effects on the local water table and sewage requirements will also need to be considered in more depth for a site of this size.

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Ecology

There are a number of vague points made about the wildlife on the site and surveys that may or may not be completed. We would wish to see the details of exactly what is to be considered, when it will be done, who will undertake this and how and what areas will be reviewed. There seems to be little in the way for surveys and impact prepared to date apart from that relating to bats. This is not the only wildlife in the area.

We would like to see a clear 30 year habitat management plan produced. The site is very close to a local SSI and this needs some protection from pollution during the development process at least. There is provision for 'wildlife corridors' but these simply appear to end at the edge of the development without further consideration. Wildlife does not respect or even have an awareness of human boundaries, what is to happen to any animals getting to the end of a safe corridors? Links across roads and other sites need to be considered in order to ensure a complete solution here. It would appear that a good deal of the land outside the corridor is under the same control as this site so this should not be beyond the realms of possibility.

Once the site is being developed (if permission is given) and when the properties are completed who will be monitoring and looking after the wildlife? A proposal for an independent wildlife organisation to do this work would be considered a positive move here. The Portishead nature reserve may be worth reviewing for information on how this can be done effectively.

Amenity Space

Local residents have commented that they will lose the ability to ramble, play and walk dogs in the area to be developed. This amenity has been available to residents for many years and will be sorely missed. If this space is no longer available then parks nearby will receive a greater influx of people, increasing the pressure on those green spaces.

Obstruction of views

Any final plans for a development here must be considered from the perspective of views up and over to the suspension bridge and Ashton Court. Any views currently enjoyed should not be compromised.

Transport/Footpaths

'It is considered that there is no desire line for residents of the proposed Longmoor site to use the footway along the southern site of the A370 carriageway as a safe and efficient route to Ashton Park School can be provided via Festival Way and more attractive routes to Ashton Gate and the A3029 Winterstoke Road will be available via the Cala Industrial Estate and/or the existing off-road footway/cycleway which runs along the south of the site parallel with the Metrobus route.'

We're not convinced this is accurate. At the very least for part of the site, this will be the most direct route and really N Soms/BCC should be maintaining it, or the development provide an improvement scheme as it does not currently meet design standards due to vegetation narrowing the footway.

'The main access to the site will benefit from a 2m wide footway to the north side of the access road and a 5.5m wide shared footway/cycleway on the south side of the access road and 4m wide TOUCAN crossings across the Longmoor site access road and the unnamed road.'

If providing a shared footway cycleway the developer should justify how this accords to LTN1/20, which states: "Shared use routes in streets with high pedestrian or cyclist flows should not be used." (note the developer argument to get out of this is that table 6.3 of LTN1/20 permits it at a min 4.5m width, but it would be good to see this justified)

Why doesn't the site access design provide a pedestrian/cyclist connection to the Metrobus shared

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use path? Users will have to walk in the carriageway for 20m to enter the Metrobus shared use path which is really disjointed planning

The applicant hasn't clarified if their Trip Rates are total vehicle trip rates or Total People Trips, if they are Total People Trips, the trip rates are very very low.

Local schools/Surgeries/Nurseries

The size of the development would suggest that further pressure would be put on local schools etc. We would be interested to see what provision has been considered for this.

Affordable Housing

Proposals currently include some affordable housing but we are concerned that once permission has been granted that any developer will reduce the level of affordable properties claiming that they are simply not viable given the financial case that will need to be made for the site.

Greenbelt area

We are aware that this development is planned in a green belt. Whilst we understand that Bristol requires more housing building on our green spaces does not seem to be a good option. The Brislington Meadows development was recently denied permission due to issues with the green field site use reducing biodiversity and we would suspect the same case can be made for this proposal. Surely the point of designating an area as green belt is to prevent such or any developments.

Final thoughts

If this area has to be developed we wish it to have the best housing for residents and sustainability that it can possibly have and will review any proposals very carefully. In saying this it would actually appear that the proposed developments could be built at a higher density than that currently being planned - to protect other local green spaces by housing more on this one site. Although we would not wish to see more than 3-5 storeys here".

Business West- SUPPORT

"We would like to offer our strong support for the planning applications pertaining to the redevelopment of the Ashton Gate Sporting Quarter and Longmoor Developments".

Coal Authority- NO OBJECTION (subject to conditions)

"The Coal Authority concurs with the recommendations of the Coal Mining Risk Assessment report; that coal mining legacy potentially poses a risk to the proposed development and that investigations are required, along with possible remedial measures, in order to ensure the safety and stability of the proposed development. As such, should planning permission be granted for the proposed development, we would recommend that conditions are included on the Decision Notice".

Crime Prevention Design Adviser- NO OBJECTION

Advice provided will be considered at the reserved matters stage

Design West- Summary of Comments:

"As at the last review, the panel had serious concerns that the information submitted as part of the outline application with the very high-level parameter plans as shown would be sufficient to create a high-quality urban village with its own identity and community and successful connections to the

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surrounding context on this challenging site. Comments made in the review on 02.11.2020 and subsequent letter therefore still apply.

As discussed last year, the panel therefore still believes that a full planning application would be more appropriate to tie down the quality and key parameters of the scheme. Should this not be feasible due to the development partner not being on board yet, we strongly recommend that further parameters need to be added to the submission such as references to skyline/townscape, roofscape, carbon neutral aims, placemaking etc., and the existing parameter plans be refined with further detail being added regarding massing, accessibility, blue and green infrastructure, and townscape amongst others. The well-developed landscape scheme should also be reflected in more detail in the outline parameters.

The parameter plans shown also need to be more detailed to define a strategic approach for an integrated neighbourhood and evidence that these intentions can be delivered, to avoid a danger of these being lost in translation at a later full plans stage”.

Environment Agency- NO OBJECTION (subject to conditions)

“As you are aware the applicant provided further modelling information to the Environment Agency on the 12 August. At the time of writing, we have not been able to complete our follow-on review of this modelling specifically in regard to the access bridge. We are however satisfied that the wider elements of the proposed development are safe and will not increase flood risk elsewhere. We further advise, following our previous modelling reviews, the latest outputs and technical reporting submitted by the applicant in response give confidence that it is appropriate to secure further review and design details by way of planning condition on the outline consent, as detailed below. This would require a scheme to be submitted to and agreed by the local planning authority prior to any approval of reserved matters.

Environment Agency position: We have no objections subject to the comments outlined in the letter dated 02.02.22 and the inclusion of the advised conditions and informatives”

Historic England- CONCERNS RAISED

“Overall, we feel the proposed development has the potential to cause likely harm to the setting of Ashton Court’s Grade II* Registered Landscape. The harm is likely to be less than substantial, and towards the lower end of that spectrum. It should be possible to mitigate some of the possible negative effects through good design via subsequent reserved matters applications, if you are minded to approve this proposal”.

Natural England- “MAY NEED TO OBJECT”

“As submitted, the application could have potential significant effects on the North Somerset and Mendip Bats SAC. Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

- Details of the level of vegetation clearance required for Environment Agency operational and emergency access along the Longmoor Brook

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained”.

(Case Officer note: Discussions are still taking place between parties including. Final comments yet to be received and will be addressed in the forthcoming Amendment Sheet)

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Network Rail- NO OBJECTION.

“Network Rail does not formally object to the principle of this development albeit on the basis that the residential scheme is in outline only the vehicular access through the site could be adapted to be dual function or the layout of the scheme amended to provide a route to the rear of the estate (once designed and submitted at reserved matters). We are fully aware that such a scheme would need to be funded (which it currently isn't) require a separate planning application and landowner agreement and would probably need to be secured through a Transport and Works Act Order, however if the application as currently envisaged is developed the options to provide an alternative access and secure the closure of the level crossing will be more limited and could put a risk the ability for additional train services on the line and the construction of a new railway station to serve this part of Bristol and provide better public transport access to the proposed and existing sporting facilities”.

North Somerset Council- OBJECTION

North Somerset Council object to the application on the following grounds:

Green Belt

This site lies adjacent to the boundary with North Somerset. It lies within the Green Belt and constitutes inappropriate development in the Green Belt. The development of the site for housing will have an impact upon the openness of the Green Belt in both spatial and visual terms. It would result in sprawl of the built-up area towards Long Ashton resulting in a loss of separation between the city and the village and would cause an encroachment of development on a sensitive countryside fringe. Bristol City Council will therefore need to determine whether there are very special circumstances that outweigh the harm to the Green Belt.

Highways and transport

The proposals do not include an access route through the site capable of providing an alternative access to the Aston Vale Industrial Estate. Failure to do this would prejudice the future operation of Metrowest, particularly train frequency, contrary to the Joint Local Transport Plan 4 (JLTP4) and WECA Ten Year Rail Strategy. This is a matter which North Somerset considers to be very significant and would prejudice benefits which the rail link would provide to delivering sustainable development along the rail corridor.

This issue is reflected in Policy LP10 in the recently published North Somerset Local Plan 2038 Consultation Draft Preferred Options which states that: "Land is allocated or safeguarded and defined on the Policies Map for the delivery of the following transport schemes, the improvement of existing services or the creation of sustainable transport links and facilities: (inter alia) Longmoor Village, Long Ashton".

North Somerset Council recommend that Bristol City Council require the following revised plans and information to be submitted:

- Revised plans showing a set aside of 13m width to enable future access to Ashton Vale Industrial Estate
- Revised plans showing a bridge structure capable of serving Ashton Vale Industrial Estate
- Revised plans showing either a shorter pedestrian/ cycle route to Ashton Vale School, or safety measures to minimise shortcuts over the dual carriageway
- Traffic impacts model requires further justification and detail, specifically relating to; -model validation -signal data used -justification of modelling results (betterment and mitigation) - operation capacity parameters for all junction arms -further VISSIM output details.
- Confirmation that a Road Safety Audit (RSA) for the mitigation at the B3128 on-slip to the A370 has been undertaken and that this mitigation is safe and appropriate.

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If the application is approved, North Somerset Council recommend that Bristol City Council include conditions to cover the following:

- Set aside of 13m wide access route for future connection to Ashton Vale Trading Estate
- Main access and structures to be designed to serve a connection to Ashton Vale Industrial Estate
- Agreement in principle to be established with the relevant Highway Authority for the Bridge Structure prior to construction commencing
- Any carriageways and structures to be built to, or upgraded to adoptable standards of the relevant Highway Authority prior to occupation of the development
- Construction Management Plan

(Case Officer note: The issues raised above are considered in the relevant Key Issue sections following in this report)

INTERNAL CONTRIBUTORS

In the interests of brevity, these comments have been summarised. Full comments are available on the website

Affordable Housing- NO OBJECTION

“The site in question falls within the ward of Bedminster, Bristol South, where in accordance with the Core Strategy (2011), any development of above 15 units is required to deliver 30% affordable housing. It’s been noted that a small part of the North-Western most point falls within North Somerset and that consultation has been sought from the relevant authority. Bristol City Council (BCC) is also aware of the intention to sell the site to a residential developer, with the proceeds then being used to fund the Ashton Gate Sporting Quarter (AGSQ).

The submitted planning statement sets out the commitment to deliver policy compliant 30% affordable housing, 153 homes of a scheme proposing 510 residential units, something which the Enabling Team would welcome. It should be emphasised at this stage that the affordable units must be delivered without public subsidy, before being transferred to a registered provider (a member of the Homes West partnership)”.

Air Quality- NO OBJECTION

“For the application 21/03166/P at the Land to the north of Metrobus, Ashton Vale (hereafter referred to as Longmoor Village), the applicant has revised the opening year due to delays in the planning process as described in Technical Note dated 22/12/2021. When the modelling of air quality is conducted for this revised opening year, all receptors modelled show a negligible increase in concentrations of annual mean NO₂. I therefore have no objections to the development on the grounds of air quality”.

Arboricultural Officer- NO OBJECTION (subject to conditions)

“I have reviewed the supporting documentation; the supporting arboricultural report is an initial implications assessments, tree survey with general recommendations. The removals proposed needs to be addressed as well as the provision for arboricultural methodologies in relation to the proposed.

Please can you add advised conditions as reserve matters if you are minded to consent the outline application”.

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Contaminated Land- NO OBJECTION (subject to conditions)

No objections and conditions advised, please Key Issue for further details.

Ecology- NO OBJECTION (subject to conditions)

No objections and conditions advised, please see Key Issue for further details.

Economic Development- NO OBJECTION (subject to conditions)

No objection. Condition advised requiring the developer to produce a comprehensive Employment, Skills and Business Support Plan

Flood Risk- NO OBJECTION (subject to conditions)

“We are satisfied in principle that the proposed drainage arrangements are sufficient to mitigate the risk of surface water/sewer and groundwater flooding to the site and evidence that it will not cause flooding to surrounding sites. This approval does not infer acceptance of all licences and permits, it is the applicant’s responsibility to ensure all relevant permits and licences are obtained - specifically on applications which include outfalls. We would recommend that our Sustainable Drainage System Condition (B35) is applied to this site”.

Pollution Control- NO OBJECTION (subject to conditions)

No objections and conditions advised, please see Key Issue for further details.

Public Rights of Way- NO OBJECTION

“As the proposal materially affects PROW BCC/207 then this needs to be advertised as such as part of the planning process. BCC/207 currently crosses the site and a T&CP Act Public Path Order to divert this PROW will therefore be required, with the replacement route constructed to a suitable standard”.

(Case Officer note: Details of required works to footpaths will be finalised at the reserved matters stage)

Sustainability- NO OBJECTION (subject to conditions)

“The energy statement does not include any calculations at this stage and therefore does not indicate whether the 20% requirement will be met, nor whether the development will connect to the heat network.

A day 1 connection to the heat network can be provided for this development and this should be secured by S106 as part of the outline consent. If this isn’t possible, please come back to me to discuss an alternative means of securing the connection.

The energy statement identifies a range of suitable renewable technologies, but does not confirm which will be used to meet the 20% requirement.

As such it is not possible to confirm at this stage whether the development complies with the local plan sustainability policies.

I recommend that full detail to demonstrate compliance with the policies is secured through RM conditions”.

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RELEVANT POLICIES

National Planning Policy Framework – 2021

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance including the Urban Living SPD

KEY ISSUES

(A) PRINCIPLE OF DEVELOPMENT

Policy BCS1 states that South Bristol will be a priority focus for development and comprehensive regeneration. Development will be for a mix of uses to include the provision of around 8,000 new homes of a mix of type, size and tenure. The policy states that development in South Bristol will primarily occur on previously developed land. However, the delivery of new homes and regeneration will require the planned release of some open space sites which do not need to be retained as part of the area's green infrastructure provision.

Policy BCS5 sets out that the Core Strategy aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.

Policy BCS5 also details that housing delivery should be primarily on previously developed land, albeit, it acknowledges some Green Belt land may be required as a contingency. As set out in supporting paragraph 4.5.22, this could include land in south-west Bristol, should "a need for additional housing land be established".

The creation of up to 510 new homes would make a substantial and valuable contribution towards housing supply which is compatible with the objectives of Policies BCS1 and BCS5.

Draft Local Plan policies DS10 and DS11 propose that the application site should be removed from the GB and allocated for residential development (500 homes). However these policies are only afforded limited weight at this time due to the prematurity of the Draft Local Plan

On 14th January 2022, the government published the results of its 2021 Housing Delivery Test, which aims to measure how effectively each local authority is delivering housing against NPPF requirement to demonstrate a five-year supply of deliverable housing sites plus five per cent land supply buffer.

Bristol was found to be delivering only 74% of the housing requirement. The penalties for this being that that Bristol is now required to provide a "buffer" of sites for 20% more homes than are needed to meet its five-year target, to produce a Housing Action Plan, and that the presumption in favour of development in the NPPF will apply.

In view of the fact that the LPA is not able to demonstrate a five year housing land supply, paragraph 11(d) of the NPPF is engaged, and the tilted balance applies meaning the presumption in favour of sustainable development as set out in paragraph 11d of the NPPF is applicable. This indicates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a

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whole.

In terms of the benefits of the development, the proposal would make a substantial contribution to the area's housing stock and mix of housing. As the proposed development is considered to accord with the relevant local and national plan policies as detailed in the Key Issues below, the presumption in favour of sustainable development as set out in the NPPF applies, as there are no adverse impacts that would significantly and demonstrably outweigh the benefits of increasing local housing supply.

To conclude, in land use terms, the creation of up to 510 dwellings at the site would represent sustainable development in full accordance with national and local planning policies when the development plan is read as a whole. The principle of residential development in land use terms is therefore considered acceptable subject to other material considerations (including Green Belt policy requirements) as detailed in the following Key Issue sections.

(B) AFFORDABLE HOUSING

Core Strategy policy BCS17 sets out the general approach to the provision of affordable housing in the city. The policy identifies the proportions of affordable housing to be sought from residential developments of 15 dwellings or more, with residential developments in the south of the city being expected to provide 30% affordable housing. For further details please also see the Council's Affordable Housing Practice Note.

The submitted Planning Statement sets out that the proposed development will provide the 30% of affordable housing as expected by policy BCS17 (153 homes of 510 residential units). The BCC Housing Delivery Team is satisfied with this offering meaning it will be secured via s106 in the event of permission being granted. The exact tenure, size and mix of AH units will be finalised at the reserved matters stage. The proposal is therefore considered to accord with policy BCS17

(C) HARM TO GREEN BELT

Policy BCS6 relates specifically to the Green Belt (GB) The policy states that countryside and other open land around the existing built-up areas of the city will be safeguarded by maintaining the current extent of the GB. Land within the GB will be protected from inappropriate development as set out in national planning policy.

The proposal site is currently within the GB. However, the site is allocated for removal from the GB in the Bristol Local Plan review, which first proposed that the application site should be removed back in February 2018. The Bristol Local Plan Review Consultation (Regulation 18 issues paper) suggested in Proposal CDS10 the removal of the land from the Green Belt and identified its potential for residential development.

The proposal to remove the application site from the GB was continued in the second phase of consultation in March 2019 (regulation 18 consultation), where draft policies DM10 and DM11 proposed that the application site should be removed from the GB and be allocated for residential development. The site was referred to as 'land at Ashton Gate' in the consultation document.

The proposed release from GB, identified in Bristol's 2019 Regulation 18 Local Plan, follows from studies of the existing GB around Bristol and its ability to meet the five purposes the GB serves as set out in paragraph 138 of the NPPF:

- a) to check the unrestricted sprawl of built-up areas
- b) to prevent neighbouring towns merging into one another
- c) to assist in safeguarding the countryside from encroachment
- d) to preserve the setting and special character of historic towns

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e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

As a result of studies by BCC and NSC, the application site was recognized within the Green Belt Assessment and the Regulation 18 Plan as a location which makes a *'limited contribution to Green Belt purposes'*. Further conclusions in relation to the outcome of Green Belt Assessment are detailed within the applicant's Planning Statement and Officers are in agreement with the findings.

BCC Policy Officers have indicated that the site's *"limited contribution to the Green Belt purposes"* is in part a result of the construction of the new MetroBus route changing the character of the site since the GB was first designated in the development plan. The MetroBus infrastructure has had the effect of separating this relatively small and narrow area of land from the wider GB countryside. This effect is recognised in the Local Plan review consultation of March 2019

During this 2019 consultation process, 7 responses were received regarding the proposal to remove 'land at Ashton Gate' (i.e. land North of Metrobus at Ashton Vale) from the GB and to allocate it for housing development. It is understood that of the 7 responses received, there were only 2 objections to the site being removed from the GB.

Since the Regulation 18 consultation was undertaken, work on the Spatial Development Strategy (SDS) has been halted and is not being progressed by the West of England Combined Authority. The review of the Bristol Local Plan will continue with further consultation (Regulation 18 stage) expected in the autumn of 2022 and a publication version (Regulation 19 stage) in spring 2023. It is expected that the new local plan will be adopted in Spring 2024.

At the time of writing this Committee Report, the Draft Local Plan has not progressed through the publication stage (regulation 19) or any examination in public. Therefore, in relation to paragraph 140 of the NPPF, a change to the GB boundary cannot currently be said to be irrefutable, albeit the available information and lack of objection suggests it is highly likely that the GB allocation of the site will not endure in this location.

Paragraph 143 (f) of the NPPF states that when defining Green Belt boundaries plans should *"define boundaries clearly, using physical features that are readily recognisable and likely to be permanent"*. The existing Metrobus infrastructure that altered the character of the site since the GB was first designated in the development plan is a considered applicable in this respect.

Paragraph 48 of the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given).

As the Draft Local Plan is yet to progress through the Regulation 19 stage, the intention to remove the site from the GB is a material consideration, albeit one can be afforded limited weight in the planning balance and assessment of this planning application. Therefore, for the benefit of this assessment, the proposal site is within the GB meaning the relevant local and national policy requirements in this respect remain applicable.

(C.1) OPENNESS OF THE GREENBELT AND HARM TO THE PURPOSES

The NPPF at paragraph 137 states that "the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence".

With the exception of the proposed access bridge, the application is made in Outline meaning that no detailed plans of the proposed residential development have been submitted, as these details will be considered at the reserved matters stage in the event of a permission being granted. However, it is considered that the submitted parameter plans provide sufficient certainty to inform a robust

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conclusion on the impact of openness.

However, the applicant has provided a Landscape, and Visual Impact Assessment contained within Chapter J of the ES which relates to Landscape and Visual Effects.

In addition to the LVIA, a number of parameter plans have been provided and are supported by the Design & Access Statement (DAS). The submitted parameter plans are as follows:

Parameter Plan 01 - Development Extents and Land Uses;
Parameter Plan 02 - Heights;
Parameter Plan 03 - Access and Movement;
Parameter Plan 04 - Green Infrastructure.

Both Parameter Plans 01 and 04 demonstrate that the developed areas will be situated away from the site boundaries, with greater separation and landscape buffers provided in key areas such as adjacent to the brooks, SNIC, existing tree line and the ETM site to the north-east.

Proposed heights will vary between 11m (typically 2-3 storeys), with limited areas up to 18m (typically five storey blocks). It is noted that the taller elements will be located within the centre of the site and will form no more than approximately 17% of the overall development. This overall scale is seen as broadly comparable with the scale of the surrounding built form and mix of property types in the wider local area. The specific placement of the higher blocks will be informed via further visual assessment at the reserved matters stage.

The site will be accessed via a new vehicle bridge at the north-west corner of the site adjacent to the highway serving the Long Ashton Park and Ride. The design and scale of the bridge are primarily determined by highway safety and engineering requirements, but the overall appearance is not considered to be an incongruous or discordant addition to the locality when seen in the context of the existing highway network and Metro bus infrastructure in this location.

As previously discussed, Officers agree with the conclusions of the applicant's Planning Statement in relation to the findings of the 2015 Green Belt Assessment and the 2019 Regulation 18 Plan which confirms that the application site makes a "limited contribution to Green Belt purposes" when assessed against the 5 Green Belt objectives set out in paragraph 138 of the NPPF.

It is considered that the openness of this part of the Green Belt has already been reduced by the development of the Metrobus infrastructure, which has had the effect of separating this relatively small and narrow area of land from the wider Green Belt countryside to the west of the site.

Further to this, the proposal site is also seen within the context of the adjacent Long Ashton Park and Ride, the A4174 Colliters Way, surrounding commercial development to the immediate north and east and the residential development to the immediate south.

It is also to be noted that the 2009 Committee Report for the previously approved stadium application on this site states:

"The site of the stadium is clearly open land with some significant tree planting along part of its northern boundary, highly valued by local people, but its role as Green Belt is compromised to some extent by being surrounded on its east, north and north west sides by urban development. Development here would clearly remove the openness of this particular area of land but in view of the visual context provided by adjoining development, the park and ride site and a major highway the impact on the purpose of the Green Belt on this part of the site is less harmful than it would for a site that is more generally open land adjoining the urban area and better connected to open countryside"

Members are to be aware that the previously approved application was significantly larger in height

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and scale than the current application and therefore had a much greater impact on the openness on this of the Green Belt.

On balance, taking into account the existing built form of the area, the findings of the LVIA and the details contained within the parameter plan drawings, including the proposed siting, height and scale of the development, the proposal is supported and not considered to have an unacceptable level of detrimental impact on the openness of this part of the GB.

(C.2) VERY SPECIAL CIRCUMSTANCES (VSC)

As the proposed development does not meet the exception list for development within the GB it is not appropriate development as set out in para 149 of the NPPF and, in accordance with para 147 the proposal should not be approved except in Very Special Circumstances (VSC). VSC will not exist unless the potential harm to the GB by reasons of inappropriateness and any other harm resulting from the proposal is clearly outweighed by other considerations.

The applicant details and justifies the VSC in relation to the proposed development within the submitted Planning Statement and subsequent Planning Statement Addendum dated 29th June 2022. There are a number of considerations which taken together make the VSC case. The primary reason given by the applicant relates to the proposed development being intrinsically linked to the proposed development at the existing Ashton Gate stadium site (Ashton Gate Sporting Quarter (AGSQ) application ref: 21/03165/F). Specifically, the VSC relates primarily to the development of the Sports & Convention Centre (SCC) that will become the new home of the Bristol Flyers basketball team, in addition to hosting a variety of events and providing a number of community outreach programmes to be facilitated by Bristol Sport and its sister charities.

Other material planning benefits that would arise from both the Longmoor and AGSQ developments which also make the VSC case are recognized. These include a substantial increase in housing supply including affordable units, improvements to existing pedestrian/cycle linkages, increased sport participation with associated health benefits, economic impact & employment opportunities

The applicant asserts that the applications are intrinsically linked because the receipt from the sale of the Longmoor site to a residential developer, with the benefit of outline planning permission, will help enable in the form of financial contribution the delivery of the AGSQ. The total cost of construction of the AGSQ is stated as being £126.5 million with the sale of the Longmoor site anticipated to provide around £24.1 million towards this total (less costs of realisation and taxation).

The applicant proposes that these funds (£24.1million) are placed into an Escrow account controlled by BCC. Funds within that account will only be made available to the applicant through the phased development of the SCC.

Legal advice and Counsel's opinion sought by BCC has confirmed that it is the SCC element of the proposed AGSQ development that can be considered to provide the community benefit which contributes to this part of the VSC required to justify inappropriate development within the GB. This is because the SCC is considered to provide a city-wide community benefit through increased sports participation and associated outreach programmes. In addition, it is considered that the SCC facility will generate further opportunities for cultural contribution and enrichment through the new events which it will attract to the city.

So that the Longmoor development can contribute to the SCC and so be a consideration of weight in the VSC case, the funds raised from the sale of the Longmoor site with outline permission (some £24million) have to be spent only on the SCC element, as this provides the required community benefit. The applicant's case is that this arrangement is the financial linkage that justifies the development in relation to the VSC requirements

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However, Counsel's opinion sought by BCC has referred to relevant case law (please see Supreme Court decision R (Sainsbury's Supermarkets Ltd) v Wolverhampton City Council [2011] 1 AC 437 (herein 'Sainsbury's') which demonstrates that in addition to a financial linkage, there must also be a material and real connection between the proposed Longmoor development and the SCC, in order for the VSC requirement to be fully satisfied.

The applicant has further responded to this issue by demonstrating that the future residents of the proposed Longmoor development will directly benefit from the proposed SCC. This will be achieved by way of the Bristol Sport Foundation (BSF) and its sister charities that will use the SCC to provide engagement programmes for the residents of the proposed Longmoor development. This will include discounted access to the activity-based clubs and the SCC roof top gym.

In addition to this, BSF and its sister charities will take the services provided at the AGSQ out to Longmoor and utilise the proposed heart-space within the development to stage events, all designed to encourage engagement with healthy living and sporting activity, which the applicant believes to constitute a significant and direct benefit of the SCC development to Longmoor residents.

To ensure that the proceeds from the sale of the Longmoor site are spent on delivering the SCC which forms part of the VSC element, it is necessary to limit the development of the AGSQ site so that the SCC forms the first phase (post enabling works). This will not only require a phasing condition in the event of a permission being granted, but also a legal agreement to ensure that the proceeds of sale from the Longmoor development are applied solely for the construction and development of the SCC.

The s106 will also stipulate that there shall be no commencement of development on the Longmoor site until a legally binding arrangement has been entered into by the applicant on terms agreed in writing by BCC for the application of the Proceeds of Sale towards the construction and development of the SCC (including for the avoidance of doubt all enabling works).

The agreement will also specify that the proceeds of sale from the Longmoor site will be held in an Escrow account controlled by BCC, with funds only being released a key-stages in the development of the SCC. An indicative timetable for this is as follows, but Members are to be made aware that it is yet to be fully agreed between parties at the time of writing this Committee Report

Proceeds of Sale released (%)	AGSQ/SCC Phase
30%	On letting of the enabling works contract for the SCC
25%	On letting of the construction contract for the SCC
25%	On completion of the sub-structure of the SCC
20%	On completion of the SCC roof

As previously detailed in this report, Officers are yet to receive final legal opinion on the acceptability of the applicant's VSC justification and the proposed financial linkage arrangement between the two applications. However, based on the current advice provided by Counsel and BCC Solicitors, at this time Officers are confident that the application can be determined, but Members are advised that this situation may change prior to the scheduled Committee Meeting. Any update on the recommendation will be fully detailed in the forthcoming Amendment Sheet.

Summary of Green Belt issue

The proposal site is within the GB. In accordance with paragraph 148 of the NPPF Officers advise substantial weight is given to any harm to the Green Belt as also required by policy BCS6

However, it is acknowledged that the site is allocated for removal from the GB in the Bristol Local Plan

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review, which first proposed that the application site should be removed back in February 2018 and has progressed through the Regulation 18 consultation with minimum objection.

Draft Local Plan policies DS10 and DS11 propose that the application site should be removed from the GB and allocated for residential development (500 homes)

However, as the Draft Local Plan is yet to progress through the regulation 19 stage, the intention to remove the site from the GB is a material consideration, albeit one can be afforded limited weight in the planning balance and assessment of this planning application. Therefore, the site is currently within the GB and the relevant policy considerations apply.

The application site was recognized within the Green Belt Assessment and the Regulation 18 Plan as a location which makes a *'limited contribution to Green Belt purposes'*. This is in part a result of the Metrobus infrastructure which has had the effect of separating this relatively small and narrow area of land from the wider GB countryside.

Further to this, the proposal site is also seen within the context of the adjacent Long Ashton Park and Ride, surrounding commercial development to the immediate north and east and the residential development to the immediate south.

Taking into account the existing built form of the area, the findings of the LVIA and the details contained within the submitted Parameter Plan drawings, including the proposed siting, height and scale of the development, the proposal is considered to be acceptable and only to have a limited impact on the openness of this part of the GB and also the five purposes the GB serves as set out in paragraph 138 of the NPPF.

It is considered that the proposed SCC element of the AGSQ development would deliver significant community benefits to both the future residents of Longmoor and also the wider city and therefore in part provides the VSC that justifies residential development in this part of the GB. This is because the Longmoor and AGSQ sites are intrinsically linked both financially and materially, with the former acting as an enabling form of development for the latter.

Other material planning benefits that would arise from both the Longmoor and AGSQ developments which also make the VSC case are recognized. These include a substantial increase in housing supply including affordable units, improvements to existing pedestrian/cycle linkages, increased sport participation with associated health benefits, economic impact & employment opportunities

The linkage between the two sites will be secured via s106 legal agreement and phasing conditions which will ensure that the SCC forms the first phase of development (post enabling works) on the AGSQ site and that it will be part funded by the proceeds of sale from the Longmoor site

Funds will be placed in an Escrow account controlled by BCC and will only be released at agreed key stages of SCC development.

Therefore, subject to final Legal opinion being received, on balance the proposal is considered to be an acceptable development in the GB and to satisfy the requirements of policy BCS6 and the relevant sections of the NPPF.

(D) HERITAGE ASSESSMENT

A 'heritage asset' is defined in the NPPF (Annex 2) as:

"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing)"

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'Significance' is defined (also in Annex 2) as *"the value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting."*

As advised by Historic England, any decisions relating to listed buildings and their settings and conservation areas must address the statutory considerations of the Planning (Listed Buildings and Conservation Areas) Act 1990 (in particular sections 16, 66 and 72) as well as satisfying the relevant policies within the National Planning Policy Framework and the Local Plan.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The Local Planning Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of R (Forge Field Society) v Sevenoaks DC [2014] EWHC 1895 (Admin) ("Forge Field") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48].

Section 16 of the national guidance within the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification.

Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

The setting of a heritage asset is defined within the NPPF (Annex 2) as:

"The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, and may affect the ability to appreciate that significance or may be neutral".

Policy BCS22 states that development will safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including historic buildings both nationally and locally listed and conservation areas.

Policy DM31 requires development that has an impact upon a heritage asset will be expected to conserve and where appropriate enhance the asset or its setting. The policy then details various requirements in relation to different types of heritage assets including:

Listed Buildings

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

Conservation Areas

Development within or which would affect the setting of a conservation area will be expected to

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preserve or where appropriate enhance those elements which contribute to their special character or appearance

Registered Historic Parks and Gardens

Development will be expected to have no adverse impact on the design, character, appearance or setting of registered historic parks and gardens and to safeguard those features which form an integral part of their character and appearance.

There are no statutory designated heritage assets (listed buildings or scheduled monuments) within, or in close proximity to the Longmoor site. However, the site forms part of the wider setting of elevated heritage assets to the north and west comprising Ashton Court Registered Park and Garden (Grade II*) which lies approx. 300m to the north of the site, the Long Ashton Conservation Area and some listed buildings within them both including the Ashton Court Mansion House and Stables (Grade I) and the Church of All Saints (Grade II*). These listed buildings are approximately 900m north and 700m west of the proposed site entrance serving the Longmoor application site.

Despite not formally objecting to the proposal, the comment provided by Historic England (HE) raises concerns and does identify harm to the setting of Ashton Court's Grade II* Registered Landscape which lies approximately 400m to the north of the proposal site beyond the A370. HE has confirmed that the identified harm "*is likely to be less than substantial, and towards the lower end of that spectrum*". Their comment also confirms that it should be possible to mitigate some of the possible negative effects through good design via subsequent reserved matters applications in the event of the application being approved. HE has also considered the potential impacts of the proposed development on the Long Ashton Conservation Area, and the Grade II* listed Church of All Saints but have not identified any level of harm to these heritage assets.

As a less than substantial harm to the setting of Ashton Court's Grade II* Registered Landscape has been identified, in accordance with para 202 of the NPPF it is necessary to balance this harm against the public benefits of the proposal, including securing its optimum viable use.

Pre-application discussions between the applicant and BCC Officers confirmed the scope and location of key representative views which have been included in the LTVIA Chapter of the ES. HE has commented that extra views should be provided, but as these viewpoints were considered acceptable during the pre-application stage by both BCC Landscape and Conservation Officers, it is not considered necessary at this stage for the applicant to provide any additional views. The LTVIA that has been submitted is considered to adequately assess the impact of the development on the agreed viewpoints from the surrounding historic landscape and elevated positions within the Ashton Court Registered Park and Long Ashton Conservation Area.

The viewpoints that have been provided are specified in Figure J8 of the LTVIA and are as follows:

- V 1 Entrance to Long Aston P&R
- V 2 PRoW adjacent Long Ashton Road
- V 3 PRoW rear of Parsonage Road
- V 4 PRoW adjacent to Yanley Lane
- V 5 South Bristol Link Road
- V 6 Yanley Lane
- V 7 South Bristol Cemetery
- V 8 Junction of Ashton Drive & Silbury Rd
- V 9 Silbury Road
- V 10 Ashton Park
- V 11 Ashton Court
- V 12 A38 Bridgewater Road

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In accordance with para 194 of the NPPF, the applicant is required to describe the significance of any heritage assets affected, including any contribution made by their setting. Further to this, para 195 details that local planning authorities should:

“Identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. Local planning authorities should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of the proposal”.

As a response to the comments received from both HE and also local residents who objected in relation to the impact on heritage assets, the applicant has provided an assessment of the effect of the proposed scheme at Longmoor on the setting and significance of the surrounding heritage assets being:

1 Ashton Court Registered Park and Garden (Grade II*), including listed buildings within it such as the Mansion House and Stables (Grade I)

2 Long Ashton Conservation Area, including the Church of All Saints (Grade II*) within it.

The applicant states that the methodology used to assess the significance of these heritage assets accords with IEMA/IHBC/CIfA’s guidance the ‘Principles of Cultural Heritage Impact Assessment in the UK’ (July 2021) which sets out a broad methodology for understanding heritage assets and evaluating the consequences of change. In addition, the applicant states that their approach to considering the effect of changes to setting upon significance has been carried out in accordance with Historic England’s The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), 2017. Officers consider that this methodology is acceptable.

The assessment details that Ashton Court Registered Park and Garden (RPG) is of historic, archaeological and architectural significance as a landscape designed by Humphry Repton in c1802 for the 15th century former mansion house (Grade I). The park was laid out on an earlier deer park and there is evidence of human occupation within the park dating from the Bronze Age to the present. It has communal value having functioned as a public park since the 1960s. Ashton Court RPG (Grade II*) and mansion house and stables (Grade I) are of high heritage importance.

The RPG is located on a prominent location, west of the River Avon. The dramatic topography within the park and surrounding area is undulating but generally rises to the inclined plateau of the Avon Gorge and falls to the Long Ashton Valley and Cumberland Basin to its south. The park benefits from wide ranging views across Long Ashton and the City of Bristol, reaching across to the Dundry Ridge to the south of the City. The borrowed views of the dramatic land form and surrounding landscape were an important part of Repton’s naturalistic landscape design and these views make an important contribution towards the park’s significance and visual prominence throughout Bristol

The site is located approx. 400m south of the RPG, where it is separated from the park by development within the Long Ashton Park & Ride, the David Lloyd Centre, A Roads and in the context of the Cala Trading Estate. Due to the elevated position and undulating topography of the RPG, there are glimpsed views towards the site from some locations, but from the majority of the park it is screened by intervening trees and development.

Taking the above into account, it is considered that the significance of the relevant heritage assets and the contribution made by their setting has been adequately assessed as per the requirements of NPPF para 194. Further to this, the assessment details the effect of the proposed development on the setting and significance of the identified heritage assets. In accordance with para 195 of the NPPF, Officers have taken this into account in considering the impact of a proposal on a heritage asset in order to avoid or minimise any conflict between the heritage asset’s conservation and any aspect of

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the proposal.

The assessment concludes that the proposal site makes a limited contribution to how the significance of the RPG is understood and appreciated. A negligible harm to the setting and significance of the RPG is identified, but the assessment states that this would equate to less than substantial harm at the lowest end of the scale in accordance with the HE comments. In addition, the assessment specifies that the proposal would be substantially screened from the setting of the 15th century mansion house and stables (Grade I) therefore preserving the setting and significance in line with s.66 of the 1990 Act, national and local policy.

Further to this, the assessment concludes that the presence of the A370 Long Ashton bypass and tree screening alongside the road means that there is little intervisibility between the Long Ashton Conservation Area and the proposed development. The assessment details that the proposal would result in a slight extension of Bristol at its western fringe, but this is considered to be an acceptable change to the setting of the Long Ashton Conservation Area and the Grade II* listed Church of All Saints. It is also noted that HE has not identified any level of harm to these heritage assets.

The BCC Conservation Officer has confirmed that the degree of harm identified above is considered to fall within the less than substantial degree, as defined by the NPPF. On a sliding scale, the harm is towards the lower end of that spectrum; however, it's posed to the highest grade of Listed buildings being the Grade I Listed Ashton Court Mansion House and Stables. This is the heritage asset considered to be most sensitive to inappropriate development meaning the local planning authority is required to place the greatest weight in the conservation of this asset and its settings.

The Mansion, stables and surrounding RPG are visible when viewed from the south across the proposal site, especially from View 12 (A38 Bridgewater Road) contained within the LTVIA which shows the maximum height parameters. It is acknowledged that the proposed development is made in Outline and that the proposal would not likely fill the full extent of the parameters shown.

Whilst the proposed development will be marginally visible when viewing these heritage assets, it will be seen in the context of the existing mixed-use development surrounding the proposal site. The proposed Parameter Plan drawings indicate that the scale and massing will be at an appropriate level so that the proposal does not appear as visually discordant or incongruous in the locality. Whilst being identified as having some impact on the setting of these heritage assets, HE has commented that it should be possible to mitigate some of the possible negative effects through good design via subsequent reserved matters applications in the event of the application approved. This will require another level of assessment to be secured by planning condition that will seek to ensure high quality design features that will preserve and where possible enhance the character, appearance and setting of these identified heritage assets.

As a less than substantial harm to these assets has been identified, in accordance with para 202 of the NPPF it is necessary to balance this harm against the public benefits of the proposal. Paragraph 200 of the NPPF is also material, as it requires decision-makers to require clear and convincing justification for any harm to the significance of a designated heritage asset

Public benefits will flow from this development, including social and economic benefits associated with the provision of up to 510no. new homes, including the 30% affordable homes that will be secured by s106 Agreement.

The commercial/community floorspace (Use Classes E and F.2), as proposed would also deliver economic and social benefits to the area, through employment, business rates, customers purchasing goods or services and also through an increase in community facility floorspace in the local area. Economic benefit would also be delivered in the short term though jobs created during the construction phase of the development.

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The quantum and scale of development in this instance is considered to be justified when considering the financial and viability requirements associated with the development of the SCC which has a significant community benefit as previously detailed in Key Issue C of this report.

Accordingly, Officers have weighed the identified public benefits that would flow from this development against the less than substantial harm to the identified designated heritage assets. In undertaking this balancing exercise, Officers have attributed considerable importance and weight to the protection of the affected heritage assets, and this has been weighed against the identified public benefits.

Officers consider that the public benefits that would flow from this development, would outweigh the less than substantial harm the proposal would represent to the identified designated heritage assets. The proposal is therefore considered to be satisfactory having regard to para 202 of the NPPF and also Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and all other heritage considerations. The positive weight associated with this development is also considered to accord with the of expectations policies BCS22, DM26, DM3.

(E) URBAN DESIGN

Policy BCS21 advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

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

Policy DM26 expects developments to contribute towards local character and distinctiveness by restoring the local pattern and grain of development, responding appropriately to the height, scale, massing, shape, form, and proportion of existing buildings, building lines and setbacks from the street, as well as reflecting locally characteristic architectural styles, patterns and features.

Policy DM27 expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting. Development should provide a coherent, interconnected and integrated built form that relates to its immediate context.

The detailed design, including siting, layout and landscaping does not form part of this planning application, and will be dealt with through the future reserved matters submissions. However, the principles and the character and context that has informed the Parameter Plans and an illustrative masterplan have been detailed within the Design & Access Statement (DAS), which also assesses the principles against the objectives prescribed within the Urban Living SPD.

The indicative masterplan demonstrates that the site would have a density of 67 units per hectare. This falls within the requirements of the UL SPD which stipulates that proposals in outer urbane settings (such as the proposal site) shall have an optimum density of 100 units/ha. It is also to be noted that the proposal exceeds the Local Plan minimum indicative net density of 50 dwellings per hectare

Urban Design Officers had previously raised concerns in relation to the proposals lack connectivity with the wider city at a basic strategic level. As a response, the applicant has sought to maximise pedestrian and cycle linkages through the site.

The DAS identifies the amenities within the 800 -1500m radius stipulated in the Urban Living SPD Fig

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4. 'Accessibility Criteria' enabling the delivery of a 20-minute neighbourhood. Parameter Plan 3 – Access & Movement indicates the existing PROW and footpath network which surrounds and dissects the site. It is also recognised that the 'Metrobus Corridor' provides frequent M2 route services every 20 mins with a journey time of only 15 minutes into the city centre.

The site is within 400m of the Silbury Road and Long Ashton P&R BRT stops respectively from the centre of the site and as close as 180m at the site's eastern edge. The pedestrian and cycle pathway from Long Ashton P&R to Winterstoke Road and beyond provides a safe route for pedestrians and cyclists to Winterstoke Road and the Cumberland Basin. Pathway BCC/ 422/ 20 alongside this provides a pathway through existing Green Infrastructure along the 'Metrobus Corridor'. The detailed vehicular access to the site from the west incorporates cycle and pedestrian connectivity (including toucan crossing points) and integration with the footpath and PROW network (NCR33) to the west toward Ashton Court & Ashton Park School. It is also proposed to improve lighting along the Metrobus pedestrian/cycle route and this will be controlled via the s106 legal agreement.

Further to this, Parameter Plan 03 - Access & Movement states: *'The development layout will provide a pedestrian / cycle link between points H and J into the adjacent land parcel to safeguard for future development connectivity.'* This safeguards without ransom future pedestrian and cycle connections into the adjacent commercial land should that come forward for redevelopment in the future.

Therefore, it is considered that at a strategic level is the site is well connected and future residents will not be solely reliant on the car to access a range of services and facilities.

In terms of street layout, as the application is made in Outline it is not possible at this stage to assess the proposal against the full range of requirements usually sought via the UL SPD. However, Parameter Plan 04 – Green infrastructure describes the location for the green infrastructure. The open space areas within the green infrastructure will accommodate the following: SuDS, play areas, natural and semi-natural green space, and amenity green spaces.

Discussions between the applicant and Officers have resulted in a revised parameter at the eastern gateway which would allow the incorporation of the woodland belt into the green corridor. This aligns with the requirements of the UL SPD in that the proposal would strengthen the neighbourhood's green and blue infrastructure network, with high quality green walking and cycling routes linking doorstep play areas with pocket parks, larger parks and green space. This would also contribute to the character and distinctiveness of the area through its layout, form and public realm in accordance with policy DM26

Overall, Officers advise that the development does represent a suitable approach to realising the effective and efficient use of this site, in a manner that is broadly consistent with its setting. Considering the proposed density, pedestrian access and linkages across the site, green and blue infrastructure and overall development parameters, the application is considered to respond positively to the locality and to provide a coherent, interconnected and integrated built form that relates to its immediate context.

As discussed in Key Issue C, the height, scale and massing of development as shown on Parameter Plan 02 - Height, are all considered be appropriate to the immediate context and existing development surrounding the proposal site. The final layout at reserved matters stage would be informed through additional LVIA appraisal which is to be secured via a planning condition.

The proposed development is therefore considered to accord with the requirements of policies BCS1, DM26, DM27 and DM29

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(F) LIVING CONDITIONS FOR FUTURE OCCUPANTS

Noise

The proposal site lies adjacent to the ETM waste processing facility which is positioned approximately 45m to the north-east on the other side of Longmoor Brook.

As existing, the ETM site is permitted to undertake waste collection and transfer in Bristol and the wider south-west of England. Planning conditions applied to the ETM permission 17/06938/F stipulate requirements relating to the amount of waste that can be processed from the site, noise from plant & equipment and also the hours of operation (06.00 to 18.00 Monday to Saturday). It is noted that there is a current undetermined application on that site (ref: 21/01169/X), that seeks to modify the existing operational planning permission at the ETM site both by extending the operating hours (24hrs) and the doubling of the allowable waste capacity onsite.

ETM have raised concerns with the proposed residential development at Longmoor in relation to the acceptability of locating residential dwellings adjacent to their facility which may result in poor living conditions for future occupants. ETM feel that this in turn may lead to potential complaints that could jeopardise their existing and proposed operation. The agent acting on behalf of ETM has also raised criticisms of the mitigation proposed by the applicant to limit noise levels within the proposed properties at the north-eastern corner.

Local Plan policies are explicit in expecting development to deliver high-quality environments for future occupiers (BCS21, DM27, and DM29). The Development Plan also expects the locating and design of new developments to consider existing sources of noise, including the impact of the new development on the viability of existing uses by reason of its sensitivity to noise or other pollution (policy BCS23). Policy DM33 reinforces policy BCS23, stating that:

“In areas of existing noise or other types of pollution, new development sensitive to the effects of that pollution is unlikely to be permitted where the presence of that sensitive development could threaten the ongoing viability of existing uses that are considered desirable for reasons of economic or wider social need, such as safeguarded industrial uses, through the imposition of undue operational constraints.”

Policy DM35 adds further expectations for noise-sensitive development, highlighting the need for such developments to provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers of the proposed development where they are likely to be affected by existing sources of noise. In assessing such a scheme of mitigation, policy DM35 expects account to be taken of:

- i. The location, design and layout of the proposed development; and*
- ii. Measures to reduce noise within the development to acceptable levels, including external areas where possible; and*
- iii. The need to maintain adequate levels of natural light and ventilation to habitable areas of the development.*

Finally, policy DM35 advises that proposals should not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design.

National planning guidance in the form of the NPPF and PPG is consistent with the policy expectations set out above. Specifically, paragraph 187 of the NPPF states:

“Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an

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existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed."

From the NPPG, paragraphs 009 (ref. ID: 30-009-20190722), 010 (ref. ID: 30-010-20190722), and 011 (ref. ID: 30-011-20190722) are all relevant to this application and the understanding of paragraph 187 of the NPPF.

Accordingly, the proposed development at Longmoor is the Agent of Change in respect of ETM when operating in accordance with permission 17/06938/F, meaning the onus is solely on the applicant to demonstrate that the proposal will meet the policy and guidance expectations set out above. The applicant must evidence the following in respect of noise from the adjacent ETM site:

- The development will provide an appropriate scheme of mitigation to ensure adequate levels of amenity for future occupiers; and
- The development will not threaten the ongoing viability of the existing operation at ETM through the imposition of undue operational constraints.

The application is supported by a noise impact assessment contained within Chapter H of the ES. The results of the study details that if ETM operate in accordance with their extant planning permission (ref 17/06938/F), including the reasonable restrictions set by condition 15 of the Decision Notice, then the impact of noise across the Longmoor site is minimal and can be adequately mitigated.

The proposed mitigation includes the north-eastern corner of the proposal site being excluded from the development extent as shown on Parameters Plan 01- Development Extents and Land Use. This is an additional concession made by the applicant from the original scheme parameters where development was proposed to be positioned closer to the site boundary. This ensures that any residential development will be outside of the 55dB range but within the 50Db range as shown on the predicted daytime noise levels map (from both ETM and surrounding traffic) as detailed in Figure H5.2 of Chapter H

Paragraph 2.35.5 of the supporting text for policy DM35 specifies that the following values will be sought for residential development:

- i. Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms and 50 dB in outdoor living areas.
- ii. Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours and LAm_{ax} less than 45 dB in bedrooms.

Further to this, ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise New Residential Development (May 2017) details that this 55dB range for noise risk assessment in relation to indicative daytime falls within the low risk category. ProPG does however still state that a good acoustic design principle should be followed:

"At low noise levels, the site is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed and is demonstrated in an ADA which confirms how the adverse impacts of noise will be mitigated and minimised in the finished development".

In relation to night-time levels, this 55dB range will be a medium risk and Pro PG guidance states that:

"As noise levels increase, the site is likely to be less suitable from a noise perspective and any subsequent application may be refused unless a good acoustic design process is followed and is demonstrated in an ADS which confirms how the adverse impacts of noise will be mitigated and minimized, and which clearly demonstrate that a significant adverse noise impact will be avoided in the finished development."

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(Case Officer note: The current ETM operation as permitted under application 17/06938/F is only permitted to only operate between the hours of 06.00 to 18.00 Monday to Saturday meaning this nighttime level is only considered applicable for the first hour of operation as per the requirement set out above in Paragraph 2.35.5 of the supporting text for policy DM35)

In relation to the proposed residential development at Longmoor, the further mitigation as advised by ProPG can be provided via a detailed scheme of noise mitigation measures for the proposed residential use. Chapter H of the ES details that the proposed residential buildings will be designed to achieve the internal noise criteria and to achieve a very low magnitude of impact. Embedded mitigation measures to the proposed development include the outline external ventilation and glazing requirements set out in the noise assessment.

Further to this, it is material to consider paragraph 009 (ref. ID:30-009-20190722) of the PPG, where it acknowledges that whilst the Agent of Change must provide mitigation to address any significant adverse effects that are identified, it may not prevent all complaints from new residents about noise.

However, the paragraph goes on to state that suitable mitigation can help to achieve a satisfactory living environment, and importantly “...*help to mitigate the risk of a statutory nuisance being found if the new development is used as designed (for example, keeping windows closed and using alternative ventilation systems when the noise or other effects are occurring)*”.

As the application is only made in Outline, the exact mitigation details are not currently available and will be sought via a pre-commencement condition, with a further additional assessment of noise impacts being provided at the Reserved Matters stage when layout, design, façade, insulation measures and ventilation of buildings are all considered.

Members are advised that a pre-commencement condition (as advised the BCC Pollution Control Officer) in this respect is considered necessary and reads as follows:

Acoustic Design Statement & Noise Mitigation Measures

Prior to the commencement of the development hereby permitted an Acoustic Design Statement, in accordance with ‘ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise - New Residential Development (May 2017)’ and a full scheme of noise mitigation measures for the development shall be submitted to and approved in writing by the Council.

The Acoustic Design Statement and Scheme of Noise Mitigation Measures shall be prepared by a suitably qualified acoustic consultant/engineer and shall take into account the best available current information on environmental noise levels affecting the development and shall take into account any future developments permitted at the time of submission.

The approved scheme of noise mitigation measures shall take into account the provisions of ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise - New Residential Development (May 2017), BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings, Acoustics Ventilation and Overheating Residential Design Guide 2020 and BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound.

The scheme of Noise Mitigation Measures shall be implemented in full prior to the commencement of the use permitted. The residential accommodation, hereby approved, shall not be occupied until an assessment to demonstrate the effectiveness of the approved noise mitigation measures has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of ensuring that noise levels at the residential accommodation hereby approved will be acceptable and not harmed by noise from nearby commercial, including ETM. Further, to ensure that the ongoing viability of nearby businesses, such as ETM, will not be prejudiced

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by the approval of residential accommodation in their vicinity.

The noise mitigation condition as advised will need to be implemented in full prior to the commencement of development and is to be permanently maintained. Therefore, in accordance with the requirements of para 187 of the NPPF, it is considered at this stage that the applicant has demonstrated suitable noise mitigation to ensure that the proposed new development can be integrated effectively with the existing business on the adjacent site.

Paragraph 187 of the NPPF is clear that it is the operation of an existing business that must be considered under the Agent of Change Principle. However, the undetermined application at the ETM site (ref: 21/01169/X), which seeks to increase the capacity and hours of operation of that facility is also a material consideration.

At the time of writing this report it is understood that there remain various unresolved matters in relation to the determination of application 21/01169/X. Further information in relation to air quality, noise and transport issues has been sought from ETM but the applicant is yet to provide this information for consideration by Officers. As such, whilst being a material consideration, it is not considered that application 21/01169/X is suitably progressed towards determination so that it can be afforded significant weight in the assessment of this application. It is also to be noted that further assessment of the relationship between the two sites will be undertaken at the reserved matters stage and that any permission for extended operations will be subject to planning conditions.

On balance, subject to pre-commencement conditions it is considered that the proposed noise mitigation measures are in accordance with policy DM33, DM35, paragraph 187 of the NPPF, and paragraph 010 (ref. ID: 30-010-20190722) of the NPPG

Dust

Concerns have also been raised by objectors in relation to the impact that dust nuisance associated with the operation of the ETM may have on the living conditions of future residents of the Longmoor development.

Like the noise issue discussed above, the Agent of Change Principle is also considered applicable in this respect. As the Agent of Change, the Longmoor applicant is required to demonstrate that the two adjacent uses can co-exist without there being any significant adverse effect from dust and odour on the new development and to demonstrate that suitable mitigation is provided before the development has been completed.

The application is supported by an Air Quality assessment contained within Chapter I of the ES. The assessment identifies that the existing ETM operation (ref 17/06938/F) is regulated in terms of dust and emissions by both planning conditions and an Environment Agency Permit.

Condition 17 of permission 17/06938/F states that the ETM premises shall only be operated in accordance with the approved Dust Management Plan submitted with the application. Further to this, the EA Permit stipulates that ETM operate in accordance with certain requirements relating to “*emissions of substances not controlled by emission limits*” and also odour.

The Air Quality assessment contained within Chapter I of the ES in support of this application confirms that:

“The EMT facilities would be operated in accordance with a fully comprehensive Environmental Management System (EMS), an A11 Tier 3 Bespoke Environmental Permit (EP), and in accordance with the Dust Management Plan submitted with the application. The ETM facilities would therefore be expected to be compliant with the planning conditions imposed by BCC, the EP and the Dust Management Plan. Dust emissions and amenity impacts and associated effects from operational

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activities ETM site are considered to be not significant and have therefore not been considered further as part of this ES Chapter”.

Therefore, it is evident that no assessment of the impact of dust has been undertaken from any receptors within the proposal site. However, given that the ETM site is controlled by a number of existing operational restrictions in relation to dust and other airborne emissions (imposed by both BCC and the EA), in principle, it is considered that there is adequate existing protection in place to potentially limit and mitigate any harmful impact on the future residents of the Longmoor site.

However, it is noted that the Dust Management Plan only considers the impact of dust on existing dwellings which are positioned approximately 265m to the north and on Silbury Rd 320m to the south. Both of these locations are considerably further away from the ETM facility than the dwellings proposed at the north-eastern corner of the proposal site.

Therefore, Officers advise Members that it is considered reasonable and necessary for additional mitigation measures (as required by NPPF para 187 in relation to the Agent of Change Principle) to be secured via pre-commencement condition in the form of an additional dust assessment to be undertaken from various receptors within the proposal site.

Members are advised that a pre-commencement condition in this respect (as advised the BCC Pollution Control Officer), reads as follows

Assessment on the potential for dust from the neighbouring ETM Waste & Recycling facility

Prior to the commencement of the development hereby permitted an assessment on the potential for dust from the neighbouring ETM Waste & Recycling facility affecting residential properties as part of this development shall be submitted to and approved in writing by the Council. The assessment shall be carried out by a suitably qualified consultant/engineer and if necessary shall include a scheme of dust mitigation measures.

Any approved scheme of dust mitigation measures shall be implemented in full prior to the commencement of the use permitted.

Reason: In the interests of ensuring that the residential accommodation hereby approved will be acceptable and not harmed by dust from nearby commercial properties including ETM. Further, to ensure that the ongoing viability of nearby businesses, such as ETM, will not be prejudiced by the approval of residential accommodation in their vicinity

This would inform any further mitigation measures required to limit the potential impact on the living conditions of future residents to be made at the reserved matters stage when the siting, layout, orientation and built form of the proposed dwellings are finalized.

Therefore, subject to pre-commencement conditions the proposed development is considered to provide acceptable living conditions for future residents in accordance with the requirements of policies BCS21, BCS23, DM27, DM29, DM33, DM35 and also para 187 of the NPPF.

(G) IMPACT ON NEIGHBOURING PROPERTIES

This Key Issue considers the proposal's impact on neighbouring properties in accordance with Development Plan policies, which require consideration to matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space (see policies BCS20, BCS21, DM27, and DM29).

The proposal site is a significant distance away from the nearest residential properties (approx. 70m), which are located along Silbury Rd to the south-east beyond the MetroBus highway infrastructure. As such, it is not considered that the proposed development will have a significantly adverse impact on

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these properties in relation to an overbearing impact or any loss of privacy, outlook or natural lighting.

Chapter H of the ES relates to noise and vibration. The assessment confirms that there will be noise and vibration effects during the construction period, although these are considered to be negligible to minor following mitigation such as the use of 'best practicable means' of construction and site management and noise monitoring to be controlled through a CEMP condition.

Objectors have also highlighted an increase in air pollution resulting from additional vehicle movements associated with the 500 dwellings as proposed. Chapter I of the ES relates to air quality. The potential impacts and likely effects of the proposed development on air quality and the suitability of the site for the proposed development have been assessed. Potential sources of emissions have been identified and assessed in the context of existing air quality and the nature and location of receptors. It is also to be noted that the proposal site lies outside of the Air Quality Management Area.

The BCC Air Quality Officer has assessed the submitted information and has commented that all receptors modelled show a negligible increase in concentrations of annual mean NO₂ and therefore has no objection to the proposed development

As such, it is considered that the proposed development is considered acceptable in relation to the impacts on residential amenity and is therefore in accordance with policies BCS20, BCS21, DM27, and DM29

(H) ECOLOGY AND TREES

The NPPF requires the decision-making process to contribute to and enhance the natural and local environment, by recognising its character, minimising the impacts of development and by requiring remediation and mitigation where appropriate. It states that planning permission should be refused where significant harm to biodiversity cannot be avoided, adequately mitigated or, as a last resort, compensated for.

Policy BCS9 states that individual green assets should be retained wherever possible, and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size.

Policy DM15 highlights the importance of sustaining and enhancing the natural environment and encourages developments to contribute towards the Green Infrastructure Network. The policy sets out the health benefits of green infrastructure provision and includes the provision of additional and/or improved management of existing trees to assist in mitigating run-off and flood risk, providing shade and shelter to address urban cooling, and creating a strong framework of street trees to enclose or mitigate the visual impact of a development.

Policy DM17 seeks to protect Important Open Spaces, Unidentified Open Spaces, Urban Landscape and Trees and recognises the role these features have in providing landscape and visual amenity quality.

Policy DM19: Development and Nature Conservation states that: "development which would be likely to have any impact upon habitat, species or features, which contribute to nature conservation in Bristol will be expected to:

- Be informed by an appropriate survey and assessment of impacts; and
- Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance
- Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.'

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Further to this policy DM19 specifies that protected species are subject to separate legislation which determines appropriate development and approaches to mitigation. Protected Species legislation will need to be met before planning permission can be granted.

The majority of the application site is designed as a Wildlife Corridor – “Land N of Ashton Vale Fields” and Ashton Vale Fields SNCI is located partially in the southern section of the Site. The site is predominantly occupied by an area of semi-improved grassland, which is grazed by cattle. Dense scrub is located around the margins of the raised field which is a former landfill.

Chapter E of the ES relates to Ecology matters and includes various surveys in relation to Great Crested Newts & Reptiles, Birds, Water Voles, Bats and Phase 1 Habitat survey. In addition, the application is supported by a Habitat Regulations Assessment Screening Report, Biodiversity Net Gain Assessment Report and Lighting Assessment and Strategy.

It is noted that the development has sought to avoid areas with the highest ecological value. This includes the mosaic of scrub habitats and the semi-improved grassland field in the west of the site around Longmoor Brook and those in the south next to the Metrobus corridor. In addition, no development is proposed in the SNCI to the south of the site and a suitable buffer will be provided to the development edge at this location

The Biodiversity Net Gain (BNG) Assessment Report details that it is possible to achieve a BNG on site, with the calculated change being 13.23% (3.29 BU) net gain for area-based habitats and a 80.69% net gain (1.68RUs) for watercourses. This demonstrates a net gain for the biodiversity of the site and is above the 10% net gain that will be required in future by the Environment Act 2021.

It is to be noted that as the application was submitted in June 2021 prior to the Environment Act receiving Royal Assent in November 2021, a BNG Assessment Report was not a validation requirement but in any event was provided by the applicant.

The Bristol Tree Forum have commented the BNG Assessment should be updated following the release of a new version of the Natural England BNG metric in July 2021. However, as the application was submitted and validated prior to his date, the version that has been used is considered acceptable.

Further to this, the BTF have raised concerns with the BNG metric methodology and how it works out the area occupied by individual trees. The applicant’s Ecological consultant Ramboll subsequently responded to this query and submitted additional information on the 17.12.21. Ramboll have confirmed that the concerns raised by the BTF relate to the in and out workings of the BNG metric, rather than the assessment undertaken by Ramboll, who have confirmed that they are unable to alter the way the metric works and that they have followed the methodology developed by Natural England.

It is also to be noted that a further BNG assessment will be required at the reserved matters stage once layout and landscaping details has been finalized

The consultant BCC Ecologist originally advised a holding objection based on the findings of the ES and BNG report not being considered sufficient and requested additional details be provided. As stated above, the applicant’s Ecological consultant Ramboll subsequently responded to this objection and submitted additional information on the 17.12.21. Based on the findings of this response letter, the consultant BCC Ecologist withdrew their objection and advised various pre-commencement conditions relating to the submission of a construction management plan, method statement for control and removal of invasive species, external lighting, landscape ecological management plan, living roofs details, ecological mitigation & enhancement strategy, wildlife corridor protection and habitat management plan.

Objectors have drawn attention to the fact that the consultant BCC Ecologists who provided the

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consultation input detailed above have now left the Council. It is to be noted that BCC has now employed a permanent Ecologist. For clarification purposes the current Ecologist was re-consulted on the submitted BNG and has assessed it against the BNG Metric 2.0 User Guide. The full response is shown in an email on the website dated 26.09.22 but can be summarized as follows:

“The four habitat parcels in the habitat enhancement page of the metric should therefore be assigned the same strategic significance as those habitats in the baseline page: “Area/compensation not in local strategy/no local strategy”. Their BNG assessment is therefore currently not correct and I advise it is amended to reflect the actual BNG achievement of the development. I have played around with the applicant’s BNG metric and if I make the correction I have outlined above then they achieve a 5.77% gain in area habitats (instead of 13%). This is still a gain and as 10% is not mandatory yet, it can still be approved (though it is obviously a shame the gain is small).

Confirm if we are to proceed based on the attached Ecology conditions – Yes if the application is approved as it is, the conditions listed by Lyndon are appropriate, I have just changed the wording of the LEMP section slightly (see attached). If the applicant amends their BNG report as I advise they do, the conditions are still appropriate.

Is there a net gain as a result of the proposed development? – they are achieving a net gain in area habitat and linear (river) habitat units (there are no hedgerow units on site) whether you look at their current BNG assessment or they amend it as I advise. The difference will be that their BNG score overall is lower if they amend their report. Overall they are still achieving a biodiversity gain”.

Therefore, as the submitted BNG Assessment demonstrates a net gain of at least 5.77% and the net gain requirement of 10% is not yet mandatory, it is considered that the application is acceptable in respect of BNG.

Natural England (NE) have raised a number of concerns throughout the application process, primarily concerning the impacts of the proposed development to the North Somerset and Mendip Bats SAC.

The most recent response letter from NE dated 22.09.22 confirms that the revised light modelling that has been provided demonstrates that the proposed lighting will not sever the horseshoe bat commuting corridor along the Longmoor Brook to the north of the application site.

Further to this, Natural England have stated:

“However, the further information submitted on 20th September has raised a concern regarding the feasibility of the proposed woodland planting adjacent to the Longmoor Brook to the north of the site due to Environment Agency access requirements. The Longmoor Supplementary Es Appendix 4.3 Annotated Plan shows the location where operational and emergency access would be required for the Environment Agency. From the Environment Agency’s comments it appears that a vehicular access would be required along this route which would require an 8m access track to be cleared.

The Phase 1 Habitat Survey Plan (Ramboll, March 2021) shows scrub in this area which is contributing to the habitat structure of the horseshoe bat commuting corridor along the Longmoor Brook. It is our understanding that there will be a 10m offset between the development and the brook which is proposed to be enhanced through wet woodland planting. The proposed woodland planting in this area is mitigation for the loss of the cattle pasture, an important horseshoe bat foraging habitat, resulting from this proposal.

If this planting cannot be delivered the proposal could result in a significant impact to the North Somerset and Mendip Bats SAC through a loss of foraging habitat. Furthermore, is scrub clearance would be necessary for the access requirement then this could impact the horseshoe bat commuting corridor along the Longmoor Brook. Although I note that the Environment Agency has suggested that details of operational and emergency access is conditioned, certainty regarding habitat proposals for

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SAC bats is needed at outline stage. I understand that the applicant is currently looking into the Environment Agency's access requirements and the level of vegetation clearance required".

Members are reminded that the application is submitted in Outline, meaning the final soft landscaping details including levels of vegetation clearance are yet to be finalized and will need be conditioned for approval at the reserved matters stage. The submitted parameter plans do show a 10m landscape buffer along the northern site boundary running parallel to the Longmoor Brook. It will also be possible to secure additional ecological mitigation measures and survey work to be undertaken as part of the reserved matters.

At the time of writing this report it has not confirmed between parties how and where the required EA operational and emergency access points can be successfully integrated into the proposed scheme. Discussions are progressing but will not be resolved by the time this report is submitted. Any further information or scheme amendments will be included in the forthcoming Amendment Sheet provided to Members prior to the Committee Meeting. However, Members are advised that Officers remain confident that a workable solution can be identified and that this matter can be suitably resolved prior to determination. As such it is not considered necessary to include this issue as a reason for refusing the application.

Trees

Policy DM17 states that where trees are present on a development site a British Standard 5837 Tree Survey 'Trees in relation to Construction survey' and related survey information should be submitted along with an application for planning permission.

The submitted Arboricultural Impact Assessment (AIA) & Tree Protection Plan (TPP) details that seven trees and part of one tree-group will need to be removed for the proposed development. However, as the application is only made at Outline, the AIA acknowledges that:

"An application for full planning permission will need to be accompanied by an arboricultural impact assessment and tree protection plan based on a more detailed topographical survey and development plan that will include full details of trees that will need to be removed and the compensation calculated in accordance with the Bristol Tree Replacement Plan".

The BCC Arboricultural Officer is satisfied with the findings of the AIA as it is considered that there is ample room within the application site to accommodate any replacement tree planting required to mitigate against any that are to be removed. The Officer has advised pre-commencement conditions to secure Arboricultural Implications Assessment, Arboricultural Method Statement & Tree Protection Plan and a Hard/Soft Landscape Plan.

As such the proposals are considered to be acceptable with regard to this issue

(I) FLOOD RISK

Policy BCS16 states that all development will be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems ("SuDs").

Chapter G of the ES relates to Flooding and Water Resources. It provides an assessment of impacts and effects in relation to surface water and groundwater quality, surface water and groundwater resources (in terms of water quantity) and flooding both during the construction and once the development is completed and operational.

A Flood Risk Assessment is also provided as part of the planning application. The site is located predominantly within Flood Zone 2 (Medium probability of flooding), with land along the south

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boundary and adjacent to the new Colliter's Brook and Longmoor Brook shown to be located within Flood Zone 3 (High probability of flooding). It is noted that land in the centre of the site is raised above surrounding land and, as a result, had been designated as being within Flood Zone 1 (Low probability of flooding) over the last 10 years. However, the EA has subsequently changed its policy such that any land which is within a mapped zone of historical flooding is now automatically designated as being within at least a Medium probability flood zone (Flood Zone 2).

Parameter Plan 01 (development extents and land uses) shows that all buildings would be located in areas outside those where flood water is predicted to encroach by flood modelling. In particular, the residential areas of the site would not be impacted during floods including the 1 in 1,000 year return period as shown in the land use parameter plan.

In addition, a Drainage and SuDs Strategy Report has also been submitted. The surface water drainage for the site would be designed to attenuate surface water on site with a gradual discharge into the adjacent Longmoor and Colliter's Brooks at a greenfield run off rate. The surface water modelling has incorporated a 40% climate change allowance for the 1 in 100 year storm event in accordance with BCC and NPPF requirements. On site attenuation measures would be set out at reserved matters stage and are likely to include permeable paving, swales, rain gardens and ponds in accordance with the Ciria SuDS Manual and best practice.

The NPPF states that a Sequential Test is required for sites within Flood Zones 2 and 3. Despite the fact that the majority of the site has been found to be at the same level of risk as Flood Zone 1, the land is still classified as Flood Zone 2 and in part Flood Zone 3 meaning the applicant has provided a Sequential Test in this instance.

The Sequential Test considers whether there is a sequentially preferable site available that could deliver the same quantum of development in a lower flood risk zone. As set out in para 162 of the NPPF: *"Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding"*.

In ordinary circumstances, the Sequential Test would review a defined search area for land able to accommodate the same development, determining whether land in a lower flood risk zone was available. The site search would review land with the potential to deliver the same quantum of development, in lower flood zones and consider whether it is:

- Reasonably available; and
- Appropriate for the proposed development

However, in this instance the applicant maintains that the Sequential Test does not necessitate a review of all other available land. This is because no other land can be considered both available and appropriate for the proposed development. The development at Longmoor is a form of enabling development for the proposed regeneration scheme at the AGSQ. As previously detailed in Key Issue C, the receipts gained from the sale of Longmoor with the benefit of planning permission will be used to deliver the AGSQ development and without it the AGSQ would not be able to go ahead.

Given that the applicant does not own any land with a lower flood zone classification or of a scale capable of delivering this quantum of development, there can be no reasonable available or appropriate sites. This principle that the Sequential Test cannot be undertaken in the usual way is accepted by Officers.

The BCC Flood Risk Officer has confirmed that subject to the standard SuDs condition being applied to any permission they have no objection to the proposal. The Officer has commented that they are satisfied in principle that the proposed drainage arrangements are sufficient to mitigate the risk of surface water/sewer and groundwater flooding to the site and evidence that it will not cause flooding to surrounding sites.

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The Environment Agency have been formally consulted as part of the application. Initially they objected to the proposed development, raising concerns that the correct Strategic Flood Risk Assessment (SFRA) modelling had not been undertaken and that the proposed site access bridge structure across Longmoor Brook would also need to be incorporated into the model. Further to this, concerns were raised in relation to the proposed development not being appropriately set back from the Longmoor and Colliters Brook and also that continuous planting along the Main River watercourses would obstruct EA operational access. In addition, the EA were concerned that proposed bridge crossing drawings were not shown in-situ compared to the existing river-bank line

Following extensive discussions between the applicant and the EA, additional details were submitted for consideration. In a response letter dated the 02.09.22 the EA have confirmed that:

“As you are aware the applicant provided further modelling information to the Environment Agency on the 12 August. At the time of writing, we have not been able to complete our follow-on review of this modelling specifically in regard to the access bridge. We are however satisfied that the wider elements of the proposed development are safe and will not increase flood risk elsewhere.

We further advise, following our previous modelling reviews, the latest outputs and technical reporting submitted by the applicant in response give confidence that it is appropriate to secure further review and design details by way of planning condition on the outline consent, as detailed below. This would require a scheme to be submitted to and agreed by the local planning authority prior to any approval of reserved matters”.

Both the BCC Flood Risk Officer and EA are satisfied and it is not considered that the proposed development would result in any unacceptable degree of additional flood risk in the locality. It is therefore considered that the proposed development accords with the requirements of policy BCS16

(J) LAND CONTAMINATION

The NPPF requires developers or landowners to be responsible for securing a safe development, where a site is affected by contamination or land stability issues.

Planning decisions are required to ensure that sites are suitable for the use proposed, including ensuring proposals for mitigation and remediation are secured. Following remediation, land should not be classed as contaminated land under Part IIA of the Environmental Protection Act 1990.

Policy DM34 relates to contaminated land and requires development to employ suitable mitigation to ensure the site is suitable for the proposed use, to ensure there is no unacceptable risk of pollution within the site and to ensure that the proposed development would not cause the land to be contaminated.

A Geoenvironmental and Geotechnical Desk Study has been prepared as part of the planning application. The documents summarize the various historic site investigations undertaken across the site and the more recent extensive ground gas monitoring. With mitigation measures proposed in the desk study and the ES Chapter on ground conditions, the site is considered to be suitable for residential development

The Council's Land Contamination Officer has reviewed the proposals and has no objections, subject to a standalone verification report condition being secured in the event of an approval being granted. This would be in addition to the conditions as advised by the EA in relation to ground conditions.

The proposal is therefore considered acceptable in relation to policy DM34.

(K) SUSTAINABILITY AND CLIMATE CHANGE

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Policies BCS13-15 require new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design and the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings.

An Energy and Sustainability Statement has been prepared as part of the planning application. To create a sustainable development and meet the reduction in CO2 emissions required by BCC policies/Building Regulations, the development will seek to employ a design strategy as follows:

- A fabric first approach with low 'U values' and airtightness levels;
- Incorporate highly efficient LED lighting; and
- Incorporate electric vehicle charging points for all houses

Section 13.9 of the submitted Planning Statement states that the detailed proposal will also explore the use of:

- *Heat pumps for individual dwellings;*
- *Solar thermal hot water generation;*
- *PV (Photovoltaic) or BIPV (Building Integrated Photovoltaics);*
- *CHP (Combined Heat and Power) connected to a site wide heat network – Gas/Heat pump; or*
- *Connection to the Bristol District Heating Network although it is noted that the infrastructure to achieve this is unlikely to be available within the Site's delivery timescales.*

The overall sustainability of the development will be required to achieve the following:

- *Commercial uses will be required to meet the BREEAM 'Excellent' requirement"*

The Planning Statement confirms that the detailed design of these matters will be developed at the reserved matters stage.

The BCC Sustainability Officer has confirmed that the Energy Statement that has been submitted contains information relating to BCS14, however no information on policies BCS13 nor BCS15 has been provided. Further to this, the Energy Statement does not include any calculations at this stage and therefore does not indicate whether the 20% requirement will be met, nor whether the development will connect to the heat network.

The Energy Statement identifies a range of suitable renewable technologies but does not confirm which will be used to meet the 20% requirement. As such, it is not possible to confirm at this stage whether the development complies with the local plan sustainability policies. However, Officers advise that it is acceptable to seek these details via a range of conditions to meet policy requirements in the event of an approval being granted.

(L) HIGHWAY SAFETY

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable and/or unsafe highway impacts. Development should be designed and located to ensure the provision of safe streets. With regards to parking and servicing, Policy DM23 specifies development proposals will be expected should provide an appropriate level of safe, secure, accessible and usable parking provision having regard to the Council's parking standards contained within in the parking schedule at Appendix 2 of the SADMP

Paragraph 111 of the NPPF states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual

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cumulative impacts on the road network would be severe”.

Paragraph 112 then goes on to clarify 5 points (a-e) that development proposals should accord with. TDM Officers have provided a response to each of these 5 points as follows:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use”

TDM response- There is good opportunity at this site to provide good quality walking and cycling links and the site is adjacent to the Long Ashton Park and Ride with access to the M2 bus. Requests for contributions to improve the bus service and to address the impact on the P & R with the cumulative impact of the AGSQ application were not supported by the applicant. However, it was agreed the issues and requests will need to be revisited with any reserved matters application in the context of planning applications

“b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport”

TDM response- The application made no serious proposals to address disability equity of movement improvements to walking, cycling and PT. However, it was agreed that the issues and requests will need to be revisited within any reserved matters application.

Case Officer note: Despite the application only being made in Outline, it is to be noted that Parameter Plan 03- Access and Movement details that there will be improvements made to existing routes and links to strengthen the pedestrian / cycle network across the proposal site. In accordance with the Equalities Act 2010, these pedestrian/cycle access routes and linkages will need to comply with the relevant requirements in relation to the needs of people with disabilities and reduced mobility.

“c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards”

TDM response- This will be addressed with the reserved matters application

“d) allow for the efficient delivery of goods, and access by service and emergency vehicles”

TDM response- A parking, servicing and delivery plan will be required with the reserved matters applications

“e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.

TDM response- Applicant has agreed this and car club facilities

As such, it is considered that the requirements of para 112 of the NPPF are satisfied, subject to details being secured by condition and to be addressed in full at the reserved matters stage.

TDM Officers has also confirmed that subject to conditions and planning obligations, the proposed access bridge is acceptable in terms of highway safety and that the development is acceptable in terms of the parking requirement and the impact it will have on the surrounding road network.

As the proposed access bridge at the north-western corner of the site provides access to the site from land outside of the Bristol City limits, an Approval in Principle (AiP) will be required by North Somerset

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Council (NSC) who have indicated that they will adopt and maintain the bridge.

However, NSC have objected to the proposed development on three grounds; Green Belt, Heritage and Highways & Transport issues (Green Belt and Heritage impacts have been covered in the relevant Key Issue sections of this report).

In terms of Highways & Transport issues, NSC are objecting as the proposal does not include an access route through the site capable of providing an alternative access to the Aston Vale Industrial Estate. NSC feel that this failure to provide a safeguarded route would prejudice the future operation of Metrowest, specifically in relation to train frequency (the re-opening of the Portishead Rail line to a half hourly passenger service which NSC believe to be contrary to the Joint Local Transport Plan 4 (JLTP4) and WECA Ten Year Rail Strategy.

TDN Officers have responded to this by confirming that the MetroWest Phase 1 project is proposing to re-open the Portishead rail line to passenger train services and to enhance local passenger train services on the Severn Beach and Bath to Bristol lines.

However, the Secretary of State has announced a further delay to consent for construction of MetroWest Phase 1 until 2023.

The project does not include a station at Ashton Gate, although there is a desire it will be considered for safeguarding in the BCC Local Plan Review. This would include the creation of a good quality walking and cycling connection from the Long Ashton Park and Ride which is within NSC's authority.

TDM officers consider that this application for outline planning will not preclude this opportunity and can be revisited with any reserved matters application subject to its status at the time.

The Council as Transport Authority has taken the position that a safeguarded route is not required as part of this application. This is because there is not a clear policy basis for requiring a safeguarded route at this point in time, the frequency of rail service that may justify an alternative route is greater than that currently proposed by the Metrowest project, and that there are other alternatives for access if this was required in future.

In summary, subject to conditions and planning obligations TDM Officers do not oppose the proposed development at the Longmoor site. The proposal site is considered to be a sustainable location for residential development as it allows the opportunity to provide good quality walking and cycling links and the site is adjacent to the Long Ashton Park and Ride with access to the M2 bus.

The proposed access bridge structure is considered to be acceptable in highway safety terms, in that it allows safe access for both domestic and emergency vehicles subject to planning obligations required to secure various highway infrastructure works, signalling and approvals from NSC and the EA

As the application is only made in Outline it is not possible to assess the internal road layout, parking, cycle, waste and recycling storage provision. However, it is deemed reasonable that these details can be secured at the reserved matters stage.

Therefore, the proposed development is considered to satisfy the requirements of policies BCS10, DM23 and the relevant sections of the NPPF.

(M) EQUALITIES ASSESSMENT

The Equalities Act 2010 sets out the Public Sector Equalities Duty ("PSED"). Case law has established that this duty is engaged when planning applications are determined and consequently this duty has to be taken into account in the determination of this application.

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During the consideration of this application due regard has been given to the impact of this scheme in relation to the Public Sector Equalities Duty in terms of its impact upon the groups with protected characteristics as set out in the Equalities Act 2010. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

(N) PLANNING OBLIGATIONS

New development often creates a need for additional or improved community services and facilities, without which there could be a detrimental effect on local amenity and the quality of the environment. Planning obligations are the mechanism by which measures are secured to enhance the quality of both the development and the wider environment, to help ensure that the development makes a positive contribution to sustainable development providing social, economic and environmental benefits to the community as a whole.

The legislative framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 as amended by Section 12 of the 1991 Planning and Compensation Act. Further legislation is set out in the Community Infrastructure Levy CIL Regulations (2010) (as amended). The NPPF at paragraph 56 details the tests that are required to be met when planning obligations are sought, namely that they should be necessary to make the development acceptable in planning terms; directly related to the development and, fairly and reasonably related in scale and kind to the development.

Supplementary Planning Document entitled 'Planning Obligations' (2012) sets out the Council's overall approach to planning obligations and the types of obligation that the Council may seek to secure and complements BCS11.

Draft Heads of Terms for necessary planning obligations, which are to be secured via section 106 agreement, are listed as follows but Members are to be aware that these are yet to be agreed and finalised between parties

- 1) Legally binding arrangement for Proceeds of Sale (net of taxation and after costs of realisation e.g. agent's fees, legal fees etc.) towards the construction and development of the AGSQ (including for the avoidance of doubt all enabling works).
- 2) Proceeds of Sale shall be applied solely for the construction and development of the AGSQ, including all enabling works and the Sports and Convention Centre (SCC) will be delivered in the first phase (post enabling works).
- 3) Proceeds of Sale to be held in an account separately and securely by BCC and to accrue a market rate of interest. This will be subject to various requirements
- 4) Affordable Housing provision (30%)
- 5) The extent and scope of any S278/ S38 works with both Bristol City Council and North Somerset as the relevant highway authorities.
- 6) Contributions of £220 per residential unit for travel plan delivery and management
- 7) Car club membership – residents to be offered 3 years membership

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- 8) Contribution for the design, modelling and consultation of the signal and access arrangements required to make safe access and egress to the highway. (the delivery of this will be part of the S278 attached to the reserved matters)
- 9) Contribution of £120k towards the lighting of the metrobus cycleway/footway to the east of Longmoor.
- 10) Contribution for updating TRO's £31k
- 11) Pedestrian and cycle improvements – improvements to link to the Festival Way cycle route as set out in the Transport Assessment (works within NSC's administrative area).
- 12) Improvement works to A370 on-slip (including Safety Audit) as set out in the Transport Assessment (works within NSC's administrative area).
- 13) Avon Fire & Rescue Service has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat per hydrant (x3 required)
- 14) Commitment that the bridge providing access to the site will be delivered in accordance with Environment Agency requirements.
- 15) The Council's legal costs associated with the formulation of the section 106 agreement.
- 16) District heating connection

The developer is in principle agreeable to the contributions set out above, and if planning permission is granted the section 106 agreement will be tied to the decision.

PLANNING BALANCE AND CONCLUSION

In determining an application at a local level, it is the role of the local planning authority (or authorities) to exercise their judgement in weighing up the relevant factors in the context of Section 38(6) to decide whether or not to grant planning permission.

This exercise, known as the planning balance, requires weight to be apportioned to a scheme's benefits and to any harm caused and a judgement to be made as to whether the harm, as weighted, sufficiently outweighs the benefits so as to require refusal of the planning application

Members are advised the development of the Longmoor site will not only provide up to 510 new homes (30% affordable) and 5,000 sq.m of commercial/community space but will also act as an enabling form of development for the proposal at land west of Ashton Gate Stadium site known as the Ashton Gate Sporting Quarter (AGSQ).

In view of the fact that the LPA is not able to demonstrate a five year housing land supply, paragraph 11(d) of the NPPF is engaged, and the tilted balance applies meaning the presumption in favour of sustainable development as set out in paragraph 11d of the NPPF is applicable. This indicates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. Officers advise that on balance, the benefits of the scheme outweigh the limited adverse impacts that have been identified in the previous Key Issue sections of this report.

Officers acknowledge the level of concern raised by local residents and other interested parties in relation the loss of GB land in this location. However, Members are advised that the proposal site is considered to only make a "limited contribution to Green Belt purposes", as recognized within the

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Green Belt Assessment and Regulation 18 Plan which proposes to remove the site from the GB.

Officers advise that this “*limited contribution to Green Belt purposes*”, is in part a result of the construction of the new Metrobus route changing the character of the site since the GB was first designated in the development plan. The Metrobus infrastructure has had the effect of separating this relatively small and narrow area of land from the wider GB countryside. This effect is recognised in the Local Plan review consultation of March 2019 where only 2 objections to the site being removed from the GB were received.

However, at the time of writing this Committee Report, the Draft Local Plan has not progressed through the publication stage (Regulation 19) or any further examination in public. Therefore, in relation to paragraph 140 of the NPPF, a change to the GB boundary cannot currently be said to be irrefutable, albeit the available information and lack of objection suggests it is highly likely that the GB allocation of the site will not endure in this location.

The proposal site is also seen within the context of the adjacent Long Ashton Park and Ride, surrounding commercial development to the immediate north and east and the residential development to the immediate south. Members are also reminded that the previously approved 2009 Stadium application was significantly larger in height and scale than the current application and therefore had a much greater impact on the openness on this of the GB.

As detailed the Key Issue C, Officers advise that the submitted LVIA and details contained within the parameter plans, including the proposed siting, height and scale of the development, demonstrate that the proposal is not considered to have an unacceptable level of detrimental impact on the openness of this part of the GB.

As the proposed development does not meet the exception list for development within the GB as set out in para 149 of the NPPF, in accordance with para 147 the proposal should not be approved except in VSC.

Officers are confident that in principle the VSC has been adequately justified in this instance (subject to final Counsel’s opinion and confirmation being received). It is considered that the proposed SCC element of the AGSQ development would deliver significant community benefits to both the future residents of Longmoor and also the wider city and therefore provides the VSC that justifies residential development in this part of the GB.

The Longmoor and AGSQ sites are intrinsically linked both financially and materially, with the former acting as an enabling form of development for the latter. Other material planning benefits that would arise from both the Longmoor and AGSQ developments are also recognized. These include a substantial increase in housing supply including affordable units, improvements to existing pedestrian/cycle linkages, increased sport participation with associated health benefits, economic impact & employment opportunities

The linkage between the two proposed developments will be secured via s106 legal agreement and phasing conditions which will ensure that the SCC forms the first phase of development (post enabling works) on the AGSQ site and that it will be part funded by the proceeds of sale from the Longmoor site. Funds will be placed in an Escrow account controlled by BCC and will only be released at agreed key stages of SCC development.

At time of writing this Committee report Officers are yet to receive final legal opinion on the acceptability of the VSC justification and the proposed financial linkage arrangement between the two applications. However, based on the current advice provided by Counsel and BCC Solicitors, at this time Officers are confident that the application can proceed to determination, but Members are advised that this situation may change prior to the scheduled Committee Meeting. Any update will be fully detailed in the forthcoming Amendment Sheet. Further to this, the final wording and exact level of

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financial contribution sought in the draft Heads of Terms as detailed in Key Issue N are still to be agreed between parties.

In relation to the concerns raised by Historic England, the public benefits that will flow from this proposed development are considered to outweigh the less than substantial harm the proposal would represent to the identified designated heritage assets. The proposal is therefore considered to be satisfactory having regard to para 202 of the NPPF and also Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990

In design terms, Officers advise that the development does represent a suitable approach to realising the effective and efficient use of this site, in a manner that is broadly consistent with its setting. Considering the proposed density, pedestrian access and linkages across the site, green and blue infrastructure and overall development parameters, the application is considered to respond positively to the locality and to provide a coherent, interconnected and integrated built form that relates to its immediate context.

Subject to pre-commencement conditions seeking additional details of noise, dust and odour mitigation measures at the reserved matters stage, the proposed development is considered to provide adequate living conditions for any future occupants regarding the close proximity of the site to the adjacent ETM waste transfer facility. Further to this, the proposal is not considered to give rise to any significantly adverse impact on the nearest residential properties in terms of any overbearing impact, loss of privacy, outlook or natural lighting.

The application has demonstrated a small biodiversity net gain on site and subject to conditions is supported by both BCC Ecology and Arboricultural Officers. Members are reminded that further ecological survey work and BNG Assessment will be required at the reserved matters stage.

At the time of writing this report Natural England still have concerns with the proposal. It has not yet been confirmed between parties how and where the required EA operational and emergency access points can be successfully integrated into the proposed scheme. Discussions are progressing but will not be resolved by the time this report is submitted. Any further information or scheme amendments will be included in the forthcoming Amendment Sheet provided to Members prior to the Committee Meeting. However, Members are advised that Officers remain confident that a workable solution can be identified and that this matter can be suitably resolved prior to determination. As such it is not considered necessary to include this issue as a reason for refusing the application.

The BCC Flood Risk Officer has confirmed that subject to the standard SuDs condition being applied to any permission they have no objection to the proposal. The Officer has commented that they are satisfied in principle that the proposed drainage arrangements are sufficient to mitigate the risk of surface water/sewer and groundwater flooding to the site and evidence that it will not cause flooding to surrounding sites. Further to this, subject to conditions the the Environment Agency are in support of the proposal, stating that they are satisfied that the wider elements of the proposed development are safe and will not increase flood risk elsewhere.

The proposal site is considered to be a sustainable location for residential development as it allows the opportunity to provide good quality walking and cycling links and the site is adjacent to the Long Ashton Park and Ride with access to the M2 bus. The proposed access bridge structure is considered to be acceptable in highway safety terms, in that it allows safe access for both domestic and emergency vehicles. Subject to conditions TDM Officers are in support of the application.

On balance, the benefits of the proposed development carry substantial weight in the overall planning balance and are considered to outweigh the limited harm caused. The balance is further tilted in favour of approval due to the implications of paragraph 11 (d) of the NPPF and the emerging Local Plan.

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As such Members are advised that the proposal complies with the relevant local and national planning policies meaning it is a sustainable form of development that should be approved subject to conditions and planning obligations.

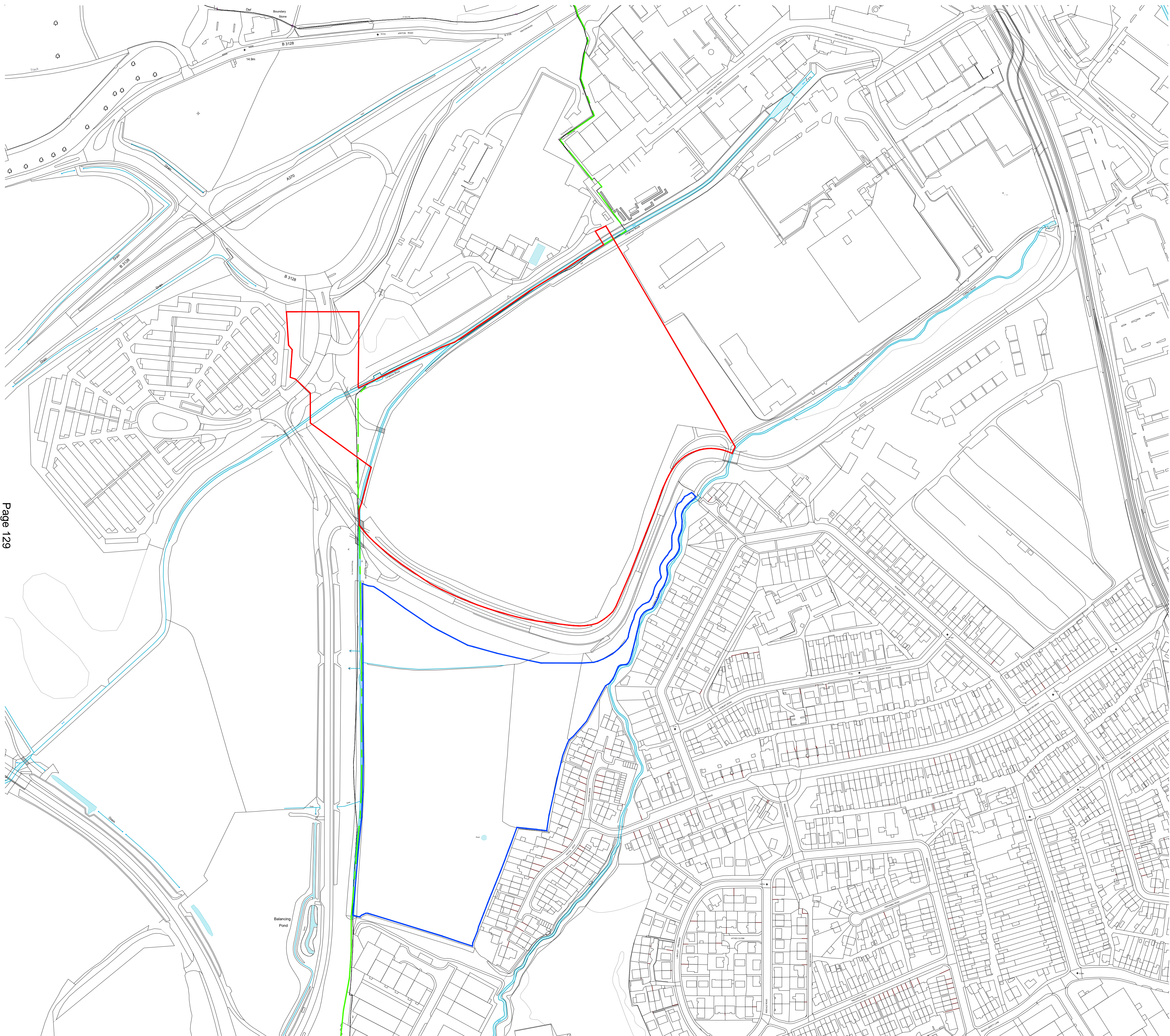
The Officer recommendation is to grant planning permission subject to HoTs set out above and conditions which are to follow.

DRAFT LIST OF CONDITIONS TO BE INCLUDED IN THE AMENDMENT SHEET

Supporting Documents

2. Land West Of Silbury Road.

1. Planning Application Boundary
2. Parameter Plan 1 -A02 Development Extents Land Use
3. Parameter Plan 2 – A03 Height
4. Parameter Plan 3 – A04 Access Movement
5. Parameter Plan 4 – A05 Green Infrastructure
6. Proposed Access General Arrangement Plan
7. Proposed Access Road Plan
8. Indicative Masterplan
9. Illustrative Landscape Plan
10. Habitat Creation Plan

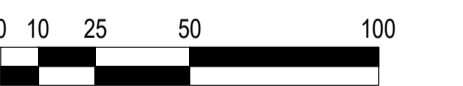


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- KEY**
- Application Boundary
Gross Area (10.53 Ha / 26.02 Ac)
 - Land within Applicants Ownership
 - NSC / BCC Boundary



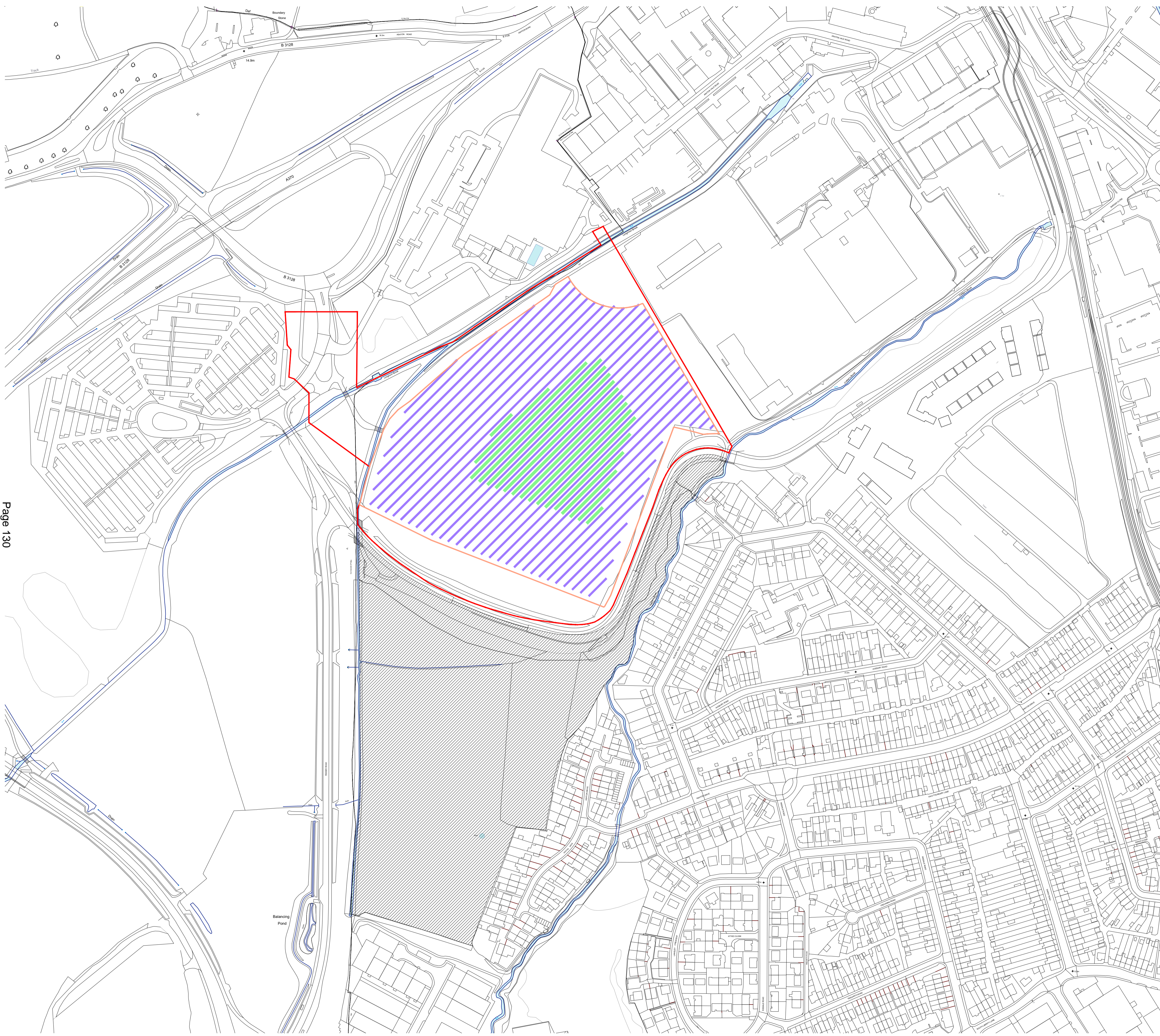
contract **LONGMOOR**
STRATEGIC MASTERPLAN
drawing **PLANNING APPLICATION**
BOUNDARY



Architects Planners Project Managers Interior Designers Planning Supervisors

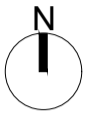
KKA Highpoint Highfield Street Liverpool L3 6AA
T 0151 236 3106 F 0151 236 2455 E architects@kka.ltd.uk www.kka.ltd.uk

drawn	DT	checked	CL	approved
scale	1:2000@A1	date	13 / 01	cad file
job no.	4615	dwg no.	A01	revision
				P8



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- KEY**
- Application Boundary (10.53Ha/26.02Ac)
 - Maximum extent of development (Net Area (7.23 Ha /17.86 Ac))
 - Zone for Class C3 provision
 - Zone for Class E provision and/or Class F2
 - Town & Village Green (TVG)

NOTES

The solid light brown colour line denotes the maximum extent of development. This area does not include structures or any form of building unless overlaid by uses highlighted in zones on the plan and laid out in further detail below. This area will include ancillary uses, and public and private landscaping works including SuDS.

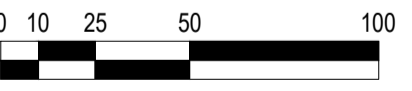
Within the purple hatched zone that overlays the development extents area, provision will be made for residential use (Use Class C3) including affordable housing.

Within the green hatched zone that overlays the extents area, provision will be made for up to 5,000sq.ft. NIA of community and commercial uses (Use Class E & / or Use Class F2).

Outside the development extents area and within the site boundary, features and 'development' that may take place will include: cycleways, footpaths, private gardens, lighting, roads, junctions, street furniture, infrastructure, SuDS, landscaping works, fencing, parking, and parking equipment.

Boundaries between the light green and purple hatched zones will allow for a limit of deviation of 10m either side of the line. This plan should be read in conjunction with Green Infrastructure Parameter Plan 4 for further information regarding treatment of the boundary with existing development.

Zone for Class C3 provision is limited by 2020 flood extents data. Limitations on provision is checked for consistency with the most recent flood work.

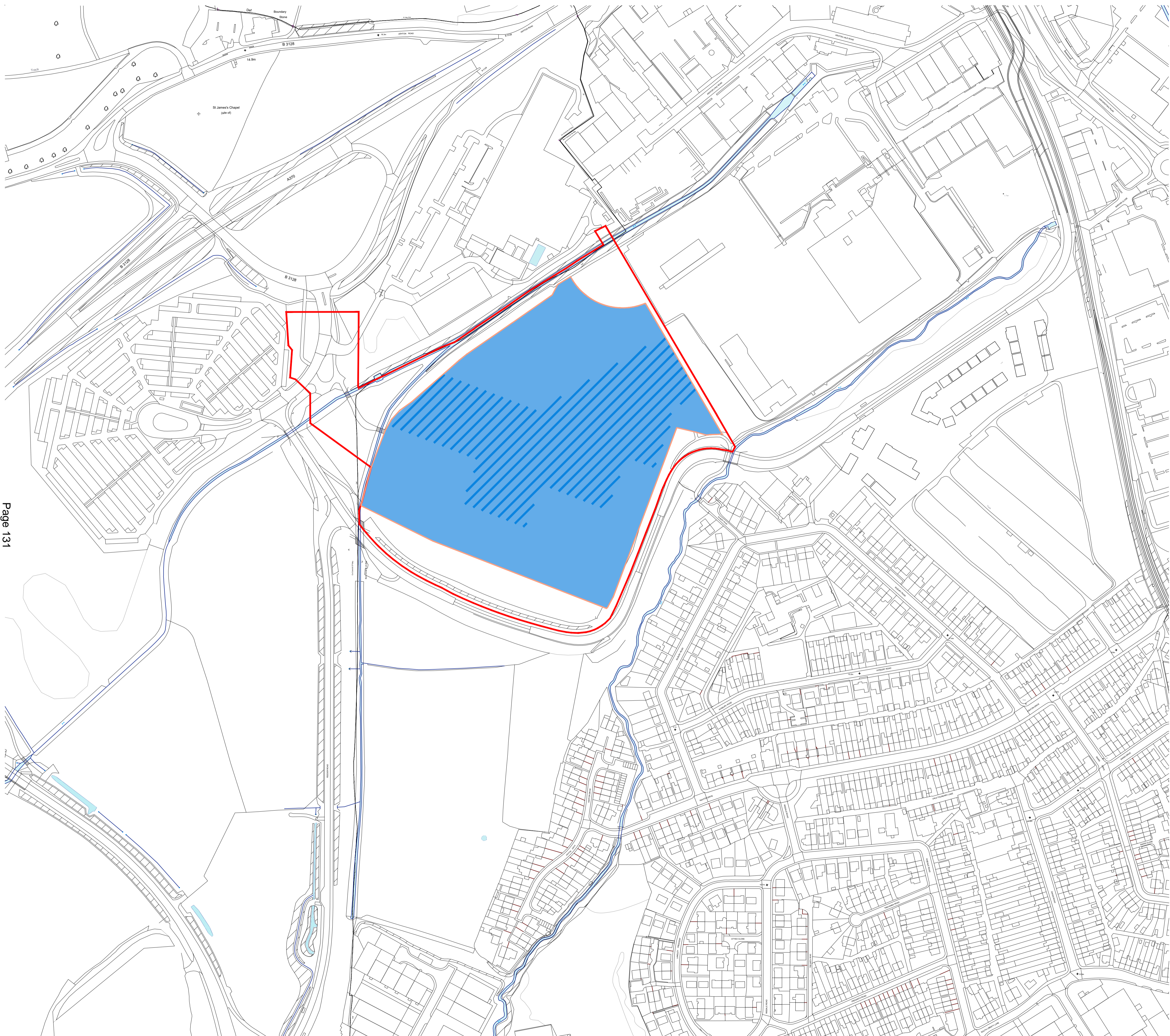


contract
LONGMOOR STRATEGIC MASTERPLAN
drawing
PARAMETER PLAN 1
DEVPT. EXTENTS & LAND USES

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T 0151 236 3106 F 0151 236 2455 E architects@kka.ltd.uk www.kka.ltd.uk

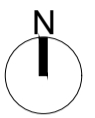
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job no.	4615	dwg no.	A02	revision
				P13



Page 131

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revision	date	description	sig	checked



KEY

- Application Boundary (10.53 Ha / 26.02 ac)
- Up to 11m (ridge height or equivalent)
- Up to 18m (ridge height or equivalent)

NOTES

The Heights Parameter Plan prescribes the maximum heights of buildings across the development site.

The heights enable the provision of 2,3 and up to 5 storey residential and non-residential equivalent buildings.

No more than 17% of the total buildings footprint on the site are to be developed at the upper height parameter (18 metres).

To enable variety to be introduced across the development, up to 10% of dwellings within the 3 storey height zone can be developed at up to the higher height of its neighboring height band, where buildings perform a particular role within the layout, such as to aid legibility or to define a space. Further analysis through Visual Impact Assessment to be undertaken at the Reserved Matters stages to inform the placement of the four/ five storey buildings on the site to ensure no effects on key local views.

Building heights are in metres to parapet (or equivalent) from finished floor level (FFL). FFL to be no more than 1m above the existing ground level. The heights exclude chimneys / flues.



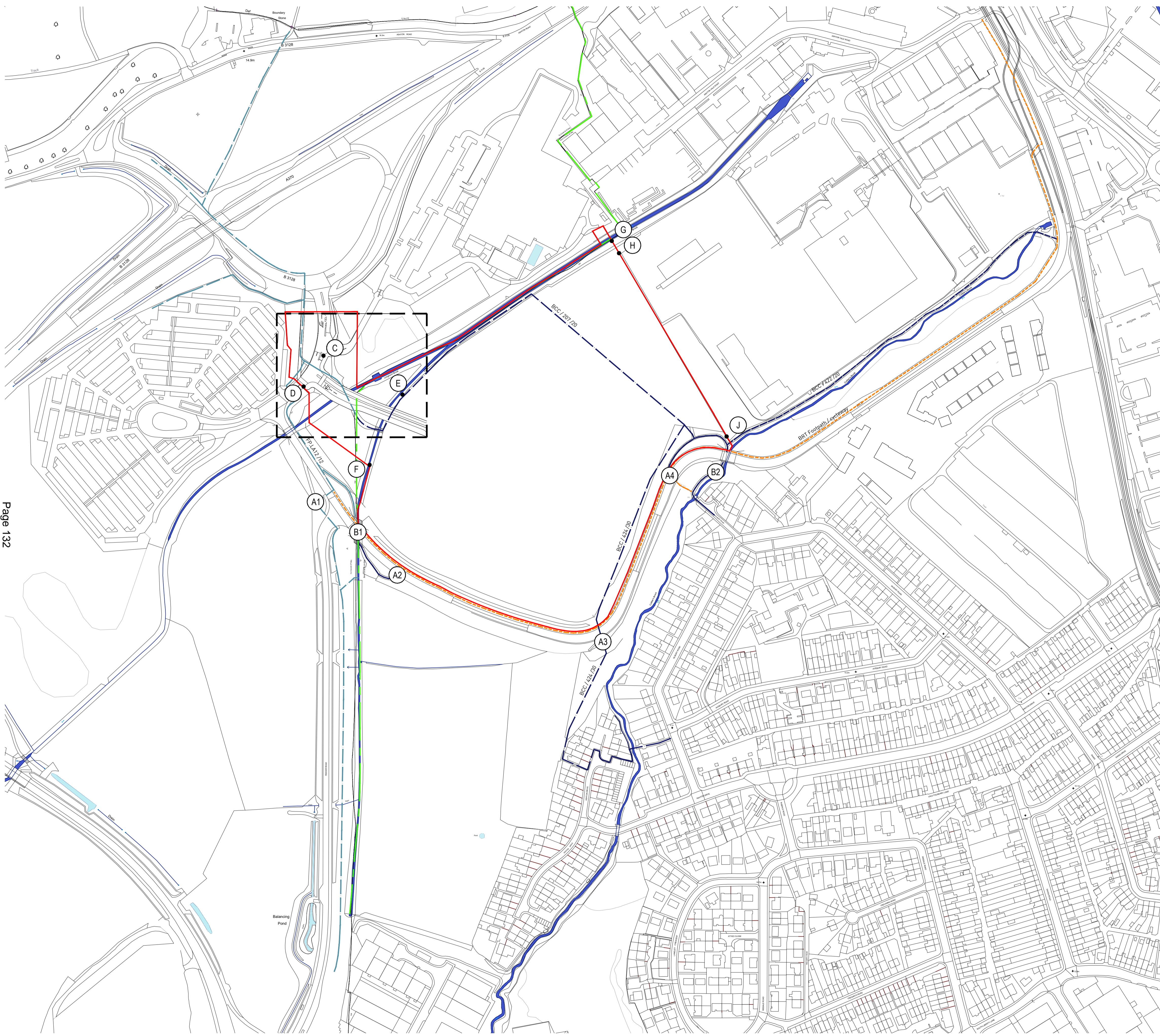
contract **LONGMOOR STRATEGIC MASTERPLAN**
drawing **PARAMETER PLAN 2 HEIGHTS**



Architects Planners Project Managers Interior Designers Planning Supervisors

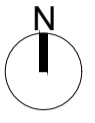
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scale	1:2000@A1	date	cad file
job no.	4615	dwg no.	A03 revision P14



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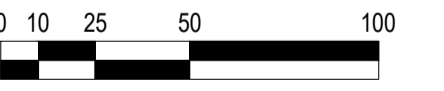
revision	date	description	sig	checked



- KEY**
- Application Boundary (10.53 Ha / 26.02 Ac)
 - NSC Boundary
 - BCC PROW (Public right of way footpath & Metrobus crossings)
 - NSC PROW (Public right of way footpath & Metrobus crossings)
 - Existing BRT Footpath / cycleway

- NOTES**
- 1) A new access road is required to connect from point C and D on B3128 to a point between E and F along the Maximum extent of Developable Area Boundary.
 - 2) For details of site access please refer to: CDI Transport drawing 1297/L/Acc/01 & Ramboll Civils drawing LMV-RAM-XX-XX-DR-C-00501 P02 LMV-RAM-LV-ZZ-DR-C-00511 P02
 - 3) The development layout will provide for a pedestrian / cycle link between points H and J into the adjacent land parcel to safeguard for future development connectivity.
 - 4) The development will provide for a pedestrian / cycle link at point G along Longmoor Brook, to safeguard for future development connectivity along the site Blue & Green Infrastructure
 - 5) Where PROWs require diversion, these will be accommodated by appropriate replacement pedestrian routes throughout the site as part of the development. Maintaining the exact route of PROWs as part of the design is not required.
 - 6) This plan **should** be read in conjunction with Green Infrastructure Parameter Plan 4 for further information regarding the treatment of land within the developable area.
 - 7) A pedestrian & cycle route **will** be accommodated between crossing point A2 & Points G to H
 - 8) BCC/424/30 North of crossing point A3 will be integrated within future landscape proposals for Landscape Buffer BU2
 - 9) At point J there will be improvements to the existing Metrobus route as a connection to the proposed Ashton Gate Sporting Quarter.
 - 10) At points A4 and B2 there will be improvements made to existing links to strengthen the pedestrian / cycle network.

- Existing Metrobus Pedestrian Crossing Points**
- Ⓐ F.PLA12 across busway junction
 - Ⓑ North / South crossing point between BRT pathway & TVG
 - Ⓒ F.P.424/30 crossing onto BRT pathway
 - Ⓓ F.P.422/30 informal crossing onto BRT pathway
- Existing Metrobus Pedestrian Subway Points**
- Ⓔ F.P.12/44 beneath BRT bridge
 - Ⓕ F.P.422/30 from Silbury Road beneath BRT bridge



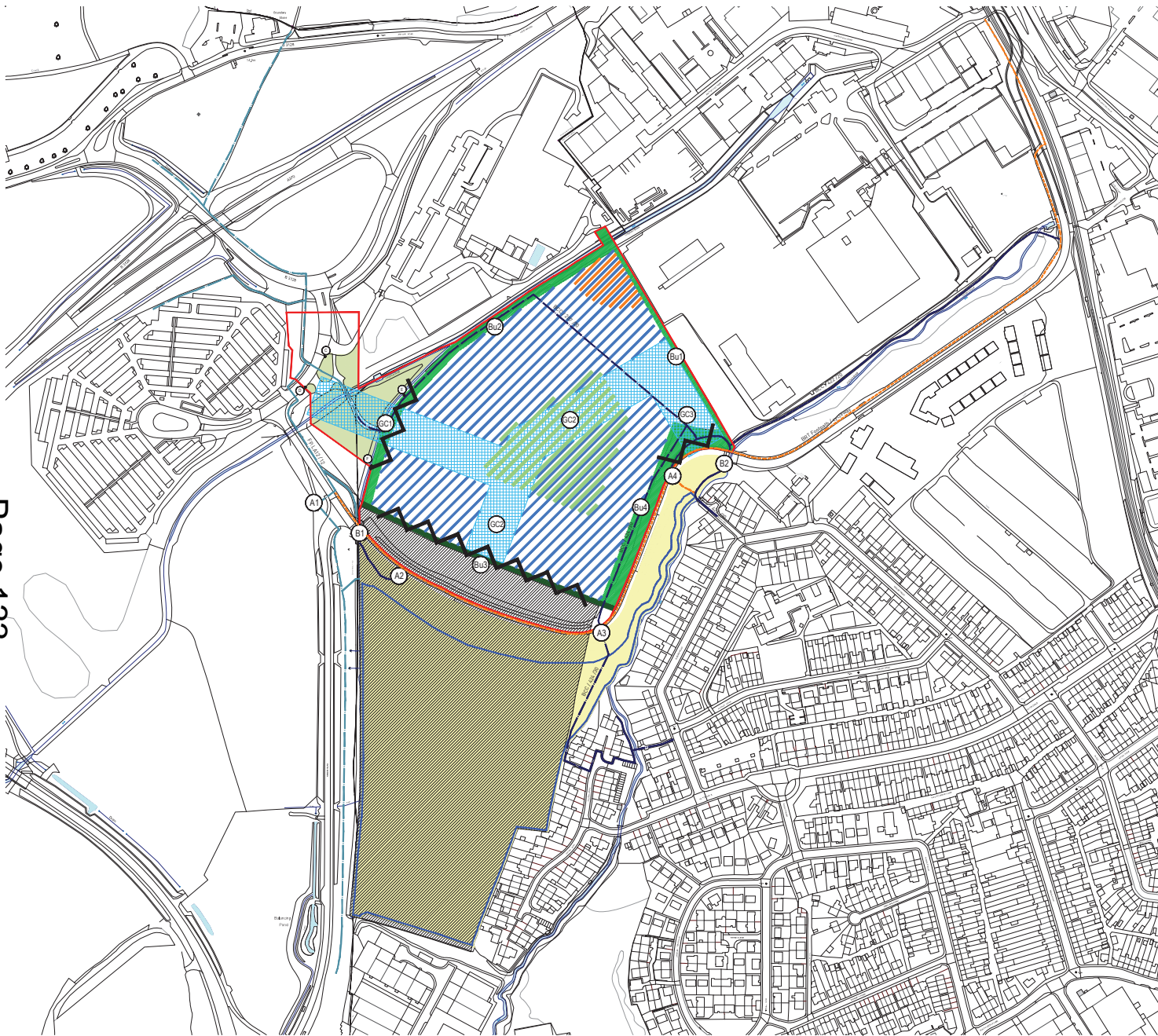
contract **LONGMOOR STRATEGIC MASTERPLAN**
drawing **PARAMETER PLAN 3 ACCESS & MOVEMENT**



Architects Planners Project Managers Interior Designers Planning Supervisors

KKA Highpoint Highfield Street Liverpool L3 6AA
T 0151 236 3106 F 0151 236 2455 E architects@kka.ltd.uk www.kka.ltd.uk

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scale 1:2000@A1	date		
job no. 4615	dwg no. A04	revision	P13



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reason	date	description	sgp	checked



- KEY**
- Application Boundary (10.53 Ha / 26.02 ac)
 - Land within Applicants Ownership
 - BCC PROW (Public right of way footpath & Metrobus crossings)
 - NSC PROW (Public right of way footpath & Metrobus crossings)
 - Existing BRT Footpath / cycleway
 - Green Corridors - As described
 - 5 metre offset to SNCI
 - Landscape Buffer - As described
 - Open Space Zone - As described
 - Site of Nature Conservation Interest (SNCI)
 - Northern Amenity Space
 - General vicinity of 'Heart Space' zone
 - Town & Village Green (TVG)
 - Existing Natural Green Space
 - Active Frontage Locations (see note 10)

NOTES

- 1) This Parameter Plan describes the location for the green infrastructure. The open space areas within the green infrastructure will accommodate the following: SuDS, play areas, natural and semi-natural green space, and amenity green spaces.
- 2) Green corridors comprising access routes, blue / green infrastructure will be accommodated within the zone indicated.
- 3) A number of Green Corridors will be provided through the site. The width of these routes can vary but will be a minimum of 6m.
- 4) GC1 encompasses the new access road required to connect from point C and D on B3128 to a point between E and F
- 5) GC2 will provide a "green spine" across the site connecting the SNCI/TVG to the south of the boundary and the north-landscape buffer. This corridor will also serve as an opportunity for a link into the adjacent land parcel to safeguard for future development.
- 6) GC3 will provide a "green spine" connecting Ashton Vale with the main green corridor and serve as an opportunity for a link into the adjacent neighborhood via the BRT subway crossing.
- 7) The general vicinity of the intersection between GC1 and GC2 will provide a 'Heart Space'.
- 8) The landscape buffer(s) may contain:
 - 1.1) Bu1: Minimum 5 metres deep area consisting of SuDS, and private gardens containing shrubs/ tree planting, fencing and no ancillary structures. This buffer should maintain the opportunity for a pedestrian/ cycle/vehicular link into the adjacent land parcels to safeguard for future development connectivity.
 - 1.2) Bu2: An area up to 10 metres, and minimum of 3 metres in depth consisting of SuDS, and private gardens containing shrubs/tree planting, fencing, and no ancillary structures.
 - 1.3) Bu3: Minimum 5 metres deep consisting of SuDS, shrub / tree planting and no ancillary structures. This area consists of public shared surface / shared space / tree planting, fencing, SuDS, and no ancillary structures.
 - 1.4) Bu4: An area up to 10 metres, and minimum of 5 metres in depth.
- 9) All landscape buffers should provide access for the maintenance of landscape boundary conditions.
- 10) The development will positively address the green & blue infrastructure of BU2 and BU3 in the locations indicated. (Refer to key)
- 11) All PROWs as marked should be accommodated unless satisfactory alternative routes form part of the development
- 12) The SNCI to the south of the application boundary is also designated as a Town and Village Green (TVG).
- 13) Northern amenity space with landscape screening to Cala Industrial Estate - provides opportunity for natural acoustic screening from neighbouring uses.
- 14) This plan should be read in conjunction with Parameter Plan 1 - Development Extents & Land Uses, Parameter Plan 2 - Heights and Parameter Plan 3 - Access & Movement.



LONGMOOR STRATEGIC MASTERPLAN
PARAMETER PLAN 4
GREEN INFRASTRUCTURE



Author: Planning
Project Manager: Ianor Hughes
Senior Designer: Planning Department

KSA Highpoint Highfield Street Liverpool L3 6AA
T: 0151 226 0100 F: 0151 226 9405 E: info@ksa.co.uk www.ksa.co.uk

drawn	DT	checked	CL	approved
scale	1:2000@A1	date	13 / 01	cell/rev
job no.	4615	drawn by	ABS	revision
				P14

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 - THIS DRAWING IS BASED ON:
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 - MASTERPLAN PRODUCED BY KKA ARCHITECTURE REFERENCE "DATED "OCT 2019".
 - THE BRIDGES SHOWN ON THIS DRAWING ARE INDICATIVE ONLY, EXACT SIZE & POSITION AND LOCATION TO BE CONFIRMED.
 - PROPOSED ROAD MARKINGS, TRAFFIC SIGNAGE AND SIGNALS TO BE CONFIRMED.
 - EARTHWORKS EMBANKMENTS ARE 1:3 GRADIENT.
 - FOR SITE LOCATION PLAN REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00500.
 - FOR PROPOSED HORIZONTAL AND VERTICAL ALIGNMENTS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00511.
 - FOR PROPOSED CROSS SECTIONS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00512.
 - THE TECHNICAL SPECIFICATION OF THE ACCESS ROAD & BRIDGES SHOULD BE SUBJECT TO CONDITION.

KEY:

- APPLICATION BOUNDARY
- LOCAL AUTHORITY BOUNDARY
- NSC NORTH SOMERSET COUNCIL
- BCC BRISTOL CITY COUNCIL
- CARRIAGEWAY
- FOOTWAY
- EMBANKMENT (SEE NOTE 8)

P03	ISSUED FOR PLANNING	06.05 2021	JE JW	PC
P02	ISSUED FOR PLANNING	08.03 2021	JE JW	PC
P01	PRELIMINARY ISSUE	22.12 2020	JE JW	EK
Rev	Description	Date	By	App
			Chn	

PLANNING

LONGMOOR



tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk

PROPOSED ACCESS GENERAL ARRANGEMENT

Project No:	Scale (@A1):	Drawn:	Date:
1620003531	1:250	JE	MAR' 21
Drawing No:	Rev:		
LMV-RAM-XX-XX-DR-C-00501	P03		

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 - 3.2. MASTERPLAN PRODUCED BY KKA ARCHITECTURE REFERENCE " DATED "OCT 2019".
4. FOR PROPOSED GENERAL ARRANGEMENT REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00501.
5. FOR PROPOSED HORIZONTAL AND VERTICAL ALIGNMENTS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00511.
6. FOR PROPOSED CROSS SECTIONS REFER TO DRAWING LMV-RAM-XX-XX-DR-C-00512.
7. THE TECHNICAL SPECIFICATION OF THE ACCESS ROAD & BRIDGES SHOULD BE SUBJECT TO CONDITION.

- KEY:
- APPLICATION BOUNDARY
 - LOCAL AUTHORITY BOUNDARY
 - NSC NORTH SOMERSET COUNCIL
 - BCC BRISTOL CITY COUNCIL

P04	ISSUED FOR PLANNING	06.05.2021	JE	PC
P03	ISSUED FOR PLANNING	26.03.2021	JE	PC
P02	ISSUED FOR PLANNING	08.03.2021	JE	PC
P01	PRELIMINARY ISSUE	22.12.2020	JE	EK
Rev	Description	Date	By	App
			Chr	

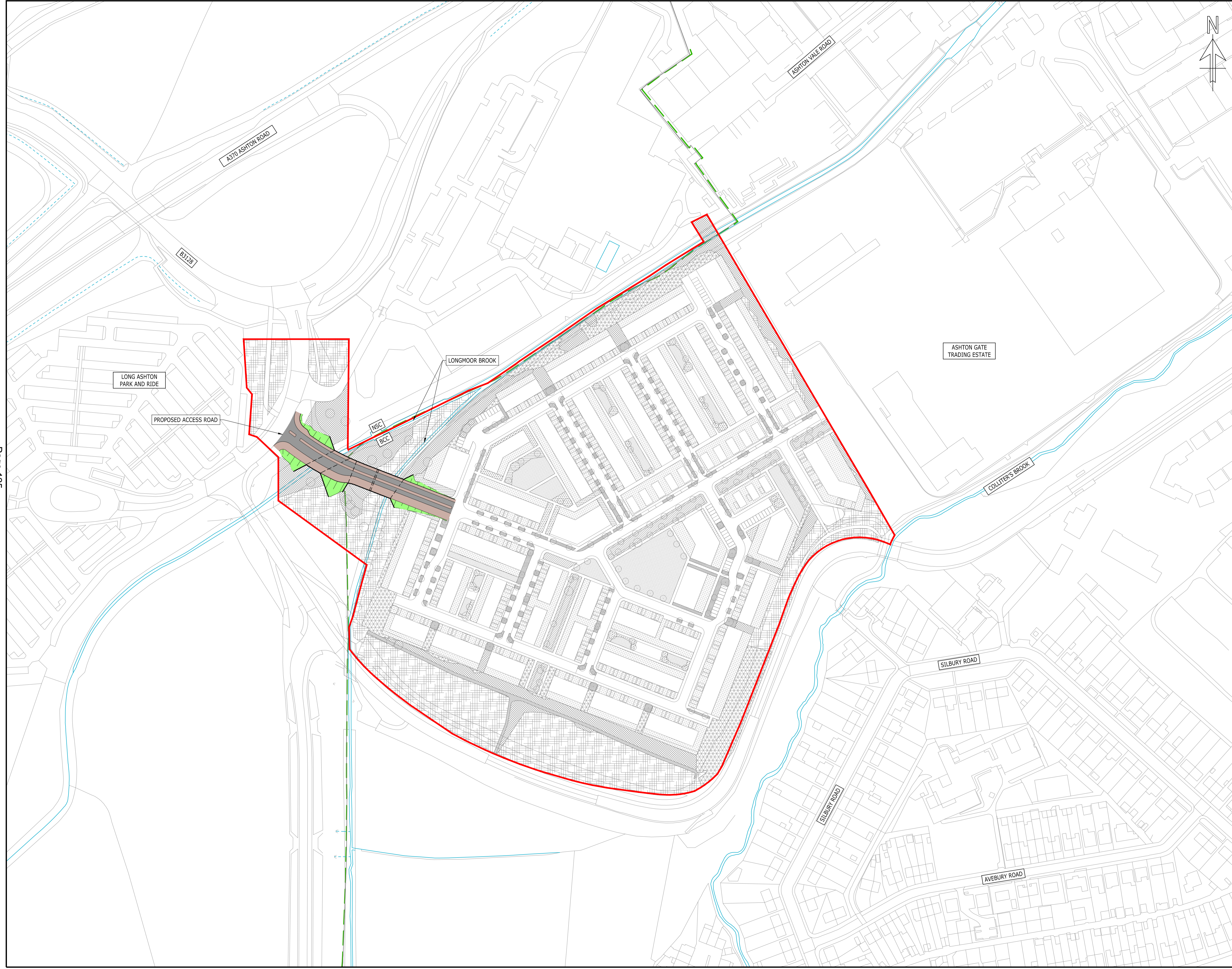
PLANNING

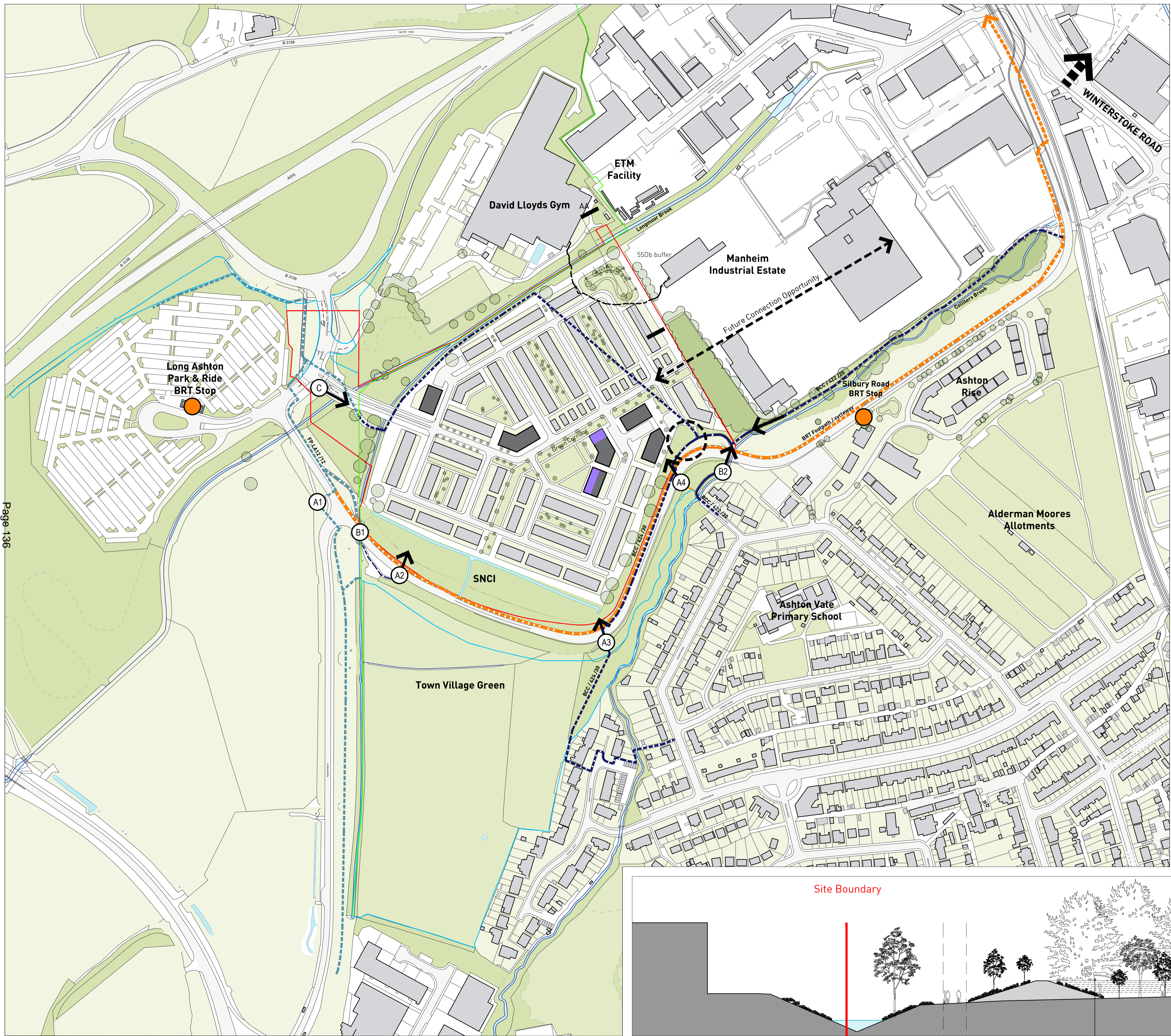
LONGMOOR



ACCESS ROAD PLAN

Project No:	1620003531	Scale (@A1):	1:1250	Drawn:	JE	Date:	MAR '21
Drawing No:	LMV-RAM-XX-XX-DR-C-00500	Rev:	P04				





Design Approach

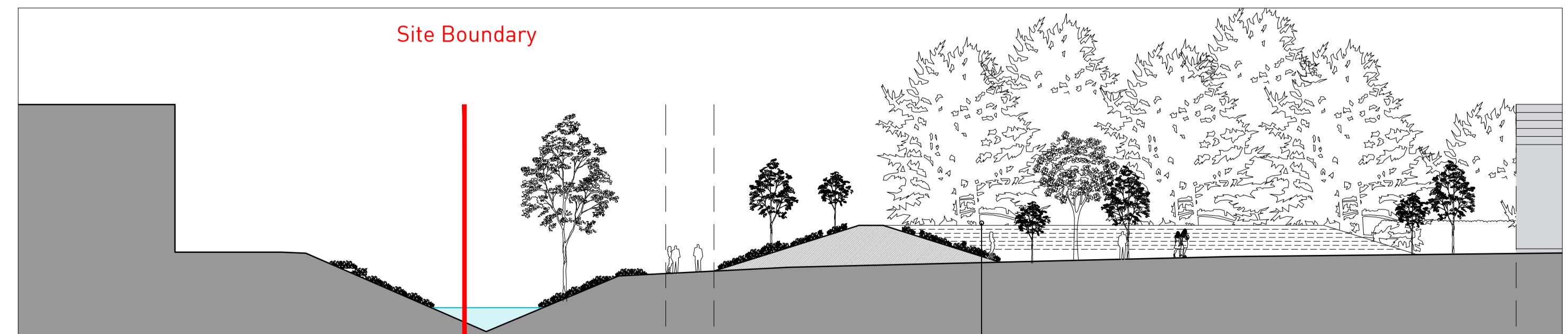
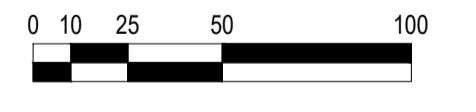
Eastern Gateway - Creates physical connection between Longmoor masterplan and existing PROW / BRT paths to connect with Ashton Vale, Ashton Rise, Silbury Road stop and Winterstoke Road from Colliters Brook. Increased massing at the gateway

Community & Commercial uses centered around heart space. 5 Storey flatted accommodation surrounds heart space. Heart space provides some play / amenity space

Existing BRT footpath / cycleway connections with central green corridor

- N
- Esteban ownership boundary
- Application Boundary (10.53 Ha / 26.02Ac)
- Existing Watercourses
- Indicative Landscaping
- Commercial / Community
- Residential Flatted Accommodation
- Residential Housing Accommodation
- ETM Facility - 55Db Noise constraint
- NSC Boundary
- Existing BCC PROW (Public right of way footpath & Metrobus crossings)
- Existing NSC PROW (Public right of way footpath & Metrobus crossings)
- Existing BRT Footpath / cycleway
- Pedestrian Access Point
- BRT stop
- AGSQ Supercrossing

- Existing Metrobus Pedestrian Crossing Points
- A1 F.PLA12 across busway junction
 - A2 North / South crossing point between BRT pathway & TVG
 - A3 F.P.424/30 crossing onto BRT pathway
 - A4 F.P.422/30 crossing onto BRT pathway
- Existing Metrobus Pedestrian Subway Points
- B1 F.P.12/44 beneath BRT bridge
 - B2 F.P.422/30 from Silbury Road beneath BRT bridge
- Proposed Pedestrian Crossing Points
- C New bridge link from B3128 feeder road



David Lloyd Gym Longmoor brook Potential Footpath Raised Landscape Bund to create acoustic buffer formed with site spoil height & spec tbc. Dwellings

Illustrative Site Section AA 1:200

Site boundary



Do not scale drawings. All dimensions to be checked on site.
Errors to be reported immediately to landscape architect.
To be read in conjunction with all relevant architects, Services and engineers drawings.

Revision Tracker	Status	Date
01 - DRAFT issue for discussion	S0	15.01.2021
02 - DRAFT issue following arch update	S0	01.02.2021
03 - Background update	S0	12.02.2021
04 - Issue for Planning	S0	14.05.2022

Churchman Thornhill Finch
 London
 3rd Floor, 14 Bowden Street,
 Kennington, London SE11 4DS
 +44(0)20 3727 6780

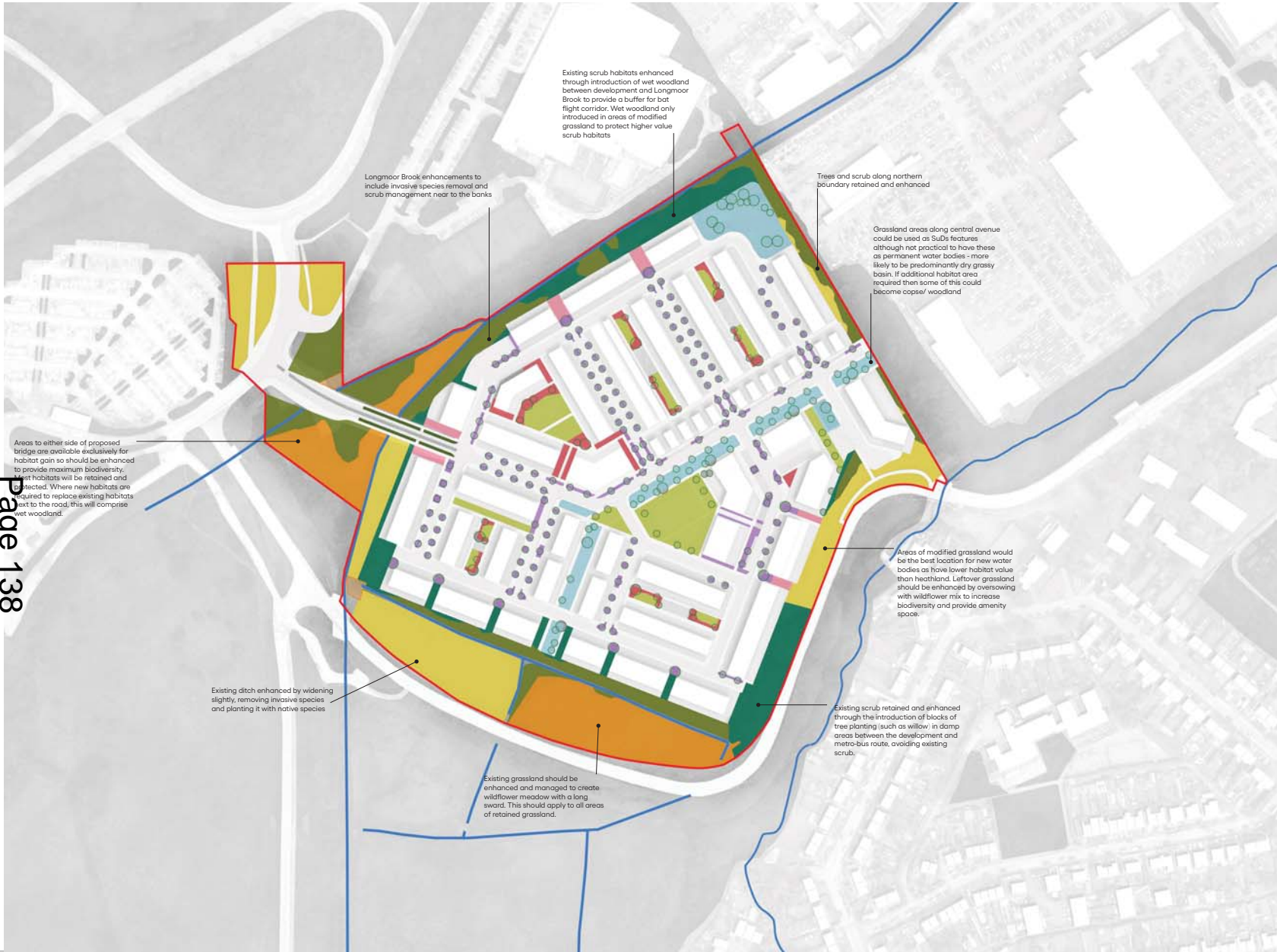
Date 14.05.2022
 Scale 1:1250/A1
 Drawn GG/DF
 Location Bristol, Ashton Gate
 Client Bristol Sport

Bristol
 1.14 Temple Studios,
 Temple Gate, BS1 6QA
 +44(0)20 3727 6788
 mail@churchmanthornhillfinch.co.uk

Longmoor Village
 Illustrative Landscape plan
 578-CTF-XX-XX-DR-L-1000



Status
S0
 Revision
P04



- Existing heathland and scrub
- Existing neutral grassland
- Existing modified grassland
- Existing sparsely vegetated land
- Existing ditch/ brook
- Proposed woodland/ heathland
- Proposed permanent water feature (on current plan)
- Proposed permanent water body required to meet net gain numbers
- Proposed meadow grassland
- Proposed shared gardens (including grass and shrub habitats)

Do not scale drawings. All dimensions to be checked on site.
 Errors to be reported immediately to landscape architect.
 To be read in conjunction with all relevant architects, Services and engineers drawings.

Revision Tracker	Status	Date
01 - DRAFT issue for discussion	SO	15.01.2021
02 - DRAFT issue for discussion	SO	02.02.2021
03 - Annotation updates	SO	11.02.2021
04 - Longmoor Brook crossing update	SO	05.03.2021
05 - Issue for planning	SO	14.06.2022

Churchman Thornhill Finch
 London
 3rd Floor, 14 Bowden Street,
 Kennington, London SE11 4DS
 +44(0)20 3727 6760

Bristol
 1.14 Temple Studios,
 Temple Gate, BS1 6QA
 +44(0)20 3727 6788

mail@churchmanthornhillfinch.co.uk

Date 14.06.2022
 Scale 1:1250/A1
 Drawn GG/DF
 Location Bristol, Ashton Gate
 Client Bristol Sport

**Longmoor Village
 Habitat Creation Plan**
 578-CTF-XX-XX-DR-L-1001

STATUS
S0

REVISION
P05

WARD: Westbury-on-Trym & Henleaze

SITE ADDRESS: Claremont School Henleaze Park Bristol BS9 4LR

APPLICATION NO: 21/05402/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 29 April 2022

Partial demolition of existing building and erection of new school buildings with landscaped areas, revised entrance and parking area, and associated infrastructure works.

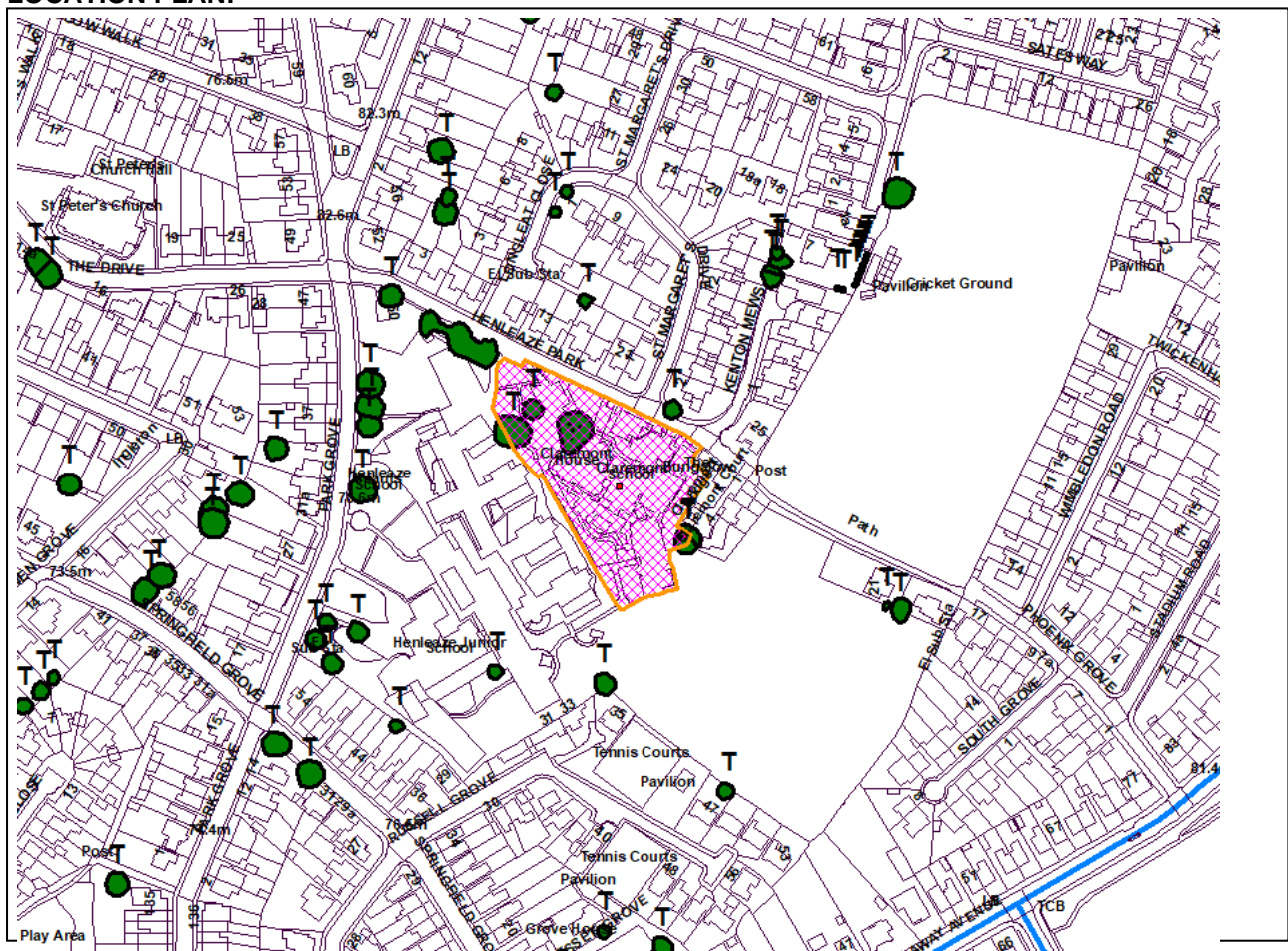
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Stride Treglown Limited
Promenade House
The Promenade
Clifton Down
Bristol
BS8 3NE

APPLICANT: Skanska (o/b Bristol Local
Education Partnership)
240 Park Avenue
Aztec West
Almonsbury
Bristol
BS32 4SY

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

LOCATION PLAN:



Development Control Committee A – 5 October 2022
Application No. 21/05402/FB : Claremont School Henleaze Park Bristol BS9 4LR

BACKGROUND AND SUMMARY

Planning permission is sought for the demolition of existing extensions and construction of a new two storey extension to Claremont House to provide additional teaching space for Claremont School, alongside internal refurbishment.

Claremont School is a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, the application site Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will bring the whole school together on one site at Claremont House.

Permission is also sought to re-design the front entrance parking and circular drop off area, incorporating the creation of designated school mini-bus bays, and several drop off / pick up bays located next to a new covered walkway canopy. Designated cycle parking for visitors is to be located outside the main school entrance and secure staff cycle parking is to be provided within the site. Permission is also sought to make improvements to the existing landscaped and play areas including new landscaped areas and tree planting, as well as the removal of 24 nos. trees and proposed re-planting scheme.

Currently at this site the school has capacity for 52 pupils. Following the re-development of the site the capacity will increase to 92 pupils. This increase in pupil numbers is broken down as follows:

Existing Claremont House pupils: 52
Relocated Redland Green School pupils: 21
Increased capacity: 18
Total pupil capacity: 91

Staffing numbers will rise from 70 to 103 full-time equivalents.

The application has been subject to three rounds of public consultation and has generated objections from 8 (first consultation); 6 (second consultation) and 12 (third consultation) neighbouring properties. These were predominantly in relation to potential amenity issues (overbearing, overshadowing, overlooking) arising due to the height and proximity of the development in relation to surrounding properties, as well as potential highway safety, noise and design issues (see full details of the objections below and on the BCC website).

The application has been referred to Committee by Councillors Gollop & Scott (Westbury-on-Trym and Henleaze) due to concerns over the traffic/highways impact and impact on amenity of neighbouring properties.

It is accepted that the development would result in some overbearing and overshadowing impact on neighbouring residential properties, which is not ideal. The applicant has however sought to minimise this impact through amendments to the scale, siting and design of the new teaching block, with a number of revisions made to the application during the course of the application and prior to submission.

The Council's Transport Development Management Team (TDM) has reviewed the application and acknowledged that there will be an increase in traffic and parking associated with the expansion. It is considered by TDM however that with an appropriate package of measures including highway works, waiting restrictions, alterations to the internal layout, and appropriate management of traffic within the site (secured via condition) that these can be mitigated to an acceptable level so as to not be a severe

Development Control Committee A – 5 October 2022
Application No. 21/05402/FB : Claremont School Henleaze Park Bristol BS9 4LR

detriment to safety on the surrounding highway network and within the site.

When assessing the application consideration has been given to the nature of the development and the importance in the wider context in terms of the provision of this type of educational facility within the city. The Council's School Partnerships Team and the Local Authority for SEND Education have set out in writing that this development will consolidate the specialised offer and facilities for children and enable the expansion and enhancement of the SEN provision in the City.

The development will therefore deliver clear benefits which weigh heavily in the consideration of the application. Given this and based on the detail provided it is concluded that any negative impacts associated with the development, including the impact on the living environment of surrounding residential occupants and any highways impacts, will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and taking into consideration the National Planning Policy Framework (2021) which states that planning authorities should take a proactive, positive and collaborative approach to development that will widen choice in education and give great weight to the need to expand or alter schools.

The application is therefore recommended for approval, subject to the conditions as set out below.

SITE DESCRIPTION

The proposed development site is that of Claremont School, a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will bring the whole school together on one site at Claremont House.

Claremont House is a substantial Victorian manor house built between 1851 and 1853, set within a spacious grounds. A southern wing was added in 1909, along with a garage extension to the east of the site. Bristol City Council purchased the site in the 1940's and Henleaze Infant and Junior Schools were built on the former tennis courts. Since this time the site has been subject to numerous extensions which have been built in an ad-hoc "as needed" basis, with no masterplan governing the site.

The school site includes two areas of car parking, the main school buildings, a separate sports centre with hydrotherapy pool and shared playing fields. The school has two access points on to the highway at present. The main entrance at the west of the site which serves as the entrance for the minibuses that bring the students to the school site provides gated vehicle access. Members of the public using the hydrotherapy pool utilise this access to reach the facility, during and out of school operational hours. The secondary entrance, at the rear of the school, serves primarily as a staff entrance to the parking area and as access for deliveries. There is a pedestrian gate at this access point also. There are two areas of parking. There are approximately ten parking spaces to the front of the school, with a further ten spaces to the rear, including accessible spaces, on tarmac surfacing.

The site is set within a predominantly residential area in Henleaze, north Bristol. Claremont House is not a Listed Building nor located within a Conservation Area. Claremont House is however described as a 'landmark building' within the Henleaze: Our Place Character Appraisal (2016) which states it is an 'historic, landmark, limestone building with quality architectural features.' Henleaze Schools Playing Fields are located directly to south and east of the site. There are five Tree Preservation Order's (TPOs) on site, three to the front of the school (situated within the car park) and two at the rear of the main buildings.

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RELEVANT HISTORY

No relevant site history.

EQUALITY ASSESSMENT

The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.

"S149 of the Equality Act 2010 provides that a public authority must in the exercise of its functions have due regard to:-

- a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- c) foster good relationships between persons who share a relevant characteristic and those who do not share it."

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The proposal will provide enhanced learning facility for students with Special Educational Needs (SEN) which will advance equality of opportunity. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation to this particular proposed development. It is considered that there will be a positive impact on equalities.

APPLICATION

Planning permission is sought for the demolition of existing extensions and construction of a new two storey extension to Claremont House to provide additional teaching space for Claremont School, alongside internal refurbishment.

Permission is also sought to re-design the front entrance parking and circular drop off area, incorporating the creation of designated school mini-bus bays, and a number of drop off / pick up bays located next to a new covered walkway canopy. Designated cycle parking for visitors is to be located outside the main school entrance and secure staff cycle parking is to be within the site. Permission is also sought to make improvements to the existing landscaped and play areas including new landscaped areas and tree planting, as well as the removal of 24 nos. trees and proposed re-planting scheme.

Currently, at this site, the school has capacity for 52 pupils, following the re-development of the site the capacity will increase to 92 pupils. This increase in pupil numbers is broken down as follows:

Existing Claremont House pupil: 52
 Relocated Redland Green School pupils: 21
 Increased capacity: 18
 Total pupil capacity: 91

Staffing numbers will rise from 70 to 103 full-time equivalents.

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STATEMENT OF COMMUNITY INVOLVEMENT

a) Process

In respect of public consultation, the applicant has confirmed that the intention would have been to hold an open public event at Claremont School. However, the coronavirus pandemic and the Government restrictions in place limiting the number of people allowed within a contained area meant that this was not possible as the scheme was developing. As a result, the proposed consultation was altered to reflect the guidance and restrictions in place. The consultation included:

- Pre-application discussions with Bristol City Council Planning Department
- A public consultation via a website and questionnaire.
- Engagement with staff and parents/ guardians within Claremont School
- Notification of the consultation event and forthcoming application was emailed to local ward Councillor's and the Henleaze Society.
- Use of the school's social media platforms to advertise the consultation event and proposals.
- Consultation website kept updated with key consultation feedback and key dates.
- A leaflet drop to local households to advertise the consultation website.
- A specific face to face drop in session for immediate neighbours within Claremont Court.

b) Outcomes

In response to residents' concerns, the following alterations were made:

- Design amended and the scale of the building slightly reduced
- Building mass reduced in the north east corner
- Colour of the render and brick along the eastern elevation changed
- Design of the car-park area to the front of the site amended, there is no-longer a carousel / drive around loop
- Additional topographical surveys were carried out following the meeting in order to address concerns about the accuracy of relative levels of neighbouring properties and the proposal as shown on drawings
- Cycle parking is shown on the submitted plans, with the main cycle parking area being located to the front of the school building
- A noise consultant has assessed the roof top plant and considered the proximity of neighbours and has concluded that the noise from roof top plant will operate within levels that will not negatively affect neighbours
- Room adjacencies have been amended in order to keep windows of habitable rooms on the east elevation as far away as possible from the closest neighbours
- Dark metal cladding has been replaced with buff brick on some parts of the east elevation at first floor level to reduce the visual impact on neighbours
- A timber fence has been added on the ground floor terrace outside east-facing classrooms in order to prevent overlooking of the garden of Claremont Lodge
- Trees have been added to screen the view of the new building from Claremont Lodge
- First floor external door onto the single storey flat roof has been replaced with a window

RESPONSE TO PUBLICITY AND CONSULTATION

The application was initially advertised in press and via site notice, expiry date 17.11.2021. Neighbours were consulted via individual letters sent 20.10.2021.

Objections initially received from 8.no neighbouring properties, which in summary raised the following concerns:

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- The development will result in increased congestion and traffic including more staff cars and minibuses given the increase in pupils
- No consideration has been given to staff or visitor requirements and/or increases
- The development will result in increased traffic during for construction and the delivery of materials
- The surrounding streets are area are not suited to any increase in vehicle movements/traffic
- There is inadequate availability of parking in the local area for the increased capacity
- The development will result in more stress on local parking provision for existing residents
- The development could result in highway safety issues
- It is not clear where the items coming into the service area will be off loaded to

Urban Design

- The scale, scope and height of the proposed new buildings along Henleaze Park and adjacent to Claremont Court is out of character with the residential area of low rise houses and school buildings
- The development is not subservient to the existing and historic Claremont House, and will harm its setting
- There is very little reflection of the Victorian nature of Claremont House in the designs
- The minibus canopy will be very visible from Henleaze Park and will make the road feel more cramped and also restrict the views of Claremont House, which is a Heritage asset
- The proposed buff bricks do not mirror the greyish sandstone of Claremont House, and surrounding walls in the neighbourhood, such as those on the corner of Kenton Mews, which are a key distinctive feature of this area

Trees/Arboriculture

- The removal of trees will harm visual amenity and would have a negative impact in terms of climate change
- The proposed tree replacement planting should be secured via condition

Neighbouring Amenity

- The scale and siting of the development would overshadow surrounding properties, result in overbearing and overlooking to the detriment or residential amenity
- The development doesn't take into account the change in levels between the site and surrounding properties
- The increase in traffic during the construction period and afterwards will result in air quality, pollution and noise issues for existing residents
- The minibus drop off will result in increased noise nuisance from engines, doors, unloading etc
- New ventilation equipment could have an impact on the amenity of surrounding properties in terms of noise and disturbance

Sustainability

- The demolition and rebuilding of buildings that are less than 25 years old and in good condition is in contradiction to Bristol City Council's Environmental Policy.
- The total CO2 generated from constructing a new school will greatly exceed any savings from the reduced energy usage of a new school

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Other

- There are bats present within the existing building
- The consultation period has been insufficient
- The plans and supporting detail is inaccurate, vague and misleading
- The school should consider ongoing maintenance issues
- The development could result in safety and security issues for surrounding properties

1.no neutral comments received, neither objecting to nor supporting the application however raising the following:-

- The surrounding streets are area are not suited to any increase in vehicle movements/traffic
- There is inadequate availability of parking in the local area for the increased capacity
- The development will result in more stress on local parking provision for existing residents
- The development could result in highway safety issues
- It is not clear how much more noise will be generated as the swimming/plunge pool is adjacent the road
- The replacement trees should be mature

Following these comments and concerns raised by officers the applicant submitted revised plans and additional detail to seek to address the issues raised. As a result those who were originally consulted and those who already commented on the application were re-consulted via individual letters sent on 09.02.2022.

Objections received from 6.no neighbouring properties following re-consultation, which in summary raised the following concerns:

Highways/Transport

- The development will result in increased congestion and traffic including more staff cars and minibuses given the increase in pupils
- No consideration has been given to staff or visitor requirements and/or increases
- The development will result in increased traffic during for construction
- The surrounding streets are area are not suited to any increase in vehicle movements/traffic
- There is inadequate availability of parking in the local area for the increased capacity
- The development will result in more stress on local parking provision for existing residents
- The development could result in highway safety issues

Urban Design

- The scale, scope and height of the proposed new buildings along Henleaze Park and adjacent to Claremont Court is out of character with the residential area of low rise houses and school buildings
- The development is not subservient to the existing and historic Claremont House, and will harm its setting
- There is very little reflection of the Victorian nature of Claremont House in the designs
- The minibus canopy will be very visible from Henleaze Park and will make the road feel more cramped and also restrict the views of Claremont House, which is a Heritage asset
- The proposed buff bricks do not mirror the greyish sandstone of Claremont House, and surrounding walls in the neighbourhood, such as those on the corner of Kenton Mews, which are a key distinctive feature of this area

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- The scale and siting of the development would overshadow surrounding properties, result in overbearing and overlooking to the detriment of residential amenity
- The development doesn't take into account the change in levels between the site and surrounding properties
- The inclusion of new trees and planting will result in additional overshadowing and overbearing
- The use of the external section of the site at the north-east by staff could result in overlooking and noise/disturbance
- The increase in traffic during the construction period and afterwards will result in air quality, pollution and noise issues for existing residents
- The minibus drop off will result in increased noise nuisance from engines, doors, unloading etc
- New ventilation equipment could have an impact on the amenity of surrounding properties in terms of noise and disturbance
- The use of the site could result in noise and disturbance

Trees/Arboriculture

- The removal of trees will harm visual amenity and would have a negative impact in terms of climate change
- The proposed tree replacement planting should be secured via condition

Sustainability

- The demolition and rebuilding of buildings that are less than 25 years old and in good condition is in contradiction to Bristol City Council's Environmental Policy.
- The total CO2 generated from constructing a new school will greatly exceed any savings from the reduced energy usage of a new school

Other

- It's unclear why other areas of the site or adjoining sites can't be developed
- The application is lacking detail in terms of Ecology
- There are bats present within the existing building
- The consultation period has been insufficient
- The plans and supporting detail is inaccurate, vague and misleading
- The school should consider ongoing maintenance issues
- The development could result in safety and security issues for surrounding properties

1.no neutral comments received, neither objecting to nor supporting the application however raising the following:-

- The development will result in traffic and highway safety issues
- The development will result in noise, pollution, disturbance and disruption during the construction period
- The design of the canopy requires further attention, as it could result in harm to amenity
- The overshadowing impact on neighbouring properties should be carefully considered
- The stone lettering to the existing entrance should be retained

Following these comments and concerns raised by officers the applicant submitted a further set of revised plans and additional detail to seek to address the issues raised. As a result those who were originally consulted and those who already commented on the application were re-consulted via individual letters sent on 17.06.2022.

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Objections received from 12.no neighbouring properties following re-consultation, which in summary raised the following concerns:

Highways/Transport

- The development will result in increased traffic, congestion and parking issues during the construction period
- The development would result in highway safety issues
- No information has been submitted to show how the traffic requirements are going to be met during the demolition and build process
- A one way system should be trialled during the construction period
- The use of Golden Hill Sports Ground should not be used as a car park for Claremont School as it will result in congestion and parking issues for residents living in the streets surrounding that site
- The delivery/servicing spaces is not of a sufficient size which would result in vans and lorries parking outside or partially outside the gates onto the road
- Additional waiting restrictions are required on the roads surrounding the site
- No travel plan has been provided
- It is unclear how many parking spaces there will actually be

Neighbouring Amenity

- The development would overlook surrounding residential properties
- The scale and siting of the development would overshadow surrounding properties, result in overbearing and overlooking to the detriment of residential amenity
- The increase in traffic during the construction period and afterwards will result in air quality, pollution and noise issues for existing residents
- The siting of the bin store would cause harm to the amenity of neighbouring properties
- The new plant and equipment will cause harm to the amenity of surrounding residential properties
- There is no noise assessment made for the bifold gates or for lorries loading and unloading in the service yard
- Delivery times are vague

Other

- The supporting documentation and plans are inaccurate and misleading
- The proposal represents an overdevelopment of the site
- The consultation undertaken by the applicant hasn't been sufficient
- The development would result in safety and security issues for surrounding properties
- The Ecological Report is out of date and should be updated

1.no neutral comments received, neither objecting to nor supporting the application however raising the following:-

- The development will result in traffic and highway safety issues and a revised Transport Statement should be provided to reflect this

OTHER COMMENTS

Councillors Geoff Gollop & Sharon Scott (Westbury-on-Trym and Henleaze) commented as follows:-

'I would like this planning application to be considered by an Area Development Control Committee if it is proposed to be recommended for approval.

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I have been approached by local residents who are concerned that the submitted plans are not of an acceptable standard. They do not identify the relevant height levels between the site and neighbouring properties and at least one near neighbour has been omitted from the plans. The application was not in line with the standards required by the Council.

The mass of the proposed building is disproportionate to its immediate neighbours.

In addition there are serious concerns about traffic and impact on the local roads. The proposal is to double the number of pupils at the school. Pupils with complex needs require adapted mini buses to transport them. At present the vans queue on neighbouring roads awaiting access to the site. These roads are already congested with vehicles parents and children from the adjoining Henleaze Infant and Junior school. The doubling of numbers will at least double the number of vehicles dropping off and picking up from Claremont, but there is no attempt to provide space for those vehicles to come on site and no traffic plan that deals with the possible mitigation of this pressure. There needs to be a separate entrance and an exit to the site for these vehicles and a traffic management plan which is detailed practical workable and enforceable

I welcome the investment in this site and do not want to obstruct it, but I do expect the applicant to respect the impact on local residents, to submit plans of an appropriate standard, and show they have taken account of the traffic impact before seeking approval.'

The Henleaze Society has commented as follows:-

'The Survey of Community Involvement questionnaires raise some issues.

1. The scale of the building is too big and is overdevelopment of a constrained site. The properties closest to the proposed new blocks, The Bungalow, Claremont Lodge and Claremont Court are the ones mostly affected. The proposed new two storey block is likely to be overbearing and overlooking.

In the Survey Appendix the distance from the boundary next to Claremont Lodge was recommended to be 9 metres, but in the architectural drawings it appears to be much less. Whilst it may be more convenient to have all the pupils in Claremont School, some of the older pupils, post 16 years of age, could stay at the Redland School and benefit from contacts with pupils of their own age at Redland Green School. Redland Green School pupils could also benefit from learning about children needing SEND education and support. This would reduce the numbers of pupils in Claremont School so that the proposed new buildings could be smaller and moved southwards on the site, away from nearby houses.

2. The creation of additional traffic affects highway safety. Development should not give rise to unacceptable traffic conditions. A travel plan is needed to show how the increased number of cars, taxis and minibuses transporting 91 pupils could be managed or phased during morning arrival and afternoon departure of the pupils. The travel plan should show how 22 parking places can be shared by staff, who travel by car. Will 22 places be sufficient for the increase in the number of FTE staff from 70 to 103? If not, where could additional parking places be on-site?

Local residents in Henleaze Park, St. Margarets Drive, Longleat Close and Kenton Mews are concerned about staff parking in the streets, which are narrow, so that traffic movement is hindered and dangerous. St Margarets Drive has 3 curves,(including one linking Henleaze Park and St Margarets Drive), which form blind corners so that vehicle drivers travelling in one direction cannot see those coming in the opposite direction. If vehicles are parked in these streets, it is difficult for vehicles to pass one another.

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No staff parking should be in these streets. The needs and safety of the residents, who park their cars on their drives or in their garages in these streets, requires consideration. A one-way system for school traffic may help to ease the congestion and traffic movement in the nearby streets and increase the safety of children and parents walking to the Henleaze Infant and Junior Schools.

3. The Environmental Noise Assessment has not assessed the plant and ventilation systems proposed for the new buildings and the plant room for the hydrotherapy pool is close to residents. It is unlikely to be used during school hours only. A constant humming noise for 24 hours every day would be very unpleasant.

4. The loss of 14 on-site trees needs further consideration. As many trees as possible, with good physiological condition should be retained. Mitigation for the felled trees either by planting new trees on-site or elsewhere is essential. Perhaps new trees could be planted on the edge of the sports field.

The planting schemes to increase biodiversity are excellent.'

Bristol City Council Pollution Control has commented as follows:-

'I confirm that I am happy with the findings of the revised Noise Impact Assessment. The predicted noise rating level for all plant of 30 dBA outside is very low and not a level that should not cause any harm to neighbouring residents. To put this into some context BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings recommends that it is desirable for a level of 50 dBA to not be exceeded in outside areas during the day and a level of 30 dBA should not be exceeded within a bedroom at night (An open window should reduce noise be between 10 & 15 dB so internal levels will be below 20 dB). A condition however should be attached to ensure that the rating level of any noise generated by plant & equipment as part of the development shall be no more than 30 dBA at any residential property.

A condition should also be attached requiring that no equipment for the extraction and dispersal of cooking smells/fumes shall be installed until details including method of construction, odour control measures, noise levels, its appearance and maintenance have been submitted to and approved by the Council.

It is unlikely that the noise generated by the food and drink preparation area would be harmful to the amenities of surrounding residential properties given the use it serves (school) and separation distance from surrounding residential properties. No significant changes are proposed to external play areas which could have a harmful impact on the amenity of surrounding properties in terms of noise and disturbance, particularly given that the use of external areas would only take place at break and lunch times during the middle of the day, and during weekdays only.

To ensure no harm is caused to the amenity of occupants of surrounding properties a condition should be attached restricting activities relating to the collection of refuse and recyclables (and the tipping of empty bottles into external receptacles) to between 08.00 and 20.00. There will be no odour related issues given the limited size of the bin store and the use it serves (school).

To ensure that no harm is caused to the amenity of surrounding neighbouring properties during the construction period (with regards to noise, vibration, dust and site lighting) a Construction Environmental Management Plan should be secured via condition. A condition should also be attached requiring that there shall be no commencement of use until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and approved in writing by the Council.'

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Bristol City Council Air Quality has commented as follows:-

'No air quality assessment is provided but the development is unlikely to generate significant extra traffic or introduce new exposure to pollution at unacceptable levels. I therefore have no objections or concerns in relation to the proposal.'

Bristol City Council Arboricultural Team has commented as follows:-

'I have no objections to the application following the submission of further detail. It is recognised that the most prominent trees on site (such as T35 and T36) will be retained and adequately protected, which is welcomed. The loss of two Category B trees close to the boundary with Henleaze Park (T38 and T40) is not ideal however it is recognised their removal is required to deliver the minibus shelter and covered walkway which is an essential element of the school re-development project and is a necessity given the requirements of the pupils. On balance the loss of these trees is therefore considered acceptable.

The protection measures detailed in the submitted Arboricultural Impact Assessment are considered sufficient to ensure all retained trees will not be impacted upon, subject to a condition to ensure the measures are in place prior to any development at the site. The on-site replacement planting is in accordance with the Council's Tree Replacement Standard and is considered acceptable, however a more detailed landscape plan should be secured via condition detailing the precise species and mix of trees to ensure there is some diversity of the ultimately lifespan.

Bristol City Council City Design Group has commented as follows:-

'The Design and Heritage team supports this proposal in principle. The scheme represents a rationalisation over the existing layout with benefits for revealing the special quality of the original building. Possible improvements could be made in relation to the interface between old and new and the potentially overly close relationship with Claremont House. However, these are not considered to be significant enough issues to require changes to the application. It is noted that a Heritage Statement was submitted with the application which describes how the design was developed to be sympathetic to the historic Claremont House. The increase in car parking and hard surfacing is regrettable for the setting of Claremont House. However, this is an understandable compromise given the school's expansion and the needs of the students it serves. This is also a reversible feature if the school use changes in the future. The mature trees in car park area will give some counter balance to the extent of hard surfacing proposed thereby maintaining a degree of softness for this frontage. The application should demonstrate that these trees will not be harmed with this expansion. It is understood that an arboriculture survey and report has been provided and is currently being assessed.'

Bristol City Council Contaminated Land Environmental Protection has commented as follows:-

'The submitted desk study is acceptable and based on the level of detail provided the proposal should lead to no harmful issues related to land contamination.

A condition should however be attached requiring that there should be no development (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority.

A condition should also be attached requiring that in the event that contamination is found no occupation should take place until the approved remediation scheme has been carried out in accordance with its terms.

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A condition should also be attached requiring that 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.'

Avon and Somerset Constabulary Crime Reduction Unit has commented as follows:-

'Following the submission of revised plans and additional detail the proposed development is acceptable, subject to a security management plan being secured via condition.'

Bristol City Council Flood Risk Manager has commented as follows:-

'After reviewing the additional information, this is all acceptable and our previous objection can be removed.'

Bristol City Council Nature Conservation Officer has commented as follows:-

'No objections following the submission of further detail and subject to conditions.'

Bristol City Council Sustainable Cities Team has commented as follows:-

'No objections following the submission of further detail and subject to conditions.'

Sport England has commented as follows:-

'Sport England assesses this type of application in light of the National Planning Policy Framework (NPPF) and against its own planning objectives, which are Protect - To protect the right opportunities in the right places; Enhance - To enhance opportunities through better use of existing provision; Provide - To provide new opportunities to meet the needs of current and future generations. Further information on the objectives and Sport England's wider planning guidance can be found on its website:

<http://www.sportengland.org/planningforsport>

To secure community use of the sports facilities at the school please see the planning condition below. We refer the applicant to Use Our School, a resource to support schools in opening their facilities to the community and keeping them open. It provides tried and tested solutions, real life practice, tips from people making it happen, and a range of downloadable resources.

<https://www.sportengland.org/facilities-planning/use-our-school/>

This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition being attached to the decision notice (if the Council are minded to approve the application):

Use of the development shall not commence [or no development shall commence or such other timescale] until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the school's sports facilities including hydrotherapy pool and include details of pricing policy, hours of use, access by non-educational establishment users/non-members, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.'

Development Control Committee A – 5 October 2022**Application No. 21/05402/FB : Claremont School Henleaze Park Bristol BS9 4LR****Bristol City Council Transport Development Management** has commented as follows:-

'It is acknowledged that there will be an increase in traffic and parking associated with the expansion. It is considered by TDM that with an appropriate package of measures including highway works, waiting restrictions, alterations to the internal layout, and appropriate management of traffic within the site, that these can be mitigated to an acceptable level, so as to not be a 'severe' detriment to safety on the surrounding highway network and within the site.' Refer to Key Issue D for full comments.

RELEVANT POLICIES

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – July 2021

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

(A) PRINCIPLE OF DEVELOPMENT

The application site is Claremont School, a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will extend and refurbish the current site to increase the capacity for pupils and bring the whole school together on one site at Claremont House.

Paragraph 95 of the National Planning Policy Framework (2021) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. The NPPF states that Local Planning Authorities should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

The principle of development and alteration/expansion of the education facilities at the site is therefore supported and acceptable in national planning policy terms in this respect.

In local policy terms, Bristol Core Strategy (2011) Policy BCS12 sets out the general approach to the protection and development of community facilities (which includes schools). This policy states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community and where possible community facilities should be located within existing centres. Existing community facilities should in addition be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.

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Policy DM5 in the Site Allocations and Development Management Policies (2014) sets out that the term community facilities is wide-ranging and can include community centres, childcare facilities, education establishments, training centres, health and social care facilities and civic and administrative facilities. Policy DM5 states that proposals involving the loss of community facilities land or buildings will not be permitted unless it is demonstrated that:

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

The proposed development will result in the demolition of existing extensions at the school, with their replacement with a new two storey teaching block. The overall development will result no loss of school/community floorspace in the local area, with the proposed development resulting in improved and expanded educational facilities for the local community with a greater capacity for pupils (the site capacity will increase from 52 pupils to 92 pupils). Community use of the new hydrotherapy pool will remain on the same basis as at present.

The entire site is already in current educational use. No change of use or alteration of the site boundary is proposed; and thus the site is considered an acceptable location for the provision of additional educational floorspace, subject to meeting all other relevant policy requirements (see below). The principle of development is therefore supported and acceptable.

(B) WOULD THE PROPOSAL BE ACCEPTABLE IN DESIGN TERMS AND WOULD IT IMPACT ON THE CHARACTER AND SIGNIFICANCE OF NON-DESIGNATED HERITAGE ASSETS?

The Local Planning Authority is required (under Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas, listed buildings and heritage assets. The case of *R (Forge Field Society) v Sevenoaks DC* [2014] EWHC 1895 (Admin) ("*Forge Field*") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48].

Section 16 of the national guidance within the National Planning Policy Framework (2021) states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise.

Para 199 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Para 201 states that where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public

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benefits that outweigh that harm or loss. Para 202 further states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Para 203 also states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

In addition, Bristol Core Strategy (2011) Policy BCS22 seeks to ensure that development proposals safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including historic buildings both nationally and locally listed and conservation areas. Policies DM30 and DM31 in the Site Allocations and Development Management Policies (2014) also express that alterations to buildings should preserve or enhance historic settings. Policy DM31 specifically states that alterations, extensions or changes of use to listed buildings, or development in their vicinity, will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings. Development within or which would affect the setting of a conservation area will be expected to preserve or, where appropriate, enhance those elements which contribute to their special character or appearance.

Policy BCS21 also requires new development in Bristol to deliver high quality urban design and sets out criteria to measure developments against including the need for development to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness. This policy also states that development should promote accessibility and permeability by creating places that connect with each other and are easy to move through, promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference and create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing. This policy also states that development should enable the delivery of permanent and temporary public art.

Policy DM26 more specifically states that the design of development proposals should contribute towards local character and distinctiveness by responding appropriately to the height, scale, massing, shape, form and proportion of existing buildings, building lines, skylines and roofscapes and incorporating existing land forms, green infrastructure assets and historic assets and features. This policy also states that development should reflect locally characteristic architectural styles, rhythms, patterns, features and themes taking account of their scale and proportion and reflect the predominant materials, colours, textures, landscape treatments and boundary treatments in the area.

Policy DM27 further expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting. This policy also states that development will be expected to create or contribute towards a simple, well-defined and inter-connected network of streets and spaces that allows for convenient access to a choice of movement modes and routes, as appropriate to the size of the development and grain of the surroundings. The layout and form of development will also be expected to enable active frontages to the public realm and natural surveillance over all publicly accessible spaces.

Policy DM29 states that new buildings should be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm. This policy further states that proposals for new buildings will be expected to be clearly organised in terms of their form and internal layout and circulation to reflect the hierarchy of function they will accommodate, the uses they will serve and the context they will address.

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Policy DM30 further states that any extensions and alterations to existing buildings will be expected to respect the siting, scale, form, proportions, materials, details and the overall design and character of the host building, its curtilage and the broader street scene and retain and/or reinstate traditional or distinctive architectural features and fabric. Extensions should be physically and visually subservient to the host building, including its roof form, and not dominate it by virtue of their siting and scale. Proposals that would sensitively adapt existing buildings to alternative uses as an alternative to demolition will be supported.

The proposed development site is that of Claremont School, a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will bring the whole school together on one site at Claremont House. Currently, at this site, the school has capacity for 52 pupils, following the re-development of the site the capacity will increase to 92 pupils

Claremont House is a substantial Victorian manor house built between 1851 and 1853, set within a spacious grounds. A southern wing was added in 1909, along with a garage extension to the east of the site. Bristol City Council purchased the site in the 1940's and Henleaze Infant and Junior Schools were built on the former tennis courts. Since this time the site has been subject to numerous extensions which have been built in an ad-hoc "as needed" basis, with no masterplan governing the site.

The school site includes two areas of car parking, the main school buildings, a separate sports centre with hydrotherapy pool and shared playing fields. The school has two access points on to the highway at present. The main entrance at the west of the site which serves as the entrance for the minibuses that bring the students to the school site provides gated vehicle access.

Claremont House is not a Listed Building nor located within a Conservation Area. Claremont House is however described as a 'landmark building' within the Henleaze: Our Place Character Appraisal (2016) which identifies it is an 'historic, landmark, limestone building with quality architectural features.' Bristol City Council City Design Team also confirmed following consultation that whilst Claremont House has not yet been assessed for the Local List of local heritage assets, it should be considered as a non-designated heritage asset.

Planning permission is sought for the demolition of existing extensions and construction of a new two storey extension to Claremont House to provide additional teaching space for Claremont School, alongside internal refurbishment. Permission is also sought to amend the parking layout and introduce ancillary structures in the curtilage of the site.

The applicant confirmed that options to retain and re-use the existing building were considered in detail, but none of these options were able to provide the required internal accommodation and external spaces. In this instance the LPA recognises the unique requirements associated with the proposed development, being a specialist education facility catering for pupils with Profound and Multiple Learning Difficulties who require specialist equipment and a bespoke environment. Therefore the total demolition and construction of a new extension/teaching block is recognised as necessary given the unique nature of development, requirements of the end user and required increase in internal accommodation.

Following consultation, the Council's City Design Team raised no objections to the proposal on design ground, including with regards to the impact of the development on the non-designated heritage asset. The proposal will retain the existing historic building which is welcomed. The new teaching block/extension represents a rationalisation over the existing layout with benefits for revealing the

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special quality of the original building. The new teaching block/extension, whilst of a relatively large scale will occupy a similar sized footprint to the existing school building and extensions which are to be removed. These existing buildings to be removed are modern additions of lesser quality and the replacement with a higher quality modern structure would be of benefit in terms of visual amenity.

Whilst the new development will be of a greater height than the existing extensions at certain points, it will remain two storeys which will be a lesser height than the main Victorian building, thus achieving a subservient relationship. The historic Claremont House will remain the dominant, landmark building within the site, and the proposal will have no harmful impact on any existing quality architectural features.

The construction of the new teaching block/extension will predominantly take place to the rear of the site in the south-eastern corner, meaning the impact of the proposal on public views will be minimised. The design of the double mansard roof has been carefully developed to visually reduce the mass of the proposed addition, lessening the impact of the building façades as the roof slopes away. It is recognised that some development will take place in close proximity to the front boundary with Henleaze Park. At this position the new teaching facilities will be of a lesser height than at the rear/south-east and will take gabled roof designs to reflect the existing forms of Claremont House and neighbouring properties fronting the street. The result is a volume that is more domestic in its scale and more fitting with the surrounding context with the development also set back from the street and partially concealed by the boundary wall. It is considered that this will ensure that the development would have no harmful impact on the character and appearance of the streetscene or wider area when viewed from the public realm along Henleaze Park.

Support facilities of plant rooms and external stores are located in the service yard. These are kept as low as possible, set behind the existing historical boundary wall so as not to impact the view from the street. Both will be constructed of buff brick to match the new teaching block with green roof the plant room to improve biodiversity and visually soften the view from the street. Further detail of this green roof is secured via condition.

The continuous roof form of the main teaching block façade is punctuated where it cranks to the south; here the building facade lifts up to create a pitched element that responds to Claremont House, referencing the dormers of the mansion house in a contemporary way. It defines the edge of a new courtyard space, created between the existing and new buildings and lifts the scale slightly of the new building where it sits beside its taller and more decorative neighbour. This is where the Post-16 social space is to be located and increased ceiling heights in here set it apart from teaching spaces, creating a special place for the oldest pupils. The south elevation facing the playing fields has been redesigned following Case Officer advice in order to break up the previously blank facade.

Concerns were initially raised with regards to the way in which the new build is to be attached to Claremont House, particularly at junctions with the roof. This interface has therefore been redesigned and significantly reduced following Case Officer advice in order to avoid existing features wherever possible, with the link at first floor reduced to a minimum. A light touch has been proposed through the use of curtain wall glazing on the ground floor. At first floor level the new building steps back and joins to the old with a limited connection in order to avoid interference with the original decorative dormer window. Whilst the connection will occur in part above the eaves, which isn't ideal, overall it is recognised that this interface will not be overly visible from within the site and from public view and as such it is not considered that there will be any harmful impact on the design and character of the historic building and wider area.

Following a request from the Case Officer, the existing external fire escape to the south wing/rear of Claremont House will be removed. This is welcomed and represents a significant improvement and benefit in terms of visual amenity and heritage, as recognised in the Henleaze: Our Place Character Appraisal which states that the 'fire escape at Claremont School is not sympathetic with the original design and undermines its special architectural interest'. It goes on to identify the fire escape as a

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negative feature and enhancement opportunity. The development is in accordance with the aspirations of the Character Appraisal in this respect.

For the new built element, a mixture of materials is proposed that complement Claremont House as well as provide a palette of contemporary materials. These include dark grey metal cladding, textured buff brick, contrasting black brick colonnade, curtain walling and black metal railings. In principle these materials are considered of a suitable quality given the context and in keeping with the main building (Claremont House). To ensure they are acceptable however sample panels are secured via condition. Large scaled detailed drawings of all design features are also secured via condition, alongside a public art plan.

In terms of boundary treatment, the existing stone boundary wall to Henleaze Park is to be retained, which is welcomed. New railings, fencing and access gates are proposed, which are acceptable in principle however large scale detailed drawings are secured via condition to ensure they are of a suitable design quality.

To achieve the number of staff cycle parking spaces required by policy an additional store is proposed along the northern boundary of the site with Henleaze Park. The store will be set below the height of the existing boundary wall and will be of such a scale so it will not impact existing key views of the historic building or design features such as window surrounds. As such the cycle store is considered acceptable on design grounds.

The application proposes a canopy/walkway structure along the boundary with the site and Henleaze Park to provide shelter from the mini-bus drop off points and the main school entrance. Initial concerns were raised in relation to the impact of the structure on the streetscene and impact on views of Claremont House given the bulk, scale and siting. The applicant however provided justification for this element of the scheme, setting out that it is an essential element of the school re-development project and is a necessity given the physical disabilities that a large number of the students have and their need to use motorised wheelchairs or other mobility devices quickly out of the specially adapted minibuses. As such, given the requirements of the school and pupils in this instance no objections are raised to the canopy structure in principle, and it is accepted that it is not possible to amend the siting or height of the canopy. However, further detail is secured via condition to ensure it is of a high quality design and lightweight and slim-line as possible to reduce the bulk, massing and prominence as much as possible.

The development proposes alterations to the main entrance, landscaped curtilage and parking arrangement, including a new dedicated mini-bus drop-off area. The car park will provide a total of 17 no car parking spaces, including 2 no accessible spaces adjacent to the main entrance of the school. A further 10 no mini bus spaces have been provided for pick up and drop off. The increase in parking and hard surfacing is regrettable for the setting of Claremont House. However, this is an understandable and on balance acceptable compromise given the school's expansion and the needs of the students it serves. A sufficient amount of greenery and landscaping will be retained, including the most prominent trees within the site which will give some counter balance to the extent of hard surfacing proposed thereby maintaining a degree of softness for the frontage. Any trees removed will be mitigated by on site replacement planting (24 trees in total) which is acceptable and in accordance with the Council's Tree Replacement Standard. A detailed landscaping plan, including species and diversity of trees is secured via condition.

The development will overall result in the introduction of new fit for purpose Special Educational Needs (SEN) teaching accommodation with improved teaching and learning facilities which is welcomed. Certain elements of the scheme are not ideal, including the loss of landscaping, increased parking and prominent canopy above the boundary wall, which will cause some harm to the character and appearance of the streetscene and the setting of the non-designated heritage asset (Claremont House). Paragraph 203 of the NPPF (2021) states that in weighing applications that directly or indirectly affect non-designated heritage assets a balanced judgement will be required having regard

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to the scale of any harm and the significance of the heritage asset. In this instance the harm is concluded to be less than substantial, with the heritage asset itself not considered of such importance to warrant a refusal based on the identified harm when weighed in the balance with the significant public benefits associated with the proposal, particularly when bearing in mind the great weight afforded to the need to expand or alter schools as set out in Paragraph 95 the NPPF. The application is subsequently considered acceptable and is recommended for approval on design and heritage grounds, subject to conditions.

(C) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE RESIDENTIAL AMENITY OF NEIGHBOURING RESIDENTIAL PROPERTIES?

Paragraph 185 of the NPPF (2021) states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. Development should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life and limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Policy BCS23 in the Bristol Core Strategy (2011) states that the locating of development should take account of the impact of the proposed development on the viability of existing surrounding uses by reason of its sensitivity to noise pollution. This policy further states that development should be sited and designed in a way as to avoid adversely impacting upon the environmental amenity or biodiversity of the surrounding area by reason of light pollution. Policy DM35 in the Site Allocations and Development Management Policies (2014) states that any scheme which will have an unacceptable impact on environmental amenity by reason of noise will be expected to provide an appropriate scheme of mitigation.

Policy DM33 in the Site Allocations and Development Management Policies (2014) states that development which has the potential for an unacceptable impact on environmental amenity by reason of pollution will be expected to provide an appropriate scheme of mitigation. This policy further states in the supporting text that light pollution occurs when the night sky, important views or other properties close to development sites become unduly lit by excessive or poorly directed lighting. Light pollution can be mitigated by reducing the overall levels of lighting and ensuring that light is directed away from the sky and nearby light-sensitive development such as housing.

Policy BCS21 in the Bristol Core Strategy advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM29 in the Site Allocations and Development Management Policies states that proposals for new buildings will be expected to ensure that existing development achieves appropriate levels of privacy, outlook and daylight. This policy, as well as DM27, further states that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. Policy DM30 states that extensions and alterations to existing buildings will be expected to safeguard the amenity of neighbouring occupiers.

Whilst the application site is located in a residential area it is bounded by Henleaze Schools Playing Fields directly to south-east, with Henleaze Infant and Junior Schools located directly to the south-west. Residential properties to the north on the opposite side of Henleaze Park are considered to be sited a sufficient distance away from the proposed development to ensure that no harmful overbearing, overshadowing or overlooking will arise.

As such, the only residential properties which are considered to be located in close enough proximity to the development to be impacted upon are those immediately to the east of the site within Claremont Court, as well as Claremont Lodge and The Bungalow, Henleaze Park (approved as a

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dwelling under application reference 09/02258/F). All of these residential properties contain habitable room windows which directly face the school and development site.

So that the impact of the development on these surrounding properties in terms of overlooking, overshadowing and overbearing can be fully considered the applicant has provided (following Case Officer advice) detailed plans, including sectional drawings, showing the proximity/relationship between the development and neighbours. A Daylight, Sunlight and Overshadowing Assessment in accordance with the 'BR 209 BRE Site layout planning for daylight and sunlight - a guide to good practice, 2nd edition 2011' has also been provided. The assessment includes a study of the overshadowing and sunlight penetration into existing neighbouring gardens and open place, daylight availability on windows of existing neighbouring properties and sunlight availability on windows of existing neighbouring properties.

The Building Research Establishment (BRE) is a former UK government establishment (but now a private organisation, funded by the building industry) that carries out research, consultancy and testing for the construction and built environment sectors in the United Kingdom. Among the BRE's areas of interest are participation in the preparation of national and international standards and building codes, including the UK Building Regulations. BRE is an independent and impartial, research-based consultancy, testing and training organisation, offering expertise in every aspect of the built environment and associated industries.

Overshadowing

Impact on Claremont Court

The proposed new teaching block will create some degree of new transient overshadowing to the driveway of Claremont Court during the evenings in summer, however it is evident from the submitted shadow plan that the habitable room windows of Claremont Court themselves will only be directly impacted upon at 7:00pm in the summer. The driveway to Claremont Court will also continue to have 56% of its area receiving at least two hours of sun on 21 March, which demonstrates compliance with BRE guidelines and as such the loss of sunlight is not likely to be noticeable. As such, based on the detail provided it is evident that the overshadowing impact on Claremont Court will be minimal and restricted to the summer, in the evening, when the sun will be setting in any case. Given this and on balance, the overshadowing impact on Claremont Court is considered acceptable.

Impact on Claremont Lodge

The proposed new teaching block will create some degree of new transient overshadowing to the rear garden of Claremont Lodge in the afternoon (after 5:00pm) during spring, summer and autumn; however the overshadowing will only impact a small section of the rear garden and would not significantly impact on the rear elevation of the property itself. The Claremont Lodge garden will continue to have 91% of its area receiving at least two hours of sun on 21 March, which demonstrates compliance with BRE guidelines and as such the loss of sunlight is not likely to be noticeable. During the summer, the development would result in increased overshadowing of Claremont Lodge itself (specifically the rear conservatory) as well as the rear garden in the afternoon and evening (5:00pm - 07:00pm). As such, based on the detail provided it is evident that the overshadowing impact on Claremont Lodge will be restricted to late afternoon/evening, with the dwelling itself only experiencing overshadowing during the summer, in the evening, when the sun will be setting in any case. Given this and on balance, the overshadowing impact on Claremont Court is not considered harmful enough to warrant refusal.

Impact on The Bungalow, Henleaze Park

Initial concerns were raised that the new teaching block would harmfully overshadow The Bungalow, Henleaze Park given the scale and siting close to the boundary. Following Case Officer advice a

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single storey element of the teaching block at the north-east of the building has been significantly reduced in scale/height and pulled away from the boundaries to the north and east to minimise the impact. Following this amendment, it is evident based on the detail provided that the proposed new teaching block will still create some degree of new transient overshadowing of The Bungalow in the afternoon/evening (after 6:00pm) during summer. It is further evident that the garden to The Bungalow will not receive adequate sunlight (at least two hours) on the 21 March to be compliant with BRE guideline; however this will be no different to the existing situation in which the rear garden is already overshadowed at certain times of the day, during the year. As such, based on the detail provided it is evident that any increased overshadowing impact on The Bungalow, Henleaze Park will be restricted to late afternoon/evening, when the sun will be setting in any case. Given this and on balance, the overshadowing impact on The Bungalow is not considered harmful enough to warrant refusal.

Overshadowing: Conclusion

The submitted Shadow Analysis and Daylight, Sunlight and Overshadowing Assessment demonstrate that the proposed new teaching block will result in some increased overshadowing on surrounding residential properties, namely Claremont Court, Claremont Lodge and The Bungalow, Henleaze Park. However, the overshadowing impact will occur mainly in the late afternoon/evening, during the summer months, with there being no impact on the properties for the majority of the year, and majority of the day. Whilst the minor increase in overshadowing is not ideal, given the above it is considered that the impact on the living environment of surrounding residential occupants will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Overbearing*Impact on Claremont Court*

The proposed new teaching block will be sited approximately 5 metres from the eastern boundary of the site with Claremont Court. This is approximately 4 metres closer to the boundary than the existing rear extensions to the school building. Further, the development will be two storeys in height; significantly taller than the existing single storey rear extensions. It is however recognised that residential properties within Claremont Court are set back a relatively substantial distance from the boundary (approximately 15 metres) with only garages being located close to the boundary; however these contain no habitable rooms. The new teaching block will therefore be sited approximately 20 metres from Claremont Court. Further, based on the sectional drawings provided it is evident that a 25 degree vertical angle taken from the centre of the windows within Claremont Court at ground floor level directly facing the development will remain unobstructed (meaning there is unlikely to be a detrimental effect to daylight). In addition, the Daylight, Sunlight and Overshadowing Assessment demonstrates that all windows within Claremont Court directly facing the development will comply with BRE Guidelines in terms of Vertical Sky Component (VSC) (this is the ratio of the direct sky illuminance falling on the vertical wall at a reference point, usually the centre of the window, to the simultaneous horizontal illuminance under an unobstructed sky) meaning the occupants in the assessed properties 'won't normally notice the reduction in the amount of daylight'. As such, based on the detail provided and following assessment (including recognition of the separation distance) it is concluded that the new teaching block will have no harmful overbearing impact on the amenity of occupants of Claremont Court, nor will the development result in harm to residential amenity in terms of loss of outlook.

Impact on Claremont Lodge

Initial concerns were raised that the new teaching block would have a harmful overbearing impact on Claremont Lodge given the scale and siting close to the boundary. Following Case Officer advice a single storey element of the teaching block at the north-east of the building has been significantly

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reduced in scale/height and pulled away from the boundary with Claremont Lodge to the east to minimise the impact. Following this amendment, the section of the teaching block closest to the boundary with Claremont Lodge will be a single storey in height and set back from the boundary by approximately 8 metres. With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south-west of the rear elevation of Claremont Lodge and will not be sited directly along the boundary with the property. The mansard roof of the two storey element has also been chamfered and the parapet heights reduced in order to minimise the overbearing impact.

The submitted Daylight, Sunlight and Overshadowing Assessment demonstrates that all windows within Claremont Lodge will comply with BRE guidelines in terms of Vertical Sky Component (VSC). Further, it is demonstrated that all south-west facing windows in Claremont Lodge (i.e. rear windows facing the development) will comply with BRE guidelines in terms of annual probable sunlight hours (APSH) meaning the new teaching block 'will have imperceptible impact on the sunlight received in the assessed properties and rooms.' The assessment concludes that following development the south-west facing windows of Claremont Lodge and conservatory will all still receive enough APSH over both the whole year and winter months. All other windows in Claremont Lodge are not facing within 90 degrees of due south and therefore they are not required for APSH assessment according to BRE guidelines.

It is accepted that there will be some overbearing impact given the increase in height and siting of development closer to the boundary than existing, and the presence of the new teaching block will be apparent for occupants of Claremont Lodge, particularly when in the rear garden. However, reducing the height of the single storey element and setting the built form away from the boundary will ensure that any impact will not be overly significant directly at the eastern boundary. Further, the separation distance and orientation of the two storey element in relation to the rear elevation windows and habitable spaces of Claremont Lodge is considered sufficient to ensure that any overbearing impact will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Impact on The Bungalow, Henleaze Park

Initial concerns were raised that the new teaching block would have a harmful overbearing impact on The Bungalow given the scale and siting close to the boundary. Following Case Officer advice a single storey element of the teaching block at the north-east of the building has been significantly reduced in scale/height and pulled away from the boundary with The Bungalow to the north to minimise the impact. Following this amendment the section of the teaching block closest to the boundary with The Bungalow will be a single storey in height and set back from the boundary by approximately 7.5 metres (approximately 11 metres from the rear elevation of the property itself). With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south of the boundary with The Bungalow (approximately 19 metres from the rear elevation of the property itself). As noted above, the mansard roof of the two storey element has also been chamfered and the parapet heights reduced in order to minimise the overbearing impact.

Based on the sectional drawings provided it is evident that a 25 degree vertical angle taken from the centre of the rear elevation windows within The Bungalow at ground floor level directly facing the development will remain unobstructed (meaning there is unlikely to be a detrimental effect to daylight). In addition, the Daylight, Sunlight and Overshadowing Assessment demonstrates that all windows within The Bungalow will comply with BRE guidelines in terms of Vertical Sky Component (VSC). Further, it is demonstrated that all south-west facing windows in The Bungalow (i.e. rear windows facing the development) will comply with BRE guidelines in terms of annual probable sunlight hours (APSH). The assessment concludes that following development the rear south-west facing windows of The Bungalow will all still receive enough APSH over both the whole year and winter months to accord with BRE Guidelines.

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A new retaining wall is proposed close to the boundary between the bin store and The Bungalow; however this will be of a limited height and whilst it will include handrails which will be approximately 0.25 metres taller than the existing boundary fence it is not considered that this would have any harmful overbearing or overshadowing impact on The Bungalow given the limited increase in height above the boundary and visually permeable design of the railings with considerable areas of void.

It is accepted that there will be some overbearing impact given the increase in height and siting of development closer to the boundary than existing. However, reducing the height of the single storey element and setting the built form (including two storey element of the new teaching block) away from the boundary with The Bungalow will ensure that any overbearing impact will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Conclusion: Overbearing

It is accepted that there will be some overbearing impact given the increase in height and siting of development closer to the boundary with neighbouring properties than existing, which is not ideal. The applicant has however sought to minimise this impact during the course of the application through amendments to the scale, siting and design of the new teaching block. Given this, and based on the detail provided (sectional drawings and Daylight, Sunlight and Overshadowing Assessment) it is concluded that the impact on the living environment of surrounding residential occupants will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Overlooking*Impact on Claremont Court*

Claremont Court contains a number of residential properties with habitable room windows which directly face the school and development site. The proposed new teaching block will be sited approximately 5 metres from the eastern boundary of the site with Claremont Court. This is approximately 4 metres closer to the boundary than the existing rear extensions to the school building. Further, the development will be two storeys in height; significantly taller than the existing single storey rear extensions.

It is recognised that residential properties within Claremont Court are set back a relatively substantial distance from the boundary (approximately 15 metres) with only garages being located close to the boundary (which contain no habitable rooms). The new teaching block will therefore be sited approximately 20 metres from Claremont Court. However, the design, scale and siting of the new teaching block would result in there being a number of windows located at first floor level which would directly face the amenity space, front courtyard/drive and habitable room windows of properties within Claremont Court.

Whilst the window to window distance is relatively significant (approximately 20 metres) following Case Officer advice all windows at first floor level in the east elevation of the new teaching block directly facing Claremont Court will be partially obscure glazed, with the lower portions of the windows obscured. Approximately half of the windows will also be fixed shut and non-opening. The obscure glazed panels to the remaining windows will be openable; however this will be restricted so that the windows can open to a maximum of 100mm past the face of the external brickwork. It is recognised that the upper level panels will be clear glazed and openable, and that the windows to the hygiene rooms in the east elevation will be clear glazed; however these windows will be located at high level and would therefore not allow for any views or outlook. Overall this will allow adequate natural light and ventilation for the teaching spaces and classrooms however will ensure there will be no harmful

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overlooking of Claremont Court. It is therefore concluded that the residential amenity and privacy of residential occupiers of Claremont Court will not be harmfully impacted upon.

Impact on Claremont Lodge

The section of the teaching block closest to the boundary with Claremont Lodge will be a single storey in height and set back from the boundary by approximately 8 metres. With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south-west of the rear elevation of Claremont Lodge and will not be sited directly along the boundary with the property.

Whilst there will be no windows in the new teaching block which will directly face the rear windows to Claremont Lodge, following Case Officer advice the majority of the windows at first floor level in the east elevation of the new teaching block will be partially obscure glazed, with the lower portions of the windows obscured. Approximately half of the windows will also be fixed shut and non-opening. The obscure glazed panels to the remaining windows will be openable; however this will be restricted so that the windows can open to a maximum of 100mm past the face of the external brickwork. It is recognised that the upper level panels will be clear glazed and openable, and that the windows to the hygiene rooms in the east elevation will be clear glazed; however these windows will be located at high level and would therefore not allow for any views or outlook. Overall this will allow adequate natural light and ventilation for the teaching spaces and classrooms however will ensure there will be no harmful overlooking of Claremont Lodge or its rear garden.

The glazing to the windows furthest south along the eastern elevation will be clear glazed at upper levels, however the LPA is satisfied that the presence of existing trees/planting, angle of view (which isn't direct) and separation distance between these windows and Claremont Lodge (approximately 42 metres to the rear elevation and 30 metres to the rear garden) is sufficient to ensure that there will be no harmful overlooking of Claremont Lodge or its rear garden from these windows.

It is recognised that there is a difference in ground levels between Claremont Lodge and the application site, with the proposed teaching block being sited at a higher position. It is further acknowledged that there will be a number of windows in the east elevation of the teaching block at ground floor level which will be clear glazed. Despite this, it is not considered that there will be any harmful overlooking of Claremont Lodge or its rear garden given the proposed introduction of new boundary treatment (1.8 metre tall timber fence) which will limit/restrict views. Additional tree planting is also proposed along the boundary to provide additional screening. Whilst there will be a raised timber decked area around the eastern perimeter of the site it is not considered that this will cause any harmful overlooking of Claremont Lodge given its low level siting at ground floor level and given the presence of existing and new boundary treatment as noted above. The applicant has also confirmed that there will be no pupil access to the north-east section of the site

It is therefore concluded that the residential amenity and privacy of residential occupiers of Claremont Lodge will not be harmfully impacted upon in terms of overlooking of habitable room windows and the external amenity spaces.

Impact on The Bungalow, Henleaze Park

The section of the teaching block closest to the boundary with The Bungalow will be a single storey in height and set back from the boundary by approximately 7.5 metres (approximately 11 metres from the rear elevation of the property itself). With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south of the boundary with The Bungalow (approximately 19 metres from the rear elevation of the property itself).

There will be no windows in the new teaching block at first floor level which will directly face the rear elevation of The Bungalow. At ground floor level, it is recognised that there will be a window in the northern elevation of the single storey block which will directly face the rear elevation of The

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Bungalow. This will serve a food and drink preparation area, which is an area of the school which will not be used or occupied throughout the day (as per teaching classrooms) and the window will be obscure glazed and fixed shut which would therefore not allow for any views or outlook. As such, it is considered that there would be no harmful overlooking of The Bungalow from the new teaching block.

It is recognised that there is a difference in ground levels between The Bungalow and the application site, with the proposed teaching block being sited at a higher position. As noted above however, there will be no pupil access to the north-east section of the site directly along the rear boundary with The Bungalow. New boundary treatment (1.8 metre tall timber fence) as well new trees are also proposed which will limit/restrict views. Whilst there will be a raised timber decked area around the eastern perimeter of the site it is not considered that this will cause any harmful overlooking of The Bungalow given its low level siting at ground floor level and given the presence of existing and new boundary treatment as noted above. Further, this area of the site will be a delivery and service route with limited access for staff only, no communal staff areas are proposed in this area; nor will the area be used as an external amenity space for staff.

It is therefore concluded that the residential amenity and privacy of residential occupiers of The Bungalow will not be harmfully impacted upon in terms of overlooking of habitable room windows and the external amenity spaces.

Conclusion: Overlooking

It is recognised that efforts have been made to reduce/restrict harmful overlooking between the development and surrounding residential properties, with the internal layout, location of windows and type of windows all ensuring that no harmful overlooking will occur. A condition is attached to ensure that any obscure glazed and non-opening windows as shown on the approved plans will be installed as such prior to occupation, and maintained as such in perpetuity. Additional boundary treatment is proposed at ground floor level to limit overlooking, and restricted access is proposed to external spaces close to residential boundaries. The overlooking impact of the development is therefore considered to be acceptable.

Overshadowing, Overbearing and Overlooking - Conclusion

It is accepted that there will be some overbearing and overshadowing impact given the increase in height and siting of development closer to the boundary with neighbouring properties than existing, which is not ideal. The applicant has however sought to minimise this impact during the course of the application through amendments to the scale, siting and design of the new teaching block. Parapets have been reduced and the roof form amended to keep the height to a minimum. The loss of a Rebound Therapy space (Trampolining) has been a compromise for the school in order to achieve a reduction in scale and re-location of plant spaces has been required. Whilst further amendments were sought, the applicant confirmed that it would not be possible to deliver the required uplift in pupil numbers and meet the specific requirements of the school with any further reduction in floorspace. The overall layout has also been developed for each classroom with the required ancillary spaces to meet the specific needs of the school. Developing other locations within the school curtilage could also have impacted trees protected by Tree Preservation Orders, or the setting of the main building which is a heritage asset. As such, it was confirmed that no further amendments to the design, scale or layout could be accommodated. Given this, and based on the detail provided it is concluded that the impact on the living environment of surrounding residential occupants will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

It is evident that a section of land to the south/eastern corner of the site will remain undeveloped, where it previously accommodated a hydrotherapy pool. It was requested that the applicant justify why this area of the site will remain undeveloped, as in terms of residential amenity it would be

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preferable if floorspace could be accommodated here, where there are no neighbouring residential properties in close proximity, rather than close to the boundary with neighbouring properties to the north. The applicant noted that any alternative design to develop this area of the site will leave inadequate usable external play space to the south and south/west of the teaching block. The arrangement/layout of the building would also mean that essential adjacencies were no longer possible, a compromise that the school were unable to accept due to operational impacts; the nature of the users of this building means that certain facilities (particularly hygiene facilities) need to be within easy access of classrooms, as opposed to standard schools where pupils can easily move through the school independently to access such services. In terms of siting the extension to the western side of the school (away from neighbouring properties) this is also considered unsuitable as this location is both limited in size due to the proximity with Henleaze Infant School, but primarily would impact upon the setting of Claremont House (heritage asset) and the area to the front of school including mature trees. Acknowledging that some of the trees to the front of the school will be removed to facilitate the improved mini bus and parking layout, great consideration has been given to the need to protect both the setting of Claremont House and retain as many of the mature trees as possible (many of which are protected by a TPO).

Noise, Light and Odour

Following consultation, the Council's Pollution Control Officer raised no objections to the principle of development, and whilst some concerns are raised in relation to noise and disturbance it is considered that these can be adequately dealt with via conditions.

Following the submission of further detail in the form of a Noise Impact Assessment looking at plant, ventilation and extraction equipment the Council's Pollution Control Team confirmed they are satisfied that the new and re-positioned plant and ventilation equipment will not be harmful to the amenities of surrounding residential properties in terms of noise and disturbance. The predicted noise rating level set out in the report for all plant of 30 dBA outside is very low and not a level that should not cause any harm to neighbouring residents. To put this into context BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings recommends that it is desirable for a level of 50 dBA to not be exceeded in outside areas during the day and a level of 30 dBA should not be exceeded within a bedroom at night. Between 10 & 15 dB is removed for an open window so internal levels at night will be 20 dBA, which will be below the recommended 30 dBA or lower level for within a bedroom at night. A condition is however attached to ensure that the rating level of any noise generated by plant & equipment as part of the development shall be no more than 30 dBA at any residential property. Given the above and subject to condition, it is considered that any new plant and equipment will cause no harm to the amenity of surrounding residential properties in terms of noise and disturbance.

A condition is also attached to this permission requiring that no equipment for the extraction and dispersal of cooking smells/fumes shall be installed until details including method of construction, odour control measures, noise levels, its appearance and maintenance have been submitted to and approved by the Council.

The Council's Pollution Control Officer confirmed that it is unlikely that the noise generated by the food and drink preparation area would be harmful to the amenities of surrounding residential properties given the use it serves (school) and separation distance from surrounding residential properties. No significant changes are proposed to external play areas which could have a harmful impact on the amenity of surrounding properties in terms of noise and disturbance, particularly given that the use of external areas would only take place at break and lunch times during the middle of the day, and during weekdays only.

An existing refuse/recycling store is located in the north-eastern corner of the site. The proposal will result in this store being enlarged in size and sited closer to The Bungalow to the east. Concerns were raised during the course of the application that the siting of the store closer to the boundary with The Bungalow could result in harmful noise and disturbance during collection. As such, the design and

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layout of the store has been amended and it has been brought away from the boundary with The Bungalow. It is recognised that the store will remain sited closer to the boundary with The Bungalow than existing, which is not ideal. However, this is considered to be the only suitable location within the site for the recycling/refuse store given the existing arrangement/layout and requirement for access by collection operatives. To ensure no harm is caused to the amenity of occupants of The Bungalow however, the Council's Pollution Control Officer recommended that a condition be attached to the permission restricting activities relating to the collection of refuse and recyclables (and the tipping of empty bottles into external receptacles) to between 08.00 and 20.00. Subject to the imposition of this condition, it is not considered that the enlarged and re-positioned refuse/recycling store will cause any detrimental harm to the amenities of surrounding residential properties in terms of noise and disturbance. The Council's Pollution Control Team also confirmed that there will be no odour related issues given the limited size of the store and the use it serves (school).

To ensure that no harm is caused to the amenity of surrounding neighbouring properties during the construction period (with regards to noise, vibration, dust and site lighting) a Construction Environmental Management Plan is secured via condition.

A condition is also attached requiring that there shall be no commencement of use until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and approved in writing by the Council.

Subject to these conditions, the LPA is satisfied that the proposed development would have no harmful impact on the amenity of surrounding residential properties in terms of noise, light or odour pollution.

(D) HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES

Section 9 of the NPPF (2021) states that transport issues should be considered from the earliest stages of development proposals so that opportunities to promote walking, cycling and public transport use are identified and pursued and the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account including appropriate opportunities for avoiding and mitigating any adverse effects. This policy further states that development proposals should ensure that net environmental gains, and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy BCS10 in the Bristol Core Strategy (2011) states that development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density mixed use development at accessible centres and along or close to main public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport. Policy DM23 within the Site Allocations and Development Management Policies (2014) states that the provision in new development of secure, well-located cycle parking can be very important in encouraging people to cycle regularly. It is important that development proposals incorporate these facilities and parking at the outset of the design process. Applicants should refer to the council's 'Guide to Cycle Parking Provision' for guidance on this matter.

Policy BCS15 in the Bristol Core Strategy (2011) states that all new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral

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part of its design. Policy DM32 in the Site Allocations and Development Management Policies (2014) states all new developments will be expected to provide recycling facilities and refuse bins of sufficient capacity to serve the proposed development. This policy further states that the location and design of recycling and refuse provision should be integral to the design of the proposed development. In assessing recycling and refuse provision, regard will be had to the level and type of provision, having regard to relevant space standards; and the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives.

The application has been considered by the Council's Transport Development Management Team (TDM).

Principle

The site is currently a school for children with profound and multiple learning difficulties (PMLD). There are currently 52 children at the school, ranging from Early Years to Post-16. The secondary and Post-16 education children currently within Redland Green School site will relocate to the application site, and additional capacity added, to increase to 91 pupils (maximum). Staffing numbers will rise from 78 to 103 full-time equivalents.

The proposals will bring all the children currently within the Primary and Sixth form provision to this site, who are currently accommodated elsewhere across the city, and consolidate the specialised offer and facilities for these children and enable expansion of the SEN provision in the City.

There is no objection in principle to the retention of this use. The expansion of the site will however have a transport impact and there are subsequently a number of mitigation measures required to reduce the impact.

Local Conditions

The site is in a predominantly residential area and is neighboured by Henleaze Infants and Junior Schools, which has a pedestrian access directly adjacent to the application site (Claremont School). At peak times the surrounding streets become typically busy with families accessing both schools.

There have been no recorded injury collisions in the area. On record, prior to this planning submission, there has been a complaint to the Council about parking in St Margaret's Drive obstructing forward visibility. TDM confirmed that this issue could be resolved through the implementation of amended waiting restrictions, and overall local conditions don't indicate that there are significant existing highway safety issues in the streets surrounding the site.

Trip Generation

It is acknowledged that a number of surrounding residents have raised concerns about increased traffic and parking. It is accepted that there will be an increase in the number of trips to the site following redevelopment, and there may be impacts on parking near to the site arising from the increase in staff. In line with Paragraph 111 of the NPPF (2021), the LPA is required to make an assessment as to whether this impact on congestion and safety arising from the proposals is considered to be 'severe'.

The school, because of the needs of the children, has a different impact in transport terms from a mainstream school where student travel behaviour could be influenced and active travel promoted towards children and their families. Nearly every pupil at Claremont School arrives by School Transport, which is organised by the Local Authority, and this will continue. This chiefly consists of minibuses and / or contracted taxis. Because of the needs of the pupils, there is little to no scope to influence the number of vehicles brought to the school associated with pupils, and the increase in

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pupil numbers will inevitably increase the number of these vehicles accessing the school.

The benefit of this organised transport is that the School Transport vehicles can be managed to some extent, through communication with the providers, the school and the Council. Because of this, there is greater control over the behaviour of these drivers, and the vehicles can be brought into the site, away from the highway, and managed internally to ensure that conflict is reduced within the site and on the surrounding highway network. The direction of travel can also be influenced, so there is less conflict at peak times.

Staff trips will generally be outside of the peak times of arrival of the children, so the cumulative increase in all trips will be spread over a longer peak period. There will be an increase in staff accessing the site (from 70 Full Time Equivalent (FTE) staff to 103 FTE). In reality it is recognised that the actual numbers of staff will be more than 103, as there will be part time staff making up the full-time equivalents. However, these will not all be arriving at the same time, as is the nature of the part time role. Staff such as SMSAs, healthcare assistants, teaching assistants, and other non-teaching staff are likely to have different timed arrivals. The peak time arrival calculation proposed by the applicant in their Transport Statement that there will be an additional 22 trips is therefore considered robust and reasonable, and is not considered to impact 'severely' on the local highway network, although there may be localised congestion at peak times, as is expected where there are school sites.

Travel Planning

Due to the nature of the pupils' travel, TDM confirmed that there is no influence a Travel Plan can have on the travel behaviour of the children. However, there is some potential to reduce the impact of staff driving in single occupancy vehicles, and as such, the school have been put in contact with the Council's Business Travel Planning team and are working on Travel Plan measures and incentives which could reduce the number of staff needing or wishing to drive to the site. A Travel Plan covering this is therefore secured by a pre-occupation condition.

Access

The western parking area would be the main access for all pupils and visitors, by car, minibus, cycle and on foot.

The eastern yard is currently proposed to be used for servicing vehicles and deliveries. The separation of these two functions is beneficial as this removes any potential conflict between vulnerable pupils and larger servicing vehicles, whose drivers who may be unfamiliar with the site and its needs. Swept paths for a refuse vehicle and servicing vehicle have been provided and are adequate. Vehicular movements will be reduced at this entrance.

Following amendment the entrance to this area will have bi-fold gates which are considered adequate to not obstruct vehicle movements.

Pedestrians

The access for pedestrians into the school site will be segregated from the vehicular access. It will be monitored and managed through an intercom system. The entrance has been designed to ensure that there is sufficient pedestrian waiting space beside the access to avoid traffic on Henleaze Park and the main vehicular access. Access into the site will be level. This is considered acceptable and will avoid any safety issues arising.

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Cyclists will be expected to use the main vehicular access. This is adequate as there will be a relatively low number of vehicles using this access and the busier times will be managed, so conflict can be reduced.

Vehicles

The dedicated School Transport and parents will be able to access the site through the reconfigured school access to the western car park.

Alterations have been made during the course of the application to the internal arrangement of the car park space to ensure that the on-street issues for the surrounding highway network are reduced, including significantly increasing the number of minibus bays.

It is expected that all school transport will enter the school site, pick up / drop off children, turn within the site and then leave. This is acceptable and will limit the impact on the surrounding highway network.

It is accepted that full visibility for vehicles emerging from the carp park can't be met. However TDM confirmed that there would be no worsening of this visibility and the reduction of wall at this location is likely to improve the current situation. In this specific circumstance, given the low volumes of traffic in this location and the familiarity of drivers with the circumstances of the site, this is not considered to be a reason to refuse the proposal on highway safety grounds.

Car Park Design

The car park is shown to be re-configured to include 10 dedicated mini-bus spaces with a covered canopy. Parking will also be available on-site and managed by the school.

Revised swept paths for the minibuses have been provided which demonstrate that the spaces can be easily and safely accessed without detriment to pupil safety and access for other vehicles at peak times.

Traffic Management Statement

The gates will be managed by the school, and arrangements for this are included in the School Traffic Management Statement Rev A submitted 8 Feb 2022.

Further to the original submission, the school have prepared this statement to outline how an increased number of pupils / vehicles movements can be managed. This outlines proposals to ensure that the impact of arriving mini-buses is reduced, including internal car park management, staggering arrival times, and ensuring that each minibus is allocated their own space each day, so all staff and pupils can access the transport quickly and safely. The movements will be managed by staff. Compliance with this document is secured via condition.

The Management Statement refers to a more detailed plan being compiled and reviewed and revised regularly. This is acceptable as the detailed operational requirements are not needed to determine the planning application; it is considered that the proposals included in the Statement are adequate to address the impacts as much as is practicable at this stage.

Some concerns are raised regarding how the school intends to manage the arrivals of the small number of pupils who might demonstrate a 'flight risk' with the school gates being open. TDM however confirmed that this can be secured in the Transport Management Plan, compliance with is secured via condition.

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Car Parking Impact

The Site Allocations and Development Management Policies Local Plan (2014) standard sets out a maximum standard for car parking for developments. The maximum standard for staff car parking for a school is 1 per 2 FTE staff, plus 10% provision for visitors, and an additional 5% for disabled parking provision.

The existing site includes 20 car parking spaces; 2 disabled parking spaces; 3 minibus spaces and no cycle parking facilities. The proposed development will include 15 car parking spaces; 2 disabled parking spaces; 10 minibus spaces and 21 cycle parking spaces.

The minibus bays would be available for staff, visitors and peripatetic staff outside peak times.

The proposed car parking is within the maximum standard and is therefore policy compliant. However, it is recognised that the amount of parking will be lower than current provision, and there will be more staff associated with the site, so there is likely to be a parking impact off-site, and subsequent potential safety concerns.

The school have recently made some arrangements with a local sports ground (Golden Hill) to procure parking spaces off-site. This will slightly reduce traffic within the school streets at peak time and remove parking pressure within the school site and on-street. This arrangement may reduce some of the concerns raised insofar as it will reduce the impact of on-street parking close to the school. There are no concerns about safety or congestion issues arising from the use of this car park. Staff will be expected to walk to the school from this location.

Whilst this arrangement is beneficial, it cannot be considered as direct mitigation of the development because it is outside of the red line boundary and the ownership or management of the school and cannot be secured in perpetuity on the back of this planning application. It is therefore necessary to consider the impact of the application should this additional parking not be available.

Therefore, in the absence of additional parking provision, the applicants were asked to consider mitigation through Travel Planning, car park management, and physical measures to deter unsafe or obstructive parking in the form of waiting restrictions.

A scheme of waiting restrictions in the form of double yellow lines and school keep clear markings in the near vicinity of the site have been included in the application package. These combined measures are deemed to be adequate to reduce the impact of long-term parking by staff and allow safe traffic movement outside of the school.

Cycle Parking

Cycle parking is a minimum standard and is based on the number of Full Time Equivalent staff. The minimum requirement is 1 per 5 staff, and 1 per 100 pupils for visitors. Long stay cycle parking must be secure, covered and well overlooked, as outlined in Bristol's Cycle Parking for Developers guidance.

Following a request from TDM additional facilities for staff for changing, including lockers, showers, and drying facilities have been provided. The cycle parking will also be covered and of a sufficient size to accommodate the number of cycle parking spaces required by policy. This is acceptable.

Proposed physical mitigation measures - highway works

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It is acknowledged that there have been some requests for a one-way system in Henleaze Park following public consultation. Whilst a one-way system may make some flow easier at peak time, it is not considered an appropriate response to an issue which is not an all day / all year occurrence. A one-way system, when the road is less congested, would be more likely to increase traffic speeds, with the absence of oncoming traffic, and would not be considered an appropriate approach to mitigating the time limited nature of this increase in traffic.

The entrance to Henleaze Junior School consists of an obsolete and inaccessible kerbed junction treatment, with outdated and obstructive guardrailing. The applicants have put forward a proposal to consolidate the two accesses to create an improved pedestrian environment by the removal of the barriers, and installation of continuous footway (with dropped kerb for vehicular access to Claremont School) to improve pedestrian priority and access to both schools. This is welcomed.

There is a path leading to Longleat Close which is a popular route for families to the school. A build out at this location has been proposed which will provide better refuge and visibility for pedestrians crossing to the schools and would serve to slow traffic in the vicinity of the site. This is also welcomed.

Alterations to the waiting restrictions have been proposed which will help to reduce conflict. This scheme of waiting restrictions has been included within the application package, and there will be a further formal statutory consultation process through the Traffic Regulation Order process. These measures are secured through a Memorandum of Understanding between the Education Authority and the Planning Authority and a pre-occupation condition.

Construction Management

Construction management is not a matter for consideration at this stage, but there are many concerns raised by local residents about the impact during construction.

The site is not on a restricted route, but given the nature of the area, and proximity to schools, details would be required of how the impact of construction on the highway network would be mitigated, and secured by a pre-commencement planning condition.

This would outline details of vehicular routing, vehicle sizes, temporary traffic management measures and issues such as provision for off-street parking for contractors.

Conclusion

It is acknowledged that there will be an increase in traffic and parking associated with the proposed development and expansion. It is however considered by the Council's Transport Development Management Team and Officers that with an appropriate package of measures including highway works, waiting restrictions, alterations to the internal layout, and appropriate management of traffic within the site, that these can be mitigated to an acceptable level so as to not be a 'severe' detriment to safety on the surrounding highway network and within the site. The application is considered acceptable and is recommended for approval on this basis, subject to conditions.

(E) SUSTAINABILITY AND CLIMATE CHANGE

Current planning policy within the adopted Bristol Development Framework, Core Strategy (2011) requires new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

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For major development and development for health or education uses the Sustainability Statement should include a BREEAM assessment. For non-residential development, from 2016, a BREEAM "Excellent" rating will be expected.

Policy BCS14 states that new development will be expected to demonstrate that the heating and cooling systems have been selected according to the following heat hierarchy:

1. Connection to existing CHP/CCHP distribution networks
2. Site-wide renewable CHP/CCHP
3. Site-wide gas-fired CHP/CCHP
4. Site-wide renewable community heating/cooling
5. Site-wide gas-fired community heating/cooling
6. Individual building renewable heating

Following consultation and the submission of further detail the Council's Sustainable Cities Team confirmed that the application is acceptable and that appropriate measures have been undertaken to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions.

27 car parking spaces are being provided and three of these will include electric charging which is welcomed. 21 cycle parking spaces are also to be provided which is a considerable uplift on the current situation where there are no staff cycle parking facilities. This will promote sustainable modes of travel and is welcomed. A detailed natural ventilation strategy has been provided demonstrating how opening windows and night-time purging will help to avoid overheating. Dynamic modelling for overheating has also been undertaken and this shows that comfortable temperatures can be maintained in the 2050 weather scenario through the use of MVHR and opening windows. A SuDS strategy has been provided, biodiversity net gain is being targeted, a green roof has been incorporated on the plantroom/store within the service yard and a sensory garden and other areas of planting are proposed. These are also welcomed elements of the scheme which will result in sustainability benefits.

Initially the development proposed a shortfall on the 20% CO2 emission reduction from renewables (achieving a 16.5% reduction), however following the submission of additional detail and modelling it has now been amended to achieve a 20.1% reduction which would be compliant with the policy requirement. This saving will be achieved through air source heat pumps and solar panels, which are acceptable renewable measure. It is noted that the heat pumps will not provide for the full heating/water system including the pool on the site. Whilst heat pumps would be preferable in this instance it is noted that the use of gas is policy compliant, and justification has been provided setting out why the use of heat pumps for the full heating/water system is not possible. Further detail of the air source heat pumps and solar panels, including the exact location and design/technical/specification, is secured via condition.

Following amendment and Case Officer advice the development is committed to achieving a BREEAM "Excellent" rating. This is welcomed and acceptable.

A condition is however attached requiring that prior to occupation, the full BREEAM Post Construction report (prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (or other approved registration body), including dates/receipt confirmation email from the BRE) shall be submitted to the local planning authority and approved in writing. Within 6 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall then be submitted to the local planning authority and approved in writing.

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Bristol Core Strategy (2011) Policy BCS16 states that all development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

Following initial concerns raised by the Council's Flood Risk Team a revised Sustainable Drainage Strategy (SuDS) was provided, which is acceptable in principle. Compliance with this approved system is secured via condition. The site will be aiming to achieve runoff rates as close as is reasonably practicable to greenfield equivalent and will include SuDS that incorporate at least two of water quality improvements, biodiversity improvements and amenity value. Evidence has been provided that the applicant has approval from Wessex Water to discharge into their system, including acceptable rates and discharge locations. The application is therefore considered acceptable on flood risk grounds, subject to conditions.

(G) WOULD THE PROPOSED DEVELOPMENT RAISE ANY ARBORICULTURE ISSUES?

Paragraph 131 of the NPPF (2021) states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change, and that existing trees should be retained wherever possible.

Policy BCS9 in the Bristol Core Strategy (2011) states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. Individual green assets should be retained wherever possible and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size. Policy DM17 in the Site Allocations and Development Management Policies (2014) states that all new development should integrate important existing trees. Where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard. Policy DM15 in the same document states that green infrastructure provision facilitates a positive effect on people's health by providing space and opportunities for sport, play, and social interaction. The provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development.

There are a number of existing trees within the site, including five which are subject to Tree Preservation Order's (TPOs); three to the front of the school (situated within the car park) and two at the rear of the main buildings.

It is evident that the design of the development has been developed with careful consideration to minimise the impact on the most important trees and to enhance tree cover across the site. 29 trees will be removed to facilitate the development, of which 5 are category B and 25 are category C. 20 trees, 1 tree group and 1 hedge will be retained and integrated into the development. Sufficient space and adequate protection measures have been set out in an Arboricultural Impact Assessment to ensure that retained trees are not damaged during the pre-construction and construction phase and to enable their successful development post-construction. 6 trees will be subject to construction within their root protection areas. Special measures are recommended to ensure that these trees are not damaged. These measures are detailed in the Arboricultural Impact Assessment. 24 new trees will be planted around the site to mitigate those lost to development in accordance with the Bristol Tree Replacement Standard.

Following consultation, the Council's Arboricultural Officer raised no objections to the application. It is recognised that the most prominent trees on site (such as T35 and T36) will be retained and adequately protected, which is welcomed.

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Whilst the loss of two Category B trees close to the boundary with Henleaze Park (T38 and T40) is not ideal it is recognised their removal is required to deliver the minibus shelter and covered walkway which is an essential element of the school re-development project and is a necessity given the requirements of the pupils. On balance the loss of these trees is therefore considered acceptable.

The protection measures detailed in the submitted Arboricultural Impact Assessment are considered sufficient to ensure all retained trees will not be impacted upon, subject to a condition to ensure the measures are in place prior to any development at the site. The on-site replacement planting is in accordance with the Council's Tree Replacement Standard and is considered acceptable, however a more detailed landscape plan is secured via condition detailing the precise species and mix of trees to ensure there is some diversity of the ultimately lifespan.

A condition is also attached requiring that prior to demolition/development a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant, the designated site foreman and a representative from the Local Authority to discuss details of the working procedures. A schedule of visits shall be drawn up to ensure the project arboriculturalist is present during key stages of the development, including:

- Removal and replacement of Hard Surfacing within the RPA of trees on site
- Removal of footpath running north-south between T25 and T36
- Construction of parking spaces with RPA of T35, T36
- Installation of any services with RPA

(H) DO THE PROPOSALS ADEQUATELY ADDRESS ANY CONTAMINATION ISSUES RELATING TO THE SITE?

Policy DM34 in the Site Allocations and Development Management Policies (2014) states that new development should demonstrate that:

- i. Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and
- ii. The proposed development will not cause the land to become contaminated, to the detriment of future use

Following consultation, the Council's Contaminated Land team confirmed that the submitted desk study is acceptable and based on the level of detail provided the proposal should lead to no harmful issues related to land contamination.

A condition is however attached requiring that there should be no development (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority.

A condition is also attached requiring that in the event that contamination is found no occupation should take place until the approved remediation scheme has been carried out in accordance with its terms.

A condition is also attached requiring that 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.

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Policy DM19 in the Site Allocations and Development Management Policies (2014) seeks to protect habitat, features and species which contribute to nature conservation, and developments are expected to be informed by appropriate surveys.

Following consultation and the submission of additional detail the Council's Ecological Consultant has raised no objections to the proposal, subject to conditions.

A Construction Environmental Management Plan (CEMP) is secured via condition, which will include measures to avoid offences against legally protected and priority species during construction, including site clearance and demolition. Provision will be made within the plan for the appointment of an Ecological Clerk of Works (ECoW) to undertake site visits and to supervise sensitive operations. Where considered to be required by the project ecologist, the CEMP will also be supplemented by a Method Statement for a Preliminary Method of Working (MS-PMW) to avoid accidental harm being caused to any protected, priority or notable habitats or species on site.

A Biodiversity Net Gain Assessment has been provided (Skanska, August 2021) which calculates a 54% net gain, which is acceptable. An Ecological Mitigation & Enhancement Strategy (EMES) is also secured via condition. This will include detail of the provision of bird, bat, insect and hedgehog boxes. A Method Statement is also secured in relation to the creation of living roofs and/or walls. Finally, detail of external lighting is also secured via condition to ensure there will be no light spill above pre-existing levels beyond the site boundaries or onto boundary features which could impact any protected, priority or notable species on site or surrounding.

(J) AIR QUALITY

Policy BCS23 in the Core Strategy (2011) states that development should be sited and designed in a way as to avoid adversely impacting upon the amenity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light and other forms of pollution. Policy DM35 in the Site Allocations and Development Management Policies (2014) states that any scheme which will have an unacceptable impact on environmental amenity by reason of noise or odour will be expected to provide an appropriate scheme of mitigation.

Following consultation, the Council's Air Quality Team confirmed that the development is unlikely to generate significant extra traffic or introduce new exposure to pollution at unacceptable levels. The application is subsequently considered acceptable on air quality grounds.

(K) SPORT AND LEISURE PROVISION

Following consultation, Sport England noted that a replacement hydrotherapy pool is proposed, alongside a hall that can be used for sport. Given the above, Sport England raised no objections to the application. A condition is however attached requiring that the applicant enter into a community use agreement prepared in consultation with Sport England with regards to the school's sports facilities including hydrotherapy pool and include details of pricing policy, hours of use, access by non-educational establishment users/non-members, management responsibilities and a mechanism for review) to ensure there is sufficient benefit for the local community.

(L) SAFETY AND SECURITY

Following the submission of revised plans and additional detail, the Avon and Somerset Constabulary Designing Out Crime Officer (DOCO) confirmed that the proposed development is acceptable and raised no objections to the application on the grounds of safety or security.

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To ensure security issues are fully considered by the school however a Security Management Plan is secured via condition, which will include detail of the management, opening and closing times of the school gates to ensure the school boundary is secure both during school hours and out of normal hours to prevent unwanted intrusion/ASB. The plan will also include detail of electronic access arrangements and audio/visual intercom systems, and detail of surveillance (CCTV) which will need to provide coverage (identification quality) to pupil and staff entrances, site boundaries with residential properties and cycle stores. Lighting will also need to be considered in conjunction with CCTV.

Subject to the Security Management Plan being implemented and complied with it is considered that the development would have no advised impact in terms of safety and security, including in terms of security at neighbouring properties.

CONCLUSION

It is accepted that the development would result in some overbearing and overshadowing impact on neighbouring residential properties, which is not ideal. The applicant has however sought to minimise this impact through amendments to the scale, siting and design of the new teaching block.

Whilst further amendments were sought, the applicant confirmed that it would not be possible to deliver the required uplift in pupil numbers and meet the specific requirements of the school with any further reduction in floorspace. The overall layout has also been developed for each classroom with the required ancillary spaces to meet the specific needs of the school. Developing other locations within the school curtilage could also have impacted trees protected by Tree Preservation Orders, or the setting of the main building which is a heritage asset. As such, it was confirmed that no further amendments to the design, scale or layout could be accommodated.

When assessing the application consideration has been given to the nature of the development and the importance in the wider context in terms of the provision of this type of educational facility within the city. The Council's School Partnerships Team and the Local Authority for SEND Education have confirmed that North Bristol has a high percentage of students with SEND and there is pressure on current specialist provisions because of the level of demand. There are currently 100 children and young people who require a placement at a specialist setting, have not yet secured one and who live in the North of or East-Central Bristol. The school has an excellent record of inclusive practise and there are no concerns around the capacity of Claremont School to deliver as they have the necessary skills and expertise.

The Council's School Partnerships Team further identified that there are many benefits for the children and young people who will be placed in the provision. The redevelopment allowing all school years to be located on one site will mean that transitions are well managed, and this is something children and young people with SEND find particularly tricky. Accommodation that is designed and constructed to meet all SEND needs is also hugely beneficial, as children and young people with all SEND needs will be able to access their local provision and thus contributing to their sense of belonging. The development overall will consolidate the specialised offer and facilities for these children and enable expansion of the SEN provision in the City.

The development will therefore deliver clear benefits which weigh heavily in the consideration of the application. Given this and based on the detail provided it is concluded that any negative impacts associated with the development, including the impact on the living environment of surrounding residential occupants, will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and taking into consideration the NPPF (2021) which states that planning authorities should take a proactive, positive and collaborative approach to development that will widen choice in education and give great weight to the need to expand or alter schools. The application is therefore recommended for approval, subject to conditions.

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

The Bristol Community Infrastructure Levy (CIL) Charging Schedule sets out that non-residential institutions (which includes schools such as the one proposed here) are £0 rated, as such no CIL receipts are anticipated from this development.

EQUALITY ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equality Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equality Act 2010.

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. Construction Environmental Management Plan

Prior to the commencement of the development hereby approved (including demolition and all preparatory work) a standalone Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

This must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

This shall also include measures to avoid offences against legally protected and priority species during construction, including site clearance and demolition. Provision shall be made within the Plan for the appointment of an Ecological Clerk of Works (ECoW) to undertake site visits and to supervise sensitive operations.

Where considered to be required by the project ecologist, the CEMP shall be supplemented by a Method Statement for a Preliminary Method of Working (MS-PMW) to avoid accidental harm being caused to any protected, priority or notable habitats or species.

The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

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Reason: In the interests of the amenity of surrounding residential properties and to demonstrate compliance with: the 1981 Wildlife & Countryside Act (as amended); the 1996 Wild Mammals Protection Act; the 2017 Habitats Regulations; the 2006 NERC Act; the 2006 Animal Welfare Act; and the 1992 Protection of Badgers Act.

3. Protection of Retained Trees during the Construction Period

No work of any kind shall take place on the site until the protective barriers, fencing and measures have been erected around the retained trees, in the position and to the specification shown on the approved Tree Protection Plan (Drawing No. CSB-SUK-XX-XX-DR-W-0001) and as detailed in the approved Arboricultural Impact Assessment referenced 210816-1.0-CSSB-AIA-CH dated 16 August 2021 prepared by Treework Environmental Practice. Once installed photos should be electronically sent to the Local Authority Case Officer, to be verified in writing by the Tree Officer. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. 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.

Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are removed. Landscaping works within protected areas is to be agreed with the Local Planning Authority and carried out when all other construction and landscaping works are complete.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area in line with Policy DM17.

4. Arboricultural Supervision

Prior to the commencement of the development hereby approved (including demolition and all preparatory work) a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant, the designated site foreman and a representative from the Local Authority to discuss details of the working procedures. A schedule of visits shall be drawn up to ensure the project arboriculturalist is present during key stages of the development, including:

- Removal and replacement of Hard Surfacing within the RPA of trees on site
- Removal of footpath running north-south between T25 and T36
- Construction of parking spaces with RPA of T35, T36
- Installation of any services within RPA of any trees

Copies of written site notes and/or reports detailing the results of site supervision and any necessary remedial works undertaken or required at the agreed key stages of the development shall be submitted to and approved in writing by the Local Planning Authority.

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Any approved remedial works shall subsequently be carried out under strict supervision by the arboricultural consultant immediately following that approval.

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

5. Ecological Mitigation & Enhancement Strategy

Prior to the commencement of the development hereby approved an Ecological Mitigation & Enhancement Strategy (EMES) shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the provision of bird, bat, insect and hedgehog boxes. The location, specification, height and orientation of these features shall be shown on a site plan. The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

Reason: (1) The Natural Environment and Rural Communities (NERC) Act 2006 (Section 40) obliges the LPA '... in exercising its functions, [to] have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. In order to discharge its biodiversity duty, the LPA must satisfy itself that all developments deliver ecological enhancement wherever reasonably possible; (2) Ecological enhancement is a requirement of the National Planning Policy Framework (2021) which states (in paragraph 174) that 'Planning policies and decisions should contribute to and enhance the natural and local environment...'.

6. Highway works - General arrangement plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works (as indicated in principle on approved plan 1031-002) to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

- Waiting restrictions and school keep clear markings
- Removal of guardrailing and reinstatement of footway.
- Refurbishment of footway on south side of Henleaze Park
- Buildout on north side of Henleaze Park
- Associated ancillary works including (but not limited to) dropped kerbs and tactile paving, drainage, lining, signing, lighting, resurfacing"

Where applicable indicating proposals for:

- o Existing levels of the finished highway tying into building threshold levels
- o Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- o Signing, street furniture, street trees and pits
- o Structures on or adjacent to the highway
- o Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

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Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

7. Construction Management Plan

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

- o 24 hour emergency contact number;
- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Routes for construction traffic;
- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

8. Highway Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- o A plan to a scale of 1:1000 showing the location of all defects identified;
- o A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

9. Submission of Remediation Scheme

No development shall take place (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to

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human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.

10. Public Art Plan

Prior to the commencement of the development hereby approved (excluding demolition and early site preparation works) a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The Public Art Plan shall contain a timetable for delivery and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained as part of the development in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design of the development in accordance with Policy BCS21.

11. Material samples

Prior to the commencement of the relevant part of the works hereby approved samples of the following (detailing their intended colour, texture, and workmanship) are to be erected on site and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

(a) All proposed brick types (including mortar and pointing in 1sqm panel)

(b) All paving/external surface material

(c) Dark grey metal cladding

(d) Material for louvred plant screen

(e) Curtain walling

The sample panels shall be retained on site during construction to act as a reference. The development shall be completed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory and the character and appearance of the surrounding area will not be harmed.

12. Large scale detail

Prior to the commencement of the relevant part of the works hereby approved drawings to a minimum 1:10 scale (also indicating materials, treatments, and finishes) of the following items shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

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- (a) All new windows, doors, curtain walling, louvres and glazed elements (including sectional profiles, cills, lintels, surrounds and depth of external reveals)
- (b) Proposed minibus walkway canopy and brick colonnade structure, including sectional profile and method of fixing
- (c) Roof eaves, soffits, verges, overhangs, coping and parapets
- (d) Rainwater goods, flues and windcatchers
- (e) Metal railings and gates including sectional profile
- (f) Juliet balconies including black metal railings
- (g) Louvred plant screens
- (h) Recessed brick elements
- (i) All boundary fencing

The detail thereby approved shall be carried out in accordance with that approval.

Reason: To ensure that the external appearance of the building is satisfactory and the character and appearance of the surrounding area will not be harmed.

13. PV

Prior to implementation, details of the proposed PV system including location, dimensions, design/ technical specification together with calculation of annual energy generation (kWh/annum) and associated reduction in residual CO₂ emissions shall be provided within an updated Energy Statement.

Prior to occupation the following information shall be provided:

- Evidence of the PV system as installed including exact location, technical specification and projected annual energy yield (kWh/year) e.g. a copy of the MCS installer's certificate.
- A calculation showing that the projected annual yield of the installed system is sufficient to reduce residual CO₂ emissions by the percentage shown in the approved Energy Statement.

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

14. Air source heat pumps

Prior to implementation, details of the air source heat pumps (including the exact location and design/ technical specification) together with calculation of energy generation and associated CO₂ emissions to achieve a reduction on residual emissions from renewable energy in line with the approved energy statement should be submitted to the Local Planning Authority and approved in writing. The system shall be installed prior to the occupation of the school and thereafter retained in perpetuity.

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

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15. External lighting

Full detail of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to installation. This shall include lux level contours superimposed on a site plan and shall seek to show that there will be no light spill above pre-existing levels beyond the site boundaries or onto boundary features and neighbouring residential properties. The lux contour plan shall show lux levels at appropriate intervals (0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful). The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and (1) According to paragraph 185 (page 53) of the revised National Planning Policy Framework (NPPF, 2021), 'Planning policies and decisions should... limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation; and (2) to protect the functionality of the Bristol Wildlife Network.

16. Living roofs/walls

Prior to the installation of living roofs/walls a Method Statement prepared by a suitably qualified ecological consultant or landscape architect shall be submitted to and approved in writing by the Local Planning Authority for the creation of living roofs and/or walls. All details shall be shown on a scale plan of the site. The details shall include the location of the living roofs/walls on a scaled site plan, a section across the whole roof/wall at a minimum scale of 1:10 and a strategy to include details relating to the extent, specification, installation method and the management and maintenance of the living roof/wall. The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

Reason: To conform with Policy DM29 in the Site Allocations and Development Management Policies Local Plan, which states that: 'Proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks'.

Pre occupation condition(s)

17. Travel Plan - Not Submitted

No building or use hereby permitted shall be occupied or 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 approved in writing by the Local Planning Authority. The approved Travel Plan shall 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.

18. Community Use Agreement

No building or use hereby permitted shall be occupied or use commenced until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to

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the school's sports facilities including hydrotherapy pool and include details of pricing policy, hours of use, access by non-educational establishment users/non-members, management responsibilities and a mechanism for review. The development shall thereafter not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with the NPPF (2021).

19. BREEAM

Prior to occupation, the full BREEAM Post Construction report (prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (or other approved registration body), including dates/receipt confirmation email from the BRE) shall be submitted to the local planning authority and approved in writing.

Within 6 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason: To ensure the development is built in a sustainable manner in accordance with BCS15 (Sustainable design and construction).

20. Landscape (Soft and Hard)

Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- a. a scaled plan showing vegetation to be retained and trees and plants to be planted:
- b. proposed hardstanding and boundary treatment:
- c. a schedule detailing sizes and numbers of all proposed trees/plants
- d. Maintenance schedule to ensure successful establishment and survival of new planting, including watering quantities and schedule.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any trees that die, are removed, become severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of completion shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with DM15 and DM17.

21. Electric Vehicle Charging Points

No building or use hereby permitted shall be occupied or use commenced until full details of the proposed Electrical Vehicle Charging facilities to serve the development have been submitted to and approved in writing by the Local Planning Authority. This shall include passive provision for a charge point in 20% of spaces with passive provision (ducting and

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cabling) to enable charge points to be added in the remaining spaces at a future date. Charge points should have a minimum output of 7kW. The Electric Vehicle Charging Points as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

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

22. Security Management Plan

No building or use hereby permitted shall be occupied or use commenced until there has been submitted to and approved in writing by the Council a Management Plan for the building which shall include, but not be limited to, details of measures set out below.

(a) Management, opening and closing times of gates to ensure the school boundary is secure both during school hours and out of normal hours to prevent unwanted intrusion/ASB.

(b) Detail of electronic access arrangements and audio/visual intercom systems

(c) Detail of surveillance (CCTV) which should provide coverage (identification quality) to pupil and staff entrances, cycle stores and the enclosed courtyard. Lighting will need to be considered in conjunction with CCTV.

(d) Detail of intruder alarm systems

The approved Security Management Plan shall be complied with throughout the duration of the use.

Reason: In the interests of safety and security.

23. Implementation of Approved Remediation Scheme

In the event that contamination is found, no occupation of the development 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 (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.

24. Reporting of Unexpected Contamination

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice.

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Where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason (for all conditions) : 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. This is in line with paragraph 170 of the National Planning Policy Framework.

25. Details of Kitchen Extraction/Ventilation System

No equipment for the extraction and dispersal of cooking smells/fumes shall be installed until details including method of construction, odour control measures, noise levels, appearance and ongoing maintenance have been submitted to and been approved in writing by the Local Planning Authority. The approved scheme shall be installed before the installation of any such equipment and thereafter shall be permanently retained.

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

26. 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.

27. Completion and Maintenance of Car/Vehicle Parking - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) 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. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

28. 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.

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29. Completion of Vehicular Access - Shown on Approved Plans

No building or use hereby permitted shall be occupied or 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 for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure that the vehicular access point is safe and includes adequate drainage.

30. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on Approved Plans

No building or use hereby permitted shall be occupied or 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 adopted highway (including the footway), except on the day of collection.

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

31. Completion of Pedestrians/Cyclists Access - Shown on approved plans

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

Reason: In the interests of highway safety.

32. Completion and Maintenance of Sustainable Drainage System (SuDS) - Shown on Approved Plans

No building or use hereby permitted shall be occupied or the use commenced until the SuDS scheme for this site has been completed in accordance with the approved Sustainable Urban Drainage Strategy referenced CLTS-PEV-XX-ZZ-RP-C-00501 Issue Number P04 dated 11.04.2022 prepared by Pick Everard, submitted on 07.07.2022. The SuDS 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.

33. Obscure glazed, non-opening and restricted opening windows

No building or use hereby permitted shall be occupied or the use commenced until the non-opening obscure glazed windows and the obscure glazed windows with lower panels restricted to 100mm opening have been installed to the east and west elevations in the position and to

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the specification shown on approved plans 02004 P42 and 02006 P44. The windows shall thereafter remain non-opening obscure glazed and obscure glazed with lower panels restricted to 100mm opening in perpetuity.

Reason: to protect the residential amenity of neighbouring properties.

34. Removal of metal fire escape

No building or use hereby permitted shall be occupied or the use commenced until the metal fire escape to the south wing/rear of Claremont House has been removed in accordance with the approved plans.

Reason: In the interests of visual amenity and to accord with the aspirations of the Henleaze: Our Place Character Appraisal.

Post occupation management

35. Energy and Sustainability in accordance with statement

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the approved Sustainable Energy Statement (CLTS-PEV-XX-XX-RP-ME-00001 Issue P05 prepared by Pick Everard dated 1st June 2022) prior to occupation. A total 31% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 25% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings)

36. Traffic Management Statement

The measures outlined in the approved School Traffic Management Statement Rev A (submitted 8 Feb 2022) shall be implemented in accordance with the approved Traffic Management Statement for the lifetime of the development unless agreed in writing by the Local Planning Authority.

Reason: To ensure the safe operation of the highway network and internal car park

37. Noise from plant & equipment affecting residential

The rating level of any noise generated by plant & equipment, as determined by 'BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound', shall be no more than 30 dBA at any surrounding residential property.

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

38. Restriction of use of roof

The roof areas of the development hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific planning permission from the Local Planning Authority.

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Reason: To safeguard the amenities of the adjoining premises.

39. Use of refuse and recycling facilities

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

Reason: To safeguard the amenities of nearby occupiers

40. Deliveries and servicing

Activities relating to deliveries and servicing shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

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

41. Works to trees

The development permitted by this planning permission shall be carried out in complete accordance with the approved Arboricultural Impact Assessment referenced 210816-1.0-CSSB-AIA-CH dated 16 August 2021 prepared by Treework Environmental Practice, unless otherwise agreed in writing by the Local Planning Authority.

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

List of approved plans

42. 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.

02001 PL01 Existing Site Elevations - North and South, received 12 October 2021
 02002 PL01 Existing Site Elevations - East and West, received 12 October 2021
 Memorandum of Understanding dated 08.08.2022, received 8 August 2022
 02010 P46 Bin Store Proposed Elevations and Plan, received 1 August 2022
 06201 P48 Proposed Aerial Views, received 7 July 2022
 09161 P03 Hard Landscape and Furniture Plan, received 14 March 2022
 1031-004 Vehicle Swept Path Plots, received 14 June 2022
 00553 P01 Proposed Drainage Construction Details Page 2 of 3, received 14 June 2022
 00750 P02 Proposed Pavement and Kerb Construction Layout, received 14 June 2022
 00751 P01 Proposed Pavement and Kerb Construction Details, received 14 June 2022
 03006 P42 Section through east elevation showing opening windows, received 14 March 2022
 09413 P25 Bifold gate, received 22 June 2022
 03005 P42 Proposed Site Section In Relation to Existing Bungalow, received 23 February 2022
 FIGURE 5A Vehicle Swept Path Plots, received 14 March 2022
 Traffic Management Plan Rev A, received 8 February 2022
 Transport Statement Rev A, received 14 June 2022
 1031-002 Proposed Waiting Restrictions and Highway Works, received 14 June 2022

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CSB-SUK-XX-XX-DR-W-0001 Tree Protection Plan, received 12 October 2021
492 / 11302 / 1A A Topographical Survey, received 12 October 2021
CLTS-STL-A-71207 Privacy of Bungalow, received 4 February 2022
06005 P35 Existing & Proposed View of Claremont House from Henleaze Park, received 4 February 2022
492 / 11302 / 1B Topographical Survey, received 21 October 2021
Arboricultural Impact Assessment referenced 210816-1.0-CSSB-AIA-CH dated 16 August 2021 prepared by Treework Environmental Practice., received 21 October 2021
Sustainable Urban Drainage Strategy referenced CLTS-PEV-XX-ZZ-RP-C-00501 Issue Number P04 dated 11.04.2022 prepared by Pick Everard, received 7 July 2022
Sustainable Energy Statement CLTS-PEV-XX-XX-RP-ME-00001 Issue P05 prepared by Pick Everard dated 1st June 2022, received 1 June 2022
0001 - TCP Tree Constraints Plan, received 12 October 2021
00001 PL01 Location Plan, received 12 October 2021
00002 PL01 Existing Site Plan, received 12 October 2021
00003 P48 Proposed Site Plan, received 7 July 2022
00100 P04 Proposed Levels Strategy, received 12 October 2021
00500 P03 Proposed Foul Drainage Strategy, received 12 October 2021
00501 P05 Proposed Surface Water Drainage Strategy, received 12 October 2021
01001 P25 Existing Ground Floor Plan, received 25 November 2021
01002 P25 Existing First & Second Floor Plans, received 25 November 2021
01003 P25 Existing Roof Plan, received 25 November 2021
01004 P25 Proposed Demolition Ground Floor Plan, received 25 November 2021
01005 P25 Proposed Demolition First & Second Floor Plans, received 25 November 2021
01006 P25 Proposed Demolition Roof Plan, received 25 November 2021
01007 P48 Proposed Ground Floor Plan, received 7 July 2022
01008 P48 Proposed First & Second Floor Plans, received 7 July 2022
01009 P48 Proposed Roof Plan, received 7 July 2022
02003 P35 Proposed Site Elevations - North & South, received 4 February 2022
02004 P42 Proposed Site Elevations - East & West, received 10 March 2022
02005 P48 Proposed Build Elevations - North & South, received 7 July 2022
02006 P44 Proposed Build Elevations - East & West, received 24 March 2022
03001 PL01 Existing Site Sections - Sheet 01, received 12 October 2021
03002 PL01 Existing Site Sections - Sheet 02, received 12 October 2021
03003 PL01 Proposed Site Sections - Sheet 01, received 12 October 2021
03004 P42 Proposed Site Sections - Sheet 02, received 23 February 2022
04001 PL01 Shadow Analysis - Spring & Summer, received 12 October 2021
04002 PL01 Shadow Analysis - Autumn & Winter, received 12 October 2021
04003 PL01 Shadow Analysis - Spring & Summer - Evening, received 12 October 2021
04004 PL01 Shadow Analysis - Autumn & Winter - Evening, received 12 October 2021
06001 P25 Existing & Proposed View - Henleaze Park, received 25 November 2021
06002 P25 Existing & Proposed View - Kenton Mews, received 25 November 2021
06003 P48 Existing & Proposed View - Entrance from Drive, received 7 July 2022
06004 P48 Existing & Proposed View - Main Entrance, received 7 July 2022
09001 P25 Landscape General Arrangement, received 22 June 2022
09003 P17 Kerb & Edging Plan, received 22 June 2022
09041 C01 Typical Tree Pit, received 12 October 2021
09042 C01 Typical Tree Pit, received 12 October 2021
09043 C01 Typical Soil Profile Detail, received 12 October 2021
09101 C01 Tree Retention & Removal Plan, received 12 October 2021
09121 C01 Landscape Demolition Plan, received 12 October 2021
09141 P13 Planting Strategy, received 1 August 2022
09181 P18 Boundary Plan, received 22 June 2022
09404 P13 Drop-Off Canopy Details, received 4 February 2022
09405 C01 Vehicle Entrance Area Details, received 12 October 2021

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492 / 11302 / 1A Topographical Survey, received 21 October 2021

Reason: For the avoidance of doubt.

Advices

1 Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:

- I. Drafting the Agreement
- II. A Monitoring Fee equivalent to 15% of the planning application fee
- III. Approving the highway details
- IV. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

2 Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections.

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team at transportdm@bristol.gov.uk

N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

3 Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic

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management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions 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 Highway Condition Survey

The development hereby approved includes the carrying out of a Highway Condition Survey. To agree the extent of the area to be surveyed contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk

5 Travel Plan Statement / Travel Plan - Not Submitted

You are advised that a Travel Plan Statement / Travel Plan is required to be prepared and submitted using the Travel Plan Guide for New Developments and the associated templates at www.bristol.gov.uk/travelplans

6 Highway Works Plan: For the avoidance of doubt, the plan indicated in condition 6 is included in the approved Transport Statement Rev A - Appendix D, referenced 1031-002.

7 Living roof/wall guidance

Please see: <https://www.greenroofers.co.uk/> and <https://livingroofs.org/> for further information and the following reference: English Nature (2006). Living roofs. ISBN 1 85716 934.4 Internet address: <https://documents.net/document/english-nature-triton-full-living-roof-the-structure-may-need-to-be-assessed.html>

Please note that a living roof can be integrated with photovoltaic panels.

The living roof should include calcareous wildflowers and should not employ significant areas of Sedum (Stonecrop), as the latter has limited value for wildlife. The Method Statement should include details of the layout (measurements should be provided), construction and design of the living roof. Design elements should include the following: stones, shingle and gravel with troughs and mounds; log piles; mounds of pure sand 20 to 30 cm deep; coils of rope and areas of bare ground. The use of egg-sized pebbles should be avoided because gulls and crows may pick these up and drop them. An overall substrate depth of at least 10 cm comprising crushed demolition aggregate or pure crushed brick is desirable. Deeper areas of substrate which are at least 20 cm deep are also valuable as they provide refuges for animals during dry spells. An area of wildflower meadow should also be seeded on the roof for pollinating insects. Details of the seed mix and planting proposed should also be submitted, together with a maintenance/management schedule.

For small scale living roofs please see the following web site:

<http://greenroofshelters.co.uk/make-provide/> This has examples of ready-made solutions for living roofs on cycle shelters and bin stores as well as on shipping containers including those for on-site storage. These provide a ready-made solution to the provision of living roofs on site.

8 The Institution of Lighting Professionals (ILP) has published guidance on considering the impact upon bats when designing lighting schemes. They have partnered with the Bat Conservation Trust (BCT) and ecological consultants to write this document on avoiding or reducing the harmful effects which artificial lighting may have on bats and their habitats. This guidance is available on the ILP website as a Guidance Note (GN) and can be downloaded from: <https://www.theilp.org.uk/documents/guidance-note-8-bats-and-artificial-lighting/>

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- 9 With regards to trees and landscaping the following British Standards should be referred to:
- a. BS: 3882:2015 Specification for topsoil
 - b. BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
 - c. BS: 3998:2010 Tree work - Recommendations
 - d. BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
 - e. BS: 4043:1989 Recommendations for Transplanting root-balled trees
 - f. BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
 - g. BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
 - h. BS: 8545:2014 Trees: from nursery to independence in the landscape - Recommendations
 - i. BS: 8601:2013 Specification for subsoil and requirements for use
- 10 Guidance on preparing Community Use Agreements is available from Sport England.
<http://www.sportengland.org/planningapplications/>
- 11 The Construction Environmental Management Plan should also include but is not limited to reference to the following:
- o All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays.
 - o Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
 - o Procedures for emergency deviation of the agreed working hours.
 - o Control measures for dust and other air-borne pollutants .
 - o Measures for controlling the use of site lighting whether required for safe working or for security purposes.
 - o Procedures for maintaining good public relations including complaint management, public consultation and liaison.
- 12 Consultation regarding revised application: You are advised to contact **** on **** to discuss a revised submission incorporating amendments more likely to be acceptable to the city council.
- 13 Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.
- 14 Bats and bat roosts: Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations Act. Prior to commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult English Nature (Taunton office 01823 283211).

Supporting Documents

3. Claremont School, Henleaze Park, BS9 4LR.

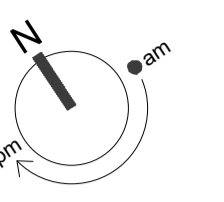
1. Existing Site Plan
2. Proposed Site Plan
3. Proposed Aerial Views
4. Proposed Ground Floor Plan
5. Proposed First and Second Floor Plan
6. Proposed New Build Elevations – East and West
7. Proposed Window Detail

Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.



KEY

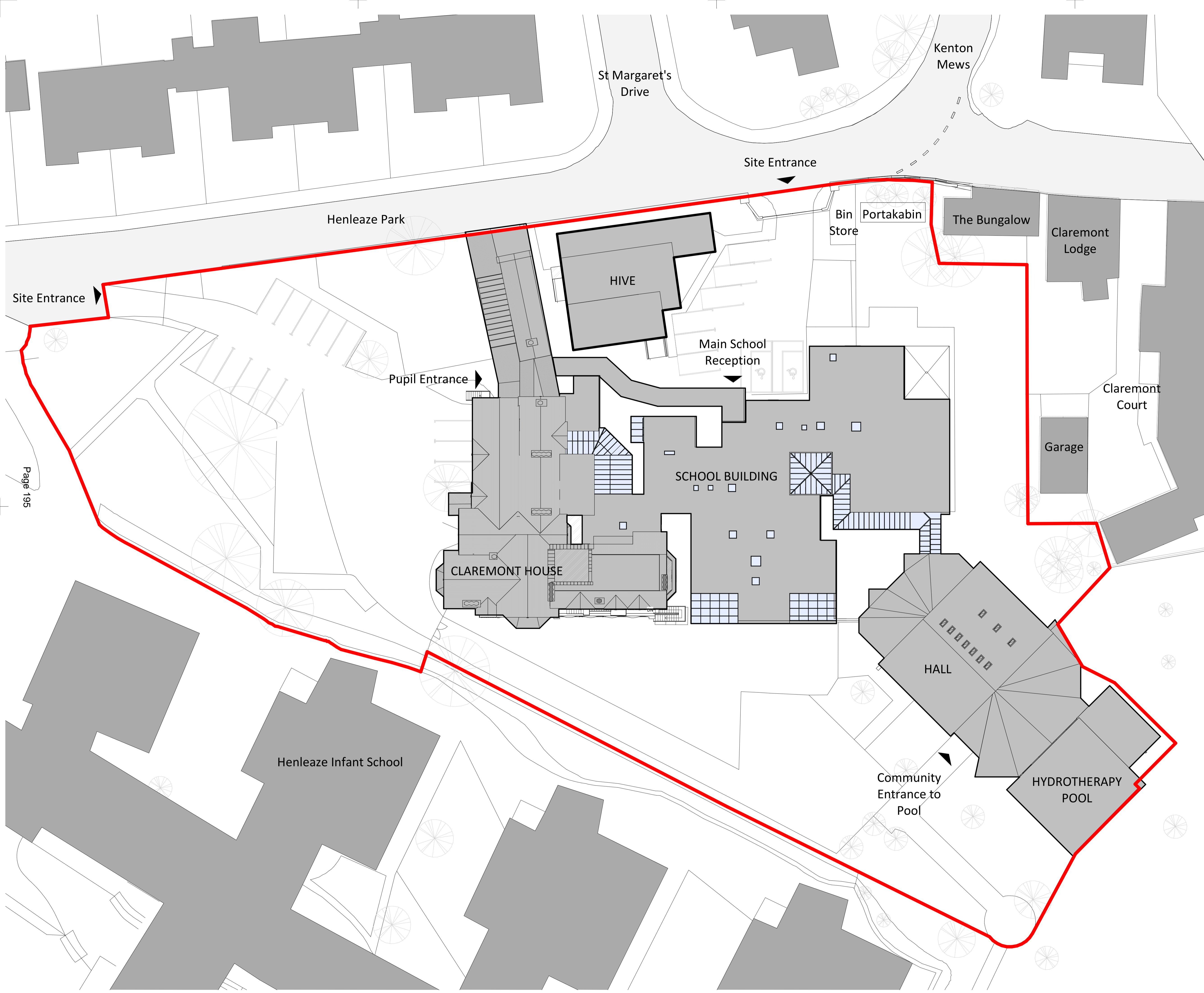
- Site Boundary
- Entrance Points



NOTES

Existing Parking Number:
 - 16 Standard Spaces
 - 2no. Disabled Spaces
 - 3no. Minibus Spaces

Total: 21 Spaces



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PL	PL01	17/08/21	Planning Issue
S4	P21	19/03/21	Stage 01 Issue
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska

STATUS	REV	DATE	DESCRIPTION	REVISION
CLIENT				LN
Skanska				HL
				ORIGINATOR NO 153645

CONSULTANT
STRIDE TREGLOWN
 www.stride-treglow.com © Stride Treglow Limited 2017
 PROJECT
 Claremont all through SEN School
 Henleaze Park,
 Henleaze,
 Bristol, BS9 4LR

DRAWING TITLE
Existing Site Plan

SUITABILITY STATUS PL : PLANNING	SCALE 1 : 200 @ A1
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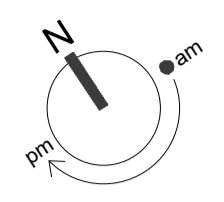
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER CLTS-STL-XX-ZZ-DR-A-00002	REVISION PL01
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Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.

0mm 50mm 100mm

0 5 10 m 20 m
KEY

- Site Boundary
- ▼ Entrance Points

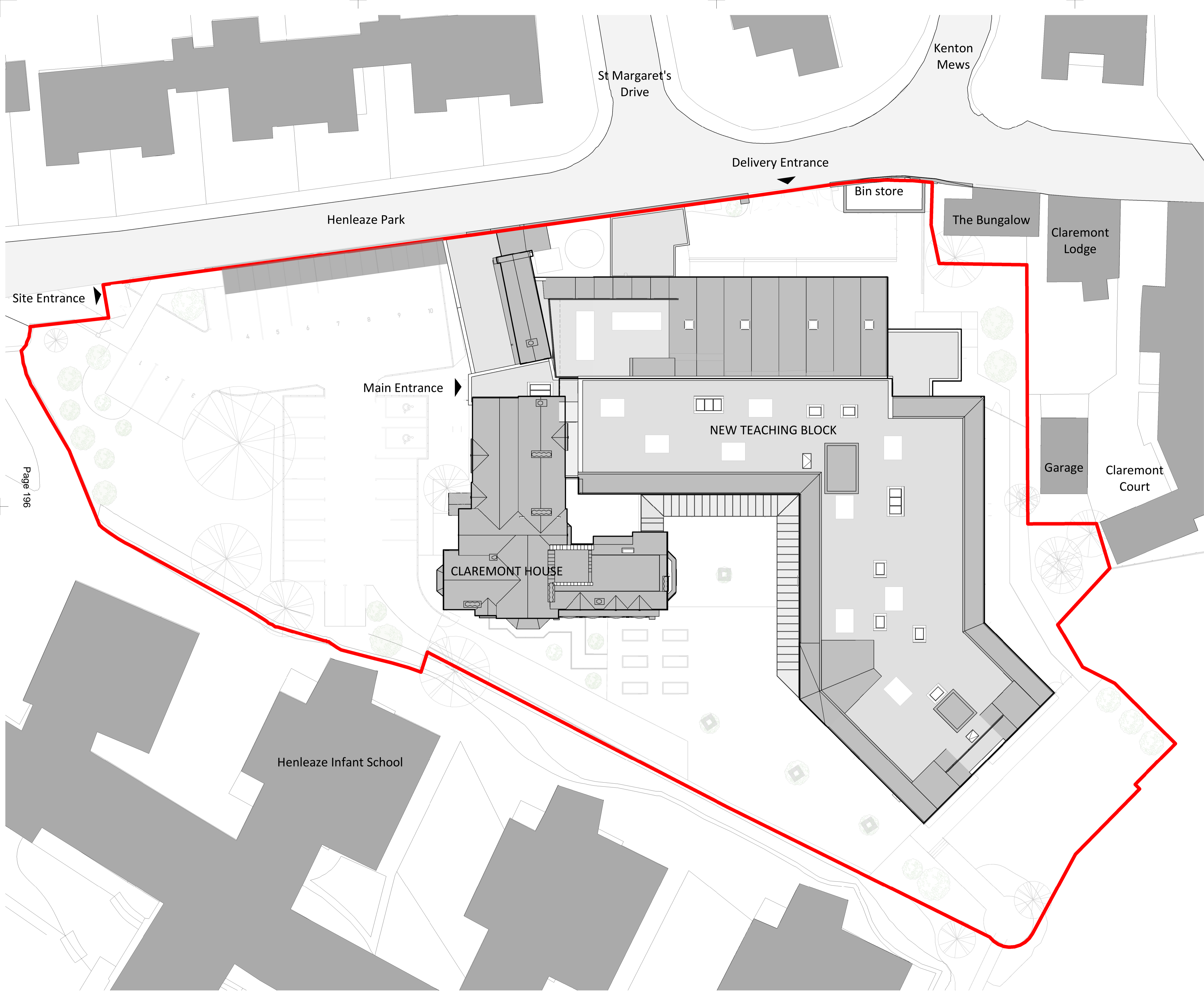


NOTES

- Proposed Parking Numbers:
- 15 Standard Spaces
 - 2no. Disabled Spaces
 - 10no. Minibus Spaces

Total: 27 Spaces
(6 additional Spaces from existing)

See drawing number 09001 for proposed landscape arrangement.



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S2	P48	22/06/22	Issued for Planning
S2	P47	26/04/22	Issued for Planning
S2	P25	23/11/21	For Planning
S2	P24	01/11/21	For Planning
PL	PL02	22/09/21	Planning Issue
PL	PL01	17/08/21	Planning Issue
S4	P21	19/03/21	Stage 01 Issue
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska

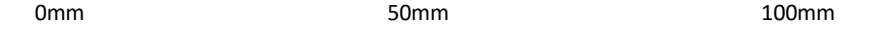
STATUS	REV	DATE	DESCRIPTION	REVISED BY
CLIENT				LN
Skanska				HL
				ORIGINATOR NO
				153645

CONSULTANT
STRIDE TREGLOWN
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 Clarendon all through SEN School
 Henleaze Park,
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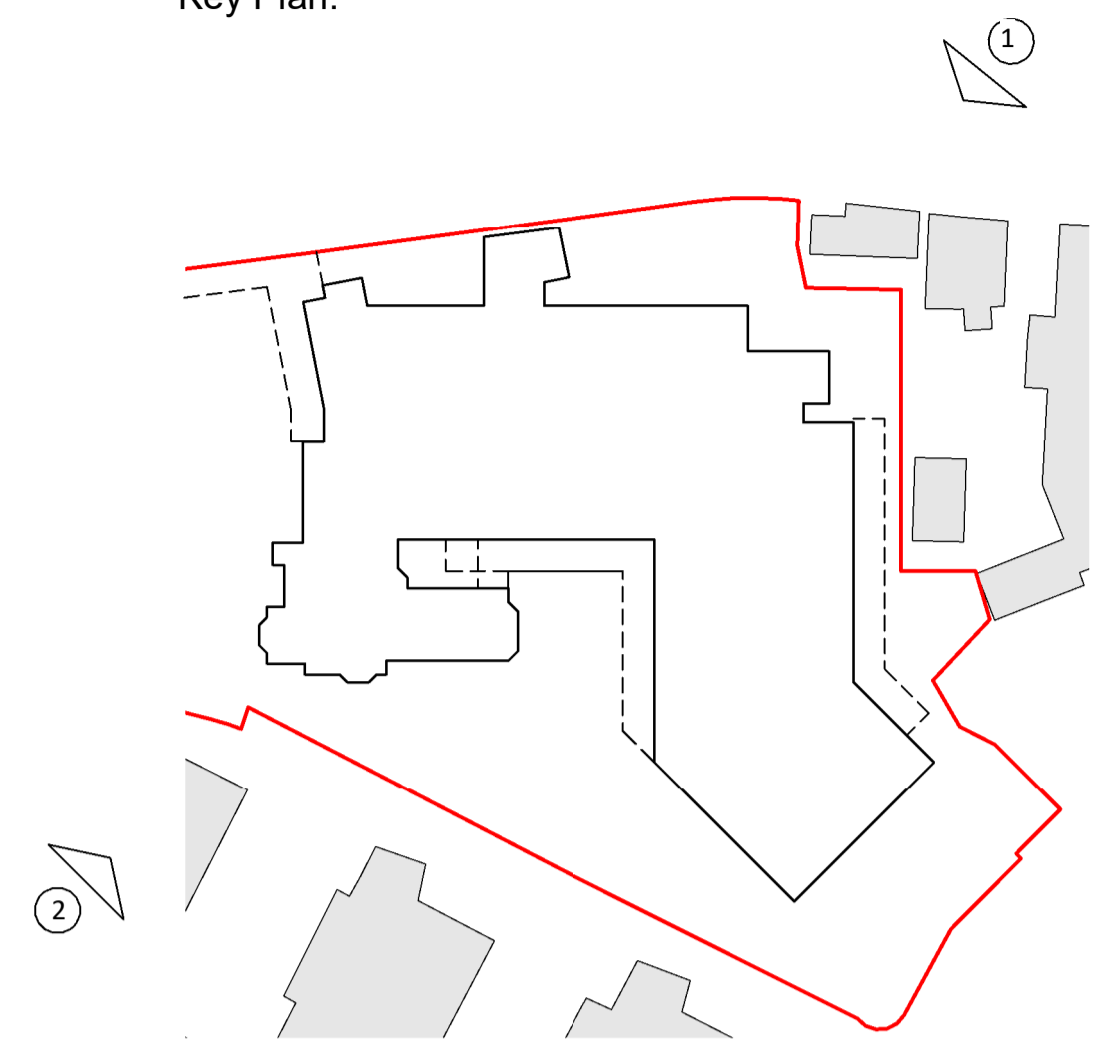
DRAWING TITLE
 Proposed Site Plan

SUITABILITY STATUS	SCALE
S2 : SUITABLE FOR INFORMATION	1 : 200 @ A1
PURPOSE OF ISSUE: Issued for information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-ZZ-DR-A-00003	P48

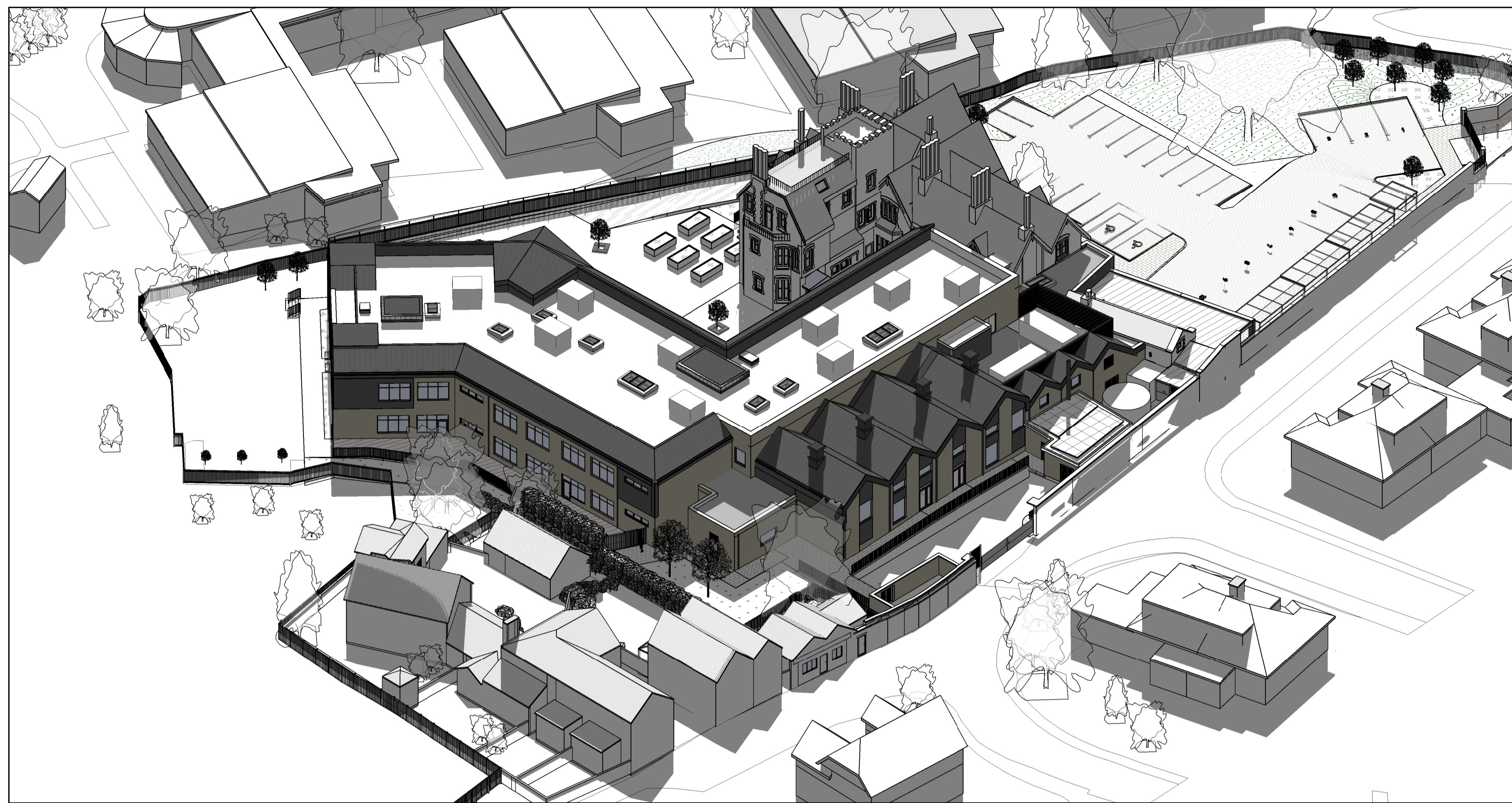
Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.



Key Plan:



Note: Rooftop Plant sizes and locations indicative only.



1 Aerial View - North East



2 Aerial View - South West

STATUS	REV	DATE	DESCRIPTION
S2	P48	22/06/22	Issued for Planning
S1	P35	01/02/22	Issued for planning
S2	P25	23/11/21	For Planning
S2	P18	11/02/21	Issued for Pre App
S2	P07	10/12/20	Issued for Pre App

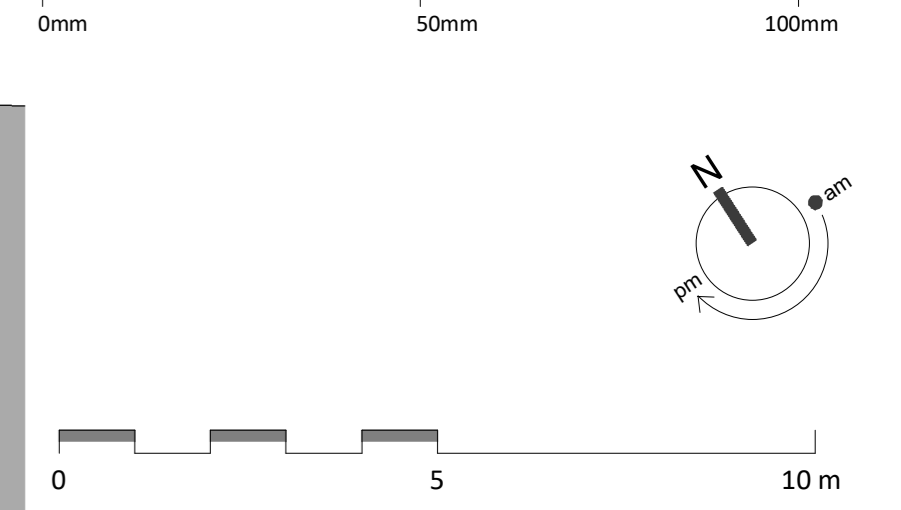
CLIENT	REVISOR
Skanska	LN
	HL
	153645

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DRAWING TITLE
 Proposed Aerial Views

SUITABILITY STATUS	SCALE
S2 : SUITABLE FOR INFORMATION	N.T.S @ A1
PURPOSE OF ISSUE: Issued for information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-ZZ-DR-A-06201	P48

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All construction information should be taken from figured dimensions only.



- Department Key**
- Basic Teaching
 - Large Spaces
 - Learning Resource
 - Non Net
 - Non Net Circulation
 - Staff & Administration
 - Storage
 - Supplementary

- Key**
- Rooflight Above
 - Existing Elements
 - Proposed Elements
 - Indicative First Floor Window positions (locations and sizes indicative.)



STATUS	REV	DATE	DESCRIPTION	REVISOR
S2	P48	22/06/22	Issued for Planning	LN
S2	P47	26/04/22	Issued for Planning	LN
S2	P25	23/11/21	For Planning	HL
S2	P24	02/12/21	For Planning	HL
PL	P105	17/09/21	Planning Issue	HL
S4	P21	19/03/21	Stage 01 Issue	HL
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska	HL

CLIENT: **Skanska**

CONSULTANT: **STRIDE TREGLOWN**
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PROJECT: **Claremont all through SEN School**
Henleaze Park,
Henleaze,
Bristol, BS9 4LR

DRAWING TITLE: **Proposed Ground Floor Plan**

SUITABILITY STATUS	SCALE
S2 : SUITABLE FOR INFORMATION	1 : 100 @ A0
PURPOSE OF ISSUE: Issued for Information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-00-DR-A-01007	P48

- Department Key**
- Basic Teaching
 - Large Spaces
 - Learning Resource
 - Non Net
 - Non Net Circulation
 - Staff & Administration
 - Storage
 - Supplementary

- Key**
- Rooflight Above
 - Existing Elements
 - Proposed Elements
 - Indicative First Floor Window positions (locations and sizes indicative.)



First Floor
1 : 100

Second Floor
1 : 100

STATUS	REV	DATE	DESCRIPTION	REVISOR
S2	P48	22/06/22	Issued for Planning	LN
S2	P47	26/06/22	Issued for Planning	LN
S2	P25	23/12/21	For Planning	HL
S2	P24	01/12/21	For Planning	HL
PL	P02	22/09/21	Planning Issue	HL
PL	P01	17/09/21	Planning Issue	HL
S4	P21	19/03/21	Stage 01 Issue	HL
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska	HL

Skanska

CLIENT: Skanska
 REVISOR: LN
 CHECKED BY: HL
 ORIGINATOR NO: 153645

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PROJECT
 Claremont all through SEN School
 Henleaze Park,
 Henleaze,
 Bristol, BS9 4LR

DRAWING TITLE
 Proposed First and Second Floor Plan

SUITABILITY STATUS	SCALE
S2 : SUITABLE FOR INFORMATION	1 : 100 @ A0
PURPOSE OF ISSUE: Issued for information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-ZR-DR-A-01008	P48



1. New Build East Elevation - Left of Crank
1 : 100

2. New Build East Elevation - Right of Crank
1 : 100



3. New Build West Elevation - Left of Crank
1 : 100

4. New Build West Elevation - Right of Crank
1 : 100

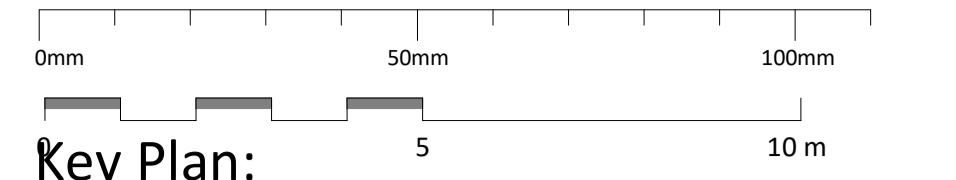


5. New Build West Elevation
1 : 100



6. East Elevation- New infill to Claremont House
1 : 100

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.



Key Plan:

Elevation Key

- 1 Buff Brick
- 2 Black Brick
- 3 Brick Parapet-Colour Buff
- 4 Recessed brick -Colour Buff
- 5 Metal Cladding - dark grey
- 6 Curtain Walling (frame dark grey)
- 7 Manifestation to glazing
- 8 Spandrel Panel
- 9 Classroom canopy
- 10 PPC window system (frame dark grey). Clear glazing
- 11 PPC Glazed door (frame colour TBC)
- 12 Obscured glazing to windows.
- Obscured window- Non-openable window light.
- Obscured window panel. Low level windows restricted to 100mm opening.
(Note: blue and pink colour is for easy identification of this item only. Neutral glazing colour will be used)
- 13 PPC Juliette balcony
- 14 PPC Louvre
- 15 Louvred doors

STATUS	REV	DATE	DESCRIPTION	REVISOR
S2	P44	22/03/22	Issued for Planning	LN
S2	P25	23/11/21	For Planning	LN
S2	P24	01/11/21	For Planning	HL
PL	PL02	22/09/21	Planning Issue	HL
PL	PL01	17/08/21	Planning Issue	HL
S4	P21	19/03/21	Stage 01 Issue	HL
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska	HL

CLIENT
Skanska

ORIGINATOR NO
153645

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PROJECT
Claremont all through SEN School
Henleaze Park,
Henleaze,
Bristol, BS9 4LR

DRAWING TITLE
Proposed New Build Elevations - East and West

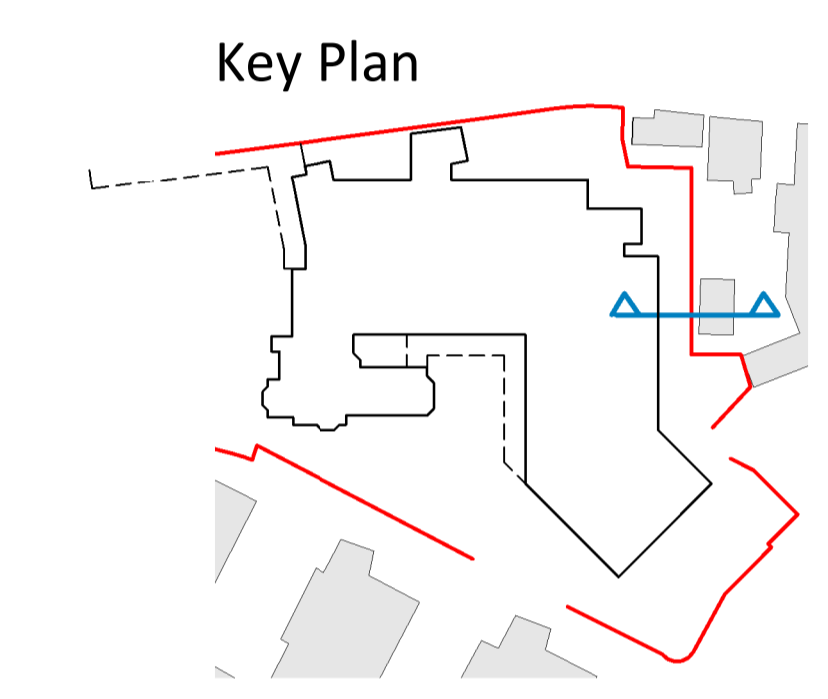
SUITABILITY STATUS	SCALE
S2 : SUITABLE FOR INFORMATION	1 : 100 @ A1
PURPOSE OF ISSUE: INFORMATION	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-ZZ-DR-A-02006	P44

Project:
Bristol Schools

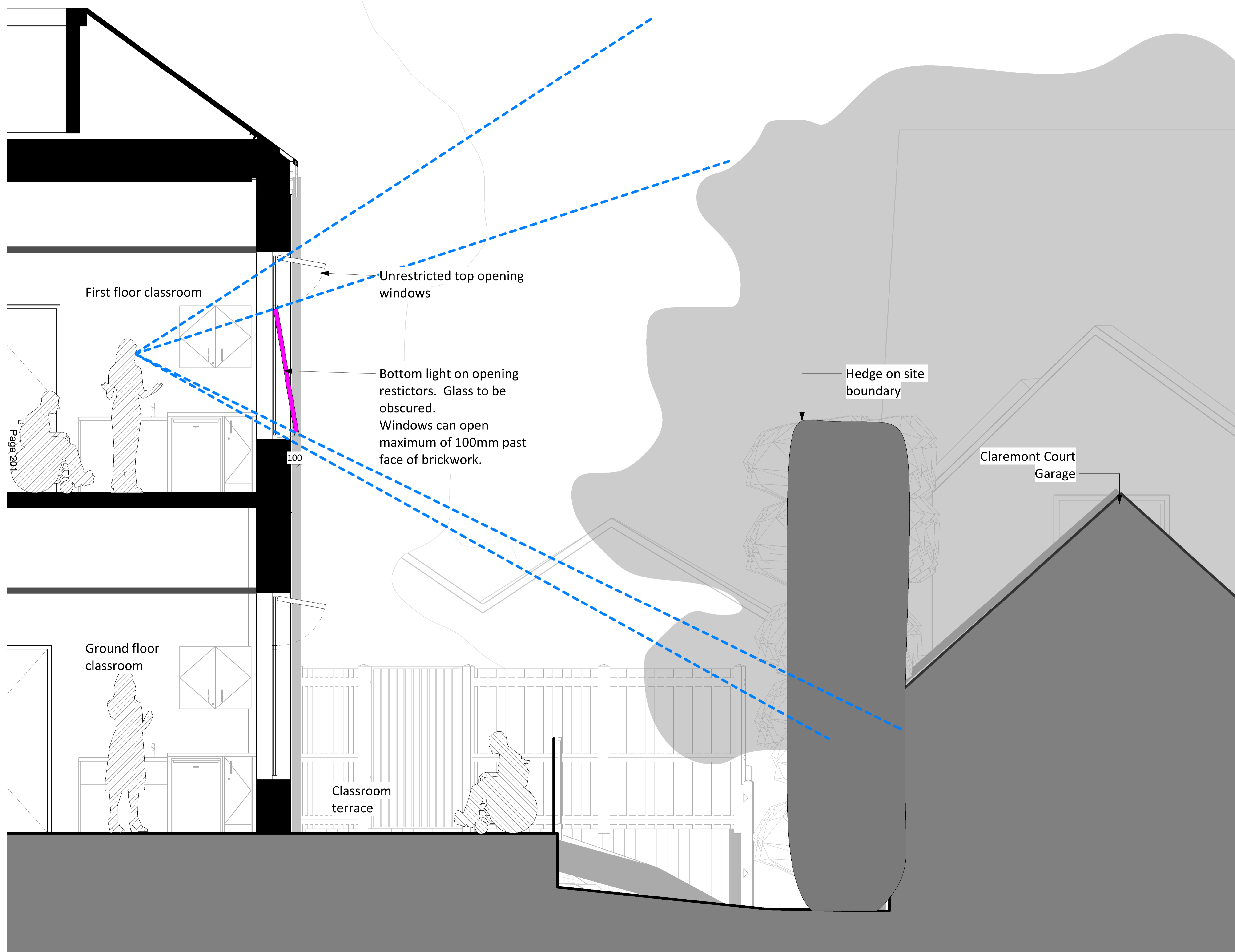
- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.
 5. This document is a briefing tool aimed at illustrating the required design intent for a Skanska project.
 6. 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 2015, THE DOCUMENT ORIGINATOR HAS UNDERTAKEN A DESIGN RISK ASSESSMENT FOR THE ELEMENTS SHOWN ON THIS DOCUMENT. THE ABOVE ARE ONLY THE KEY RISKS THAT WERE IDENTIFIED DURING THE RISK ASSESSMENT. FOR A COMPREHENSIVE LIST REFER TO THE DESIGN RISK ASSESSMENT.



--- Extent of sight lines



Page 201

Proposed Section through East Elevation
 1 : 20

S2	STATUS	P42	10/03/22	Issued for Planning
REV	DATE	DESCRIPTION		

SKANSKA
 240 Park Avenue
 Aztec West
 Almondsbury
 Bristol
 BS32 4SY

Drawing Originator
STRIDE TREGLOWN
 www.stridetreglown.com

Project Name
Claremont all through SEN School

Status code and description
S2 : SUITABLE FOR INFORMATION

Purpose of issue
For Information

Approved by
 HL

Approved Date
 03/09/22

Scale
 As indicated@ A1

Title
Section through east elevation showing opening windows

PROJECT - ORIGINATOR - VOLUME - LEVEL - TYPE - ROLE - NUMBER	REVISION
CLTS-STL-02-ZZ-DR-A-03006	P42

Development Control Committee A – 5 October 2022

ITEM NO. 4

WARD: Central
SITE ADDRESS: 1A-C Colston Yard Bristol BS1 5BD

APPLICATION NO: 21/04208/F Full Planning

DETERMINATION DEADLINE: 12 October 2022

Partial demolition, conversion of no. 1A Colston Yard from offices to a house in multiple occupation and conversion of nos. 1B-C to an apart-hotel (Use Class C1) with a business hub and associated new-build development containing serviced apartments.

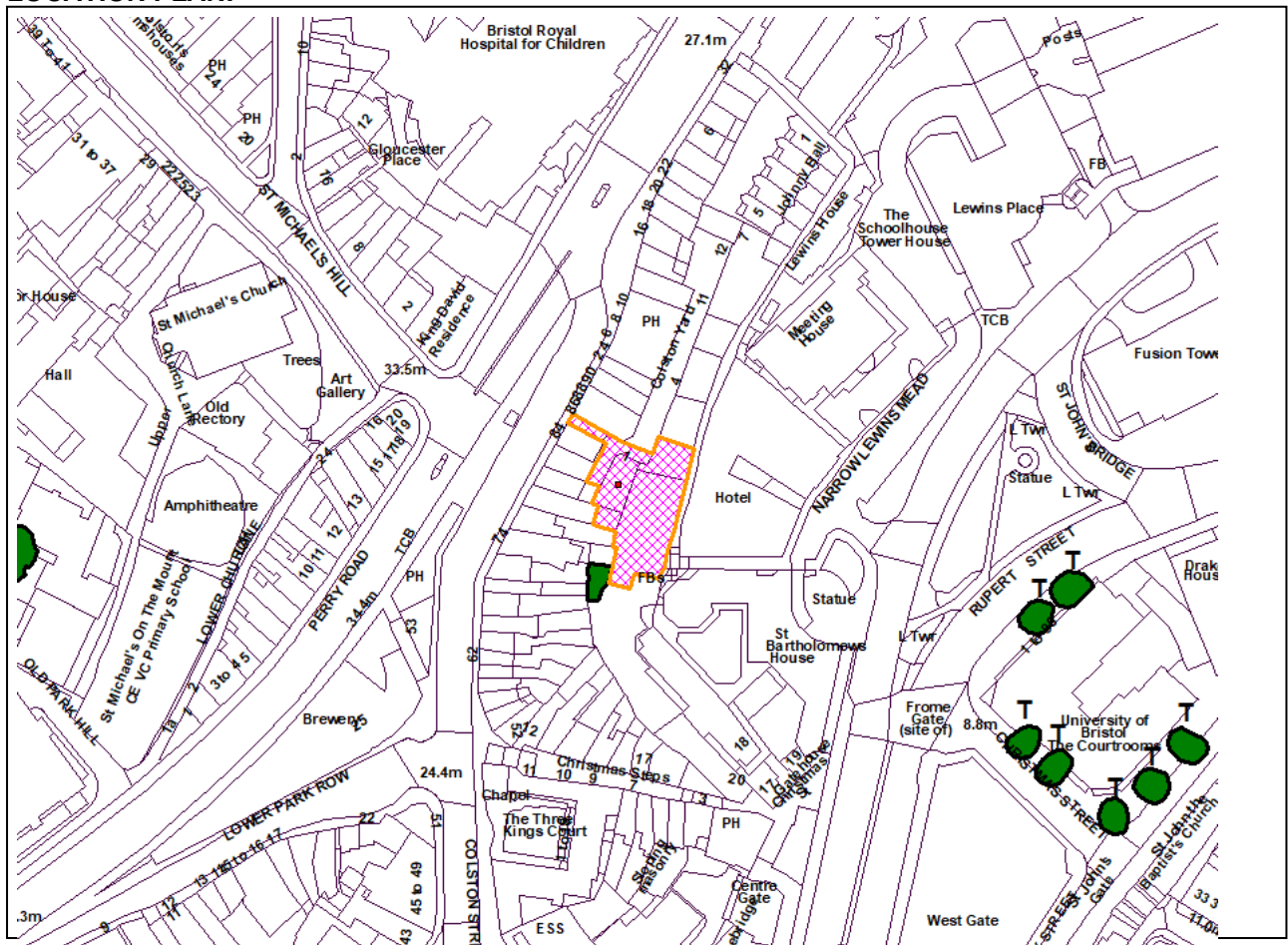
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Aspect360 Ltd
 45 Oakfield Road
 Clifton
 Bristol
 BS8 2AX

APPLICANT: STP Lettings Ltd

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

LOCATION PLAN:



Development Control Committee A – 5 October 2022
Application No. 21/04208/F : 1A-C Colston Yard Bristol BS1 5BD

REASON FOR REFERRAL

The application has been called in by Councillor Stafford-Townsend. The reasons given are overbearing impact on Grade II and Grade II* Listed Buildings, that the proposal is unsuitable for the plot and location, transport impact, economic impact on surrounding businesses, amenity of neighbouring properties, impact of construction (noise and pollution). Full comments can be found on the Member Referral Form available to view online.

In addition, a significant number of objections have been received from members of the public and amenity groups.

SUMMARY

This application is for full planning permission the demolition of two buildings and construction of a 20 bedroom apart-hotel and an 8 bedroom HMO (the latter has already received planning permission). Following Case Officer advice, the scheme has been reduced in scale to the southern end, with an additional two bedrooms removed from the scheme.

A similar scheme to create residential units was approved in 2007. Following case officer advice, this application was reduced in scale to a similar massing to the previously approved scale of development.

The scheme is considered to be acceptable in terms of the principle of development and would preserve or enhance the special character of this part of the Conservation Area. Overall, the scheme is considered acceptable on balance subject to the conditions attached, and offers an inventive and creative use of land, including a parcel of brownfield land with no accessibility other than through the existing site. Consequently, Officers are recommending approval of the application.

SITE DESCRIPTION

The application site is located in the south-west corner of Colston Yard, a mews style backland development that has a range of buildings accommodating a mix of uses that include residential, workshops and offices. It also provides the rear access to shops and restaurants that front Colston Street. Pedestrian and vehicular Access is via a small squared arch from Colston Street.

The site lies within the St. Michaels Hill and Christmas Steps Conservation Area.

The views of the proposed development are from the south, above the Hotel du Van from Lewins Mead / Rupert Street.

A recent approval planning permission was granted for the conversion of 1A Colston Yard into an 8-bedroom HMO.

RELEVANT PLANNING HISTORY

There is an extensive planning history relating to this site. The most recent relevant applications of which are:

1A Colston Yard

Development Control Committee A – 5 October 2022
Application No. 21/04208/F : 1A-C Colston Yard Bristol BS1 5BD

21/06135/X: Application for the variation of condition 12 following grant of planning application 19/00311/F for the conversion of the building from offices to a house in multiple occupation, with associated external alterations, cycle parking and refuse storage. GRANTED subject to conditions on 16.05.2022.

19/00311/F: Conversion of the building from offices to a house in multiple occupation, with associated external alterations, cycle parking and refuse storage. GRANTED subject to conditions on 02.10.2019.

17/00809/COU: Proposed Change of Use from Office Use (Class B1) to a 2 No. Dwellinghouse. PRIOR APPROVAL GIVEN on 13.04.2017.

13/01636/NMA: Application for Non-Material Amendment following a grant of planning permission. Application 12/04573/F. Use of vacant (abandoned) commercial building for B1 office use. AGREED on 16.04.2013.

12/04573/F: Use of vacant (abandoned) commercial building for B1 office use. GRANTED subject to conditions on 04.02.2013.

07/01304/F: Mixed use redevelopment to involve retention and alteration of an existing building within the confines of the Colston Yard for employment use and construction of 18 new residential units. GRANTED subject to conditions on 03.04.2009.

1B & 1C Colston Yard

20/00330/F: Conversion of the building from offices to a larger house in multiple occupation (Sui Generis), with associated external alterations, cycle parking and refuse storage. GRANTED subject to conditions on 02.07.2020

18/05246/COU: Notification for prior approval for a proposed change of use of ground floor unit 1B and first floor unit 1C from office use (Class B1(a)) to two flats (Class C3). (2 units). GIVEN on 12.12.1018.

APPLICATION

Full planning permission is sought for the partial demolition and conversion of no. 1A Colston Yard from offices to a house in multiple occupation and conversion of nos. 1B-C to an aparthotel (Use Class C1) with a business hub and associated new-build development containing serviced apartments.

Following revision, the total number of rooms in the aparthotel has been reduced from 22 to 20.

Please see full plans for details.

For assessment of the 8 bedroom HMO element of the scheme at 1A Colston Yard, please see the Officer's Report for application 21/06135/X.

Development Control Committee A – 5 October 2022
Application No. 21/04208/F : 1A-C Colston Yard Bristol BS1 5BD

RESPONSE TO CONSULTATION AND PUBLICITY

Neighbouring properties were consulted by letter with a deadline to respond of 22.10.2021. In addition, a site notice was posted with an expiry date of 06.10.2021.

58 objections have been received, of which 12 were received after revised plans were published on the planning website.

Key reasons for objection:

- Loss of character of the Yard, inconsistent with the existing uses therefore contrary to special character of this part of the Conservation Area.
- Construction Plan is not credible.
- Impact on neighbouring business and services during construction.
- Additional traffic and servicing will block access for existing occupiers on the Lane.
- Overbearing on Sugar House and Listed Buildings.
- Size of development should be reduced.
- Unacceptable increase in urban density within the Conservation Area.
- Loss of privacy and overlooking for existing residents in the area.
- Loss of light to buildings on Colston Street.
- Fears that an aparthotel could 'morph' into a student development.
- Existing traffic and parking issues would be exacerbated.
- Noise pollution during and after construction.
- Concern over waste and rubbish/litter on the street.
- Development would cause antisocial behaviour.
- The previous scheme was more appropriate.
- Safety concerns with only one lift and one staircase.
- Poor amenity for future occupiers with very small bedrooms.

Conservation Advisory Panel

The Conservation Advisory Panel has commented as follows:

'The proposals would be very visible from both near and far viewing points, from Lewins Mead and further away and these views must be provided. It is difficult to determine how the upper levels of the development would impact the rear of the properties on Colston Street and further information should be provided.

Regarding the lower section of the proposal: as per the previous approval the Panel agrees with the design comprising new arches with recessed balconies. The detail of the glazing and balustrades would be critical and must be submitted and approved.

Regarding the section above the retaining wall: the new proposals are considerably larger than previously approved and this is not considered to be acceptable. The additional storeys do not take account of the falling ground level to Colston Street and would adversely affect the setting of these listed buildings. This part of the building when viewed from below would rise above the existing skyline, be very overbearing to the Sugar House and adversely affect the setting of this listed building. The building may also be visible above the listed buildings in Colston Street in views from Perry Road and TVA views of this must be provided.'

Development Control Committee A – 5 October 2022
Application No. 21/04208/F : 1A-C Colston Yard Bristol BS1 5BD

Bristol Civic Society

Bristol Civic Society has commented as follows:

'The proposal is for a 22 bed apart-hotel with an office hub plus an 8 bedroom HMO. There are outstanding planning permissions for two of the buildings on the site to be used as HMOs. The Society objected in 2018 to a proposal for a 72 bed student accommodation principally because of the proposal's height and its impact on views from the east and its lack of sympathy with the rhythm of development in and near Colston Yard. We consider that the present proposal is more sympathetic to its surroundings and offers an interesting solution to developing this underused site but have concerns regarding the height of the new buildings, the intensity of the development and access to the site.

Land Use.

The Society has no objections to the proposed uses of the site and welcomes, in principle, the development of the unused, poor quality land off Johnny Ball Lane. We have concerns that the proposed intensity of use will raise access issues covered in the section on access below.

Design and Height.

The Society considers that the main southward extension of development to accommodate most of the apart hotel rooms complements the rhythm established by the arched design of the large retaining wall beneath Colston Yard and immediately adjacent to Johnny Ball Lane. The gabled roofs surmounting each section of the new development also reflect the predominant roofscape of the east elevation of the Yard. However, we consider that the height of the apart-hotel should be reduced by at least one storey to reflect the southward slope of the land. This would, in our opinion, improve the view of the development as seen from Lewins Mead as well as reducing the impact of the development on the properties in Colston Street and Christmas Steps.

Access.

The site is poorly served in terms of access with a pedestrian only route from Johnny Ball Lane and a difficult vehicular access from Colston Yard. Consideration needs to be given to how the impact of dropping off and picking up of residents can be managed in Colston Street assuming that taxis and other vehicles will be reluctant to turn into Colston Yard and should probably be prevented from doing so in any case. Service vehicle access also needs to be addressed.

Safety.

The development would improve oversight and lighting in Johnny Ball Lane. Nonetheless, the Lane is narrow, enclosed and has two sight-obscuring right-angle bends. A safety enhancement scheme will be essential for Johnny Ball Lane.

Construction.

The access difficulties and constrained nature of the site will pose considerable challenges for construction and risks causing unreasonable disturbance to neighbouring activities and residences. We understand that the developers are working on this and a detailed construction management plan mitigating disturbance to neighbours will be essential if the proposal is to progress.'

Development Control Committee A – 5 October 2022
Application No. 21/04208/F : 1A-C Colston Yard Bristol BS1 5BD

Following submission of revised proposals, the Bristol Civic Society commented further:

'Bristol Civic Society notes the small reduction in the proposed height of the apart-hotel. Although this is a slight improvement, the Society considers that it is insufficient to warrant a withdrawal of its objection to the proposed height of the development. Our other concerns remain.'

The Christmas Steps Arts Quarter (Residents and Traders)

The Christmas Steps Arts Quarter (Residents and Traders) have commented as follows:

'The Christmas Steps Arts Quarter (Residents & Traders) objects. There is very strong opposition to this application as shown by the large number of objectors which include the Bristol Civic Society, the Conservation Advisory Panel and our CSAQ Association that comments as follows:

No. 1A

We will not comment on this proposal for an 8-student accommodation, because a virtually identical application has already received planning consent.

1B, 1C AND LAND AT REAR

We strongly object to the size, massing and design of the proposed hotel as being far too big for the site, harmful to this part of the Conservation Area, and far too big and overburdening to the very restricted upper and lower accesses both during construction and during ensuing operation:

SIZE

The scheme is far too big and ambitious and is "Trying to put a quart into a pint pot". The footprint covers every square meter of available land, and the seven-level building would be too high. The site is backed on to by Colston Street shops/residences nos. 84 to 66 that steeply step down Colston Street, whereas the proposed 2.5 storeys above Colston Yard's ground level continue horizontally southwards from Colston Yard's level, effectively appearing as much more than 2.5 storeys when viewed from descending Colston Street's rear windows, depriving them of light and air. Those occupants also object to their homes and gardens being overlooked from the proposed upper storeys, plus noise from same.

CONSERVATION AREA ISSUES

The proposed lower section continues the arched wall theme of Johnny Ball Lane and appears to be fairly acceptable to our community. However the upper glass 'Modern' storeys are not only too high, but are harmful to the character of the Conservation Area's many buildings surrounding the site:

Immediately to the north are Nos. 72 to 90 Colston Street and Nos. 1A to 4 Colston Yard - all designated "Unlisted Buildings of Merit".

Immediately East are St. Bartholomew's Hospital Remains Grade II*, The Sugar House (Hotel Du Vin) Grade II Listed and the Unitarian Chapel Grade LL* Listed.

Immediately south are all the buildings of Christmas Steps, all Grade II and Grade II*

Bristol City Council's St. Michael's & Christmas Steps Conservation Area Character Appraisal states "7.7.31 Colston Yard is the only mews development in the Conservation

Development Control Committee A – 5 October 2022
Application No. 21/04208/F : 1A-C Colston Yard Bristol BS1 5BD

Area, which retains a light-industrial character. The retention of independent workshops, artisans and light industry is extremely important in protecting the unique and diverse character of the area."

The proposed corporate 22-apartment hotel would greatly harm and disrupt the Yard's unique and precious character.

CONSTRUCTION ISSUES

The application's Construction Management Plan proposes commandeering several shoppers' parking spaces in Colston Street (for a year or two?) for the delivery and pumping of concrete etc. through Colston Yard's only entrance - a small tunnel with a driving-width of only 2.34m. This would call a halt to all vehicular movements to and from the Yard's existing businesses during the many hours of pumping, causing them great harm. The lengthy exercise would deprive the already-struggling traders of some of Colston Street's precious few shoppers' parking spaces and it would create mayhem in Colston Street at a pinch-point where already there is already a tailback of traffic to the lights and the top of Colston Street.

Although construction noise is not always a planning ground for an objection, Nos. 82-88 Colston Street backing on to the site contain many treatment, therapy and meditation rooms behind single glazed windows (due to conservation constraints). Therapy treatments would be difficult or impossible during the construction noise of such a large development, and the neighbours with small children would also suffer greatly.

The Construction Management Plan proposes closing and using Johnny Ball Lane footpath to convey all materials (except the concrete) to the site. The plan proposes creating a delivery area the materials at the mouth of Narrow Lewin's Mead, stretching across the frontage and reception entrance of Hotel Du Vin whose management wishes local representation to oppose this application.

HOTEL OPERATING ISSUES

The proposed hotel would not provide any parking, nor could Colston Yard serve as a forecourt for deliveries/arrivals/departures etc. Therefore the foot-traffic, luggage-trolleying, deliveries, waste collections etc. of a hotel of this scale would place an impossible burden on the one small entrance tunnel which is already hard-pressed in serving the needs of the Yard's existing occupants.

RECENT HISTORY

In 2007, a former applicant proposed a pre-application scheme of very similar massing for this site. In the presence of Councillor Mark Wright, we successfully negotiated for the upper section to be appropriately "Gritty industrial" in character, and to be lowered and tapered down in height to nothing at the southern end. Also, recognising the pressures on Colston Yard, Mr. Knapton re-positioned the entrance down into Johnny Ball Lane, with the door on to Colston Yard only to be used as an emergency fire escape. That application 07/01364/F was more acceptable to our community and was APPROVED.

In early 2021, We met the current applicant and his agent and architect to discuss his pre-application presentation in the presence of Councillor Ani Stafford-Townsend. Our illustrated response requested that the upper part of the building be reduced and re-designed in similar fashion to the above-mentioned approved 07/01364/F scheme (reproduced in the current application's Statement Of Community Involvement). However, the applicant completely

Development Control Committee A – 5 October 2022
Application No. 21/04208/F : 1A-C Colston Yard Bristol BS1 5BD

ignored our concerns and requests, and states in his current application that he has submitted it unchanged.

SUMMARY

The overwhelming consensus is that the proposed development is simply far too big and ambitious for this intimate, constricted site and its surroundings. Many of the objectors would not have objected to a noticeably smaller development on this long-neglected site. One put it perfectly by calling for "A more modest building that sits comfortably within the site, does not overwhelm its neighbours and is in keeping with Colston Yard and the surrounding listed buildings".

This Association requests that this application be refused'

Following the submission of revised plans, further comments were received:

'We, the Christmas Steps Arts Quarter (Residents & Traders) have studied the new revisions that lower two gabled roofs by a storey, reducing the proposed hotel's apartments from 22 to 20.

Such has been the emerging strength of opposition to the overall scheme expressed in the community's sixty-seven planning objections received to date (as summarised in the following concerns 1. to 11.) that the revisions have not caused anyone to withdraw their objections.

The revisions address the following concerns 1 to 4 only to a marginal extent, but do not address concerns 5 to 11 at all:

1. Since the 2009 scheme for the site gained approval (but was not implemented), Colston Yard has flourished immeasurably into a much larger and thriving group of small businesses that are already finding the Yard's very limited space difficult. The impact of the proposed corporate hotel would over-burden the Yard and would make life impossible for all concerned.
2. Colston Yard is already has high and congested urban density and should not be exacerbated by this over-sized proposal which we regard as over-development.
3. Loss of aspect from the Colston Street properties, even with the revision lowering two gable ends by one storey. Two current online comments have described the revisions as "Token" and "Pitiful". The community's consensus is that any scheme should be less than half of the proposed size to get a more sympathetic response.
4. The proposed upper storeys are still too tall and are ugly and out-of-keeping, and would harm the character of the Yard and the historic Conservation Area. A corporate hotel would clash with the whole character oi Colston Yard's small independent businesses.
5. The impact of 18 months' massive construction noise and disturbance (including pile-driving) would be unacceptably harmful to the many surrounding small businesses and residents.
6. The pumping of liquid concrete through Colston Yard entrance tunnel is proposed over a long period. Already, the Yard's sole entrance tunnel is in vital and constant use and is frequently blocked by traffic jams.

Development Control Committee A – 5 October 2022
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7. The commandeering of Colston Street parking spaces for months for this pumping purpose will be even more difficult after BCC's removal of those adjacent parking spaces and their replacement with unimpeded cycle lanes.

8. The construction method from below via Johnny Ball Lane from the proposed building materials reception compound between St. Bartholomew's House and the Hotel Du Vin is utterly unacceptable to those firms - see their professional agents' objections, as is the proposed closing off Johnny Ball Lane public right of way for over a year.

9. There is no more room for rubbish collections and rubbish collectors' visits.

10. Our members fear that the proposed apart-hotel could morph into becoming student accommodation of which there is already an unacceptably high concentration in the immediate area.

11. Loss of wildlife from the area's only undeveloped site is one objector's concern, and another neighbour complains of "Greedy developers who insist on monetising every square foot" in these ecologically-conscious days.

The sixty-seven objections (to date) are from near residents and traders to the site plus Bristol Civic Society (23/9/21), the Conservation Advisory Panel (6/10/21), The Christmas Steps Arts Quarter (18/10/21, 26/11/21 and 24/2/22) and ward councillor Ani Stafford-Townsend (21/10/21).

Due to the high level of local objection, Cllr. Ani Stafford-Townsend has called the case in for the planning committee's consideration (Referral 21/10/21) and we request and trust that your report will recommend that it be refused.'

OTHER COMMENTS:

The City Design Team has commented are incorporated into the Key Issue on Design below.

The Transport Development Management Officer has commented as follows:

Highway Network

The site is situated within Colston Yard, a collection of mixed used and industrial units with sole access via the archway directly from Colston Street. The archway measures approximate 2.3m in width and 13m in length with no pedestrian visibility for vehicles emerging onto Colston Street and a 90 degree bend for vehicles entering the site.

The entrance is in close proximity to the Colston Street/Upper Maudlin Street signalised junction which can cause queuing vehicles past the point of entrance. Upper Maudlin Street is subject to heavy flows of traffic and at present due to works at the Bristol Beacon the vehicular route to Pipe Lane and Frogmore Street is currently closed impacting upon vehicular numbers along Colston Street. It is noted Colston Street and Upper Maudlin Street are classified B roads. There has been one recorded accident along the Colston Street frontage which involved a pedestrian and was of a slight injury.

There are a number of bus routes in close proximity to the site with the Bus station within walking distance as well as local amenities such as shops and restaurants. Colston Street is

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an identified Secondary pedestrian route with Colston Street, Upper Maudlin Street and Perry Road identified as popular busier cycle routes.

It should be noted there are currently proposals to alter Colston Street and Upper Maudlin Street out for consultation.

Access / Visibility

Colston Yard will be the main point of access to the site. Colston Yard is a narrow unadopted road occupied by light industrial premises. It has no footway. The entrance is from Colston St via an archway which measures approximately 2.3m in width and approximately 13m in length with the reduced width extending on for another 8m (approximately) with a sloping gradient down into the site. There is a 90 degree turn at the bottom after the entry to the site which obscures visibility. The lane is used by vans serving the industrial units as well as other vehicles in conjunction with the industrial use.

TDM object to the application on the grounds that the pedestrian and cycle trips, plus a small number of vehicular trips, generated by the residents and visitors to this site would conflict with the industrial use due to the unacceptable turn. Furthermore, vehicles would not be able to pass a pedestrian or cyclist in the vicinity of the archway safely given the restricted width and this is considered to be unacceptable.

There is limited visibility for vehicles along the lane until users are already committed to traversing along the lane. This will result in either the pedestrian having to turn around or the vehicle reversing back onto Colston Street (which is subject to consistent footfall and is an identified Secondary pedestrian route within BCAP30) with no visibility of pedestrians or vehicles which creates a highway safety concern. The same issue applies when a vehicle is required to reverse back towards the site albeit general footfall will be lower.

Little information to address the servicing needs of the development has been submitted. This site will operate as residential and a hotel which will each attract a different servicing stream. The site will be unable to be accessed by servicing lorries etc and serious concerns are raised regarding the use of Colston Street and the impact to the obstruction of free flow traffic. It is unclear how well used the existing loading bay is and what, if any provisions will be made should this loading bay be in use.

The applicant has proposed a secondary access onto Johnny Ball Lane. Whilst no concerns are raised regarding this an AiP (Approval In Principle) will be required (which can be conditioned) and a levels plan which shows how the building will tie into this existing adopted highway.

PROW – Johnny Ball Lane

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Having consulted the PROW team no concerns were raised regarding the impact of the development upon Johnny Ball Lane however concerns were raised regarding the construction phase. Should permission be granted detailed discussions between the applicant and the PROW team will be required.

Additionally a structural AiP will be required to ensure the structural integrity of the adopted highway is maintained and no adverse impacts are caused. The applicant will be required to upgrade the street lighting along Johnny Ball Lane to ensure it complies with BS7671, BS5489 and the Council's Street Lighting Specification 2012 Version 2. A street lighting & electrical design will therefore be required which can be provided (subject to a separate fee) by the Council's Highways Electrical Assets Team. Please note that any private external lighting will require a lighting assessment in line with the Guidance Note 1 for the reduction of obtrusive light 2020.

Car parking & Cycle Parking

No vehicular parking has been provided as part of this development. No concerns are raised regarding this given the constraints outlined above. It should be noted residents of the HMO units will not be eligible for parking permits.

In respect to cycle parking three cycle parking spaces have been provided for the HMO use. TDM recommend Sheffield stand spaces be used given these allow the owner to securely lock the cycle to the stand and not just lock the front wheel. Additionally Sheffield stands allow for the storage of adapted cycles and therefore promote sustainable transport to all sections of the community. Given walking and cycling will form well used modes of transport due to the lack of vehicular parking improvements to the design and an increase in the number of spaces to 1:1 should be incorporated.

In regard to the cycle parking for the apart-hotel given the nature of the development five cycle parking spaces are considered acceptable and this also exceeds the minimum policy requirement. As with the HMO use TDM recommend Sheffield stands be utilised.

Waste/ Servicing

The applicant has outlined the apartments will be serviced regularly with general waste and recyclables separated and taken to the main store adjacent to the site entrance.

Refuse will then be collected regularly by a commercial waste contractor. The applicant must clarify from where this would be undertaken. It has been outlined the agents will ensure the refuse store is kept clean and tidy and that there are no security issues.

The HMO will have its own separate provision in a dedicated store located next to the main entrance. BCC has a duty to collect residential waste. As the collection of domestic waste is a statutory requirement, the use of private waste contractors is not permitted. The applicant must contact Bristol Waste to agree how this would be undertaken and evidence of this must be submitted.

Further detail is required regarding the number of servicing movements the development will generate, where these will take place and how long each service vehicle will take. The refuse collection for the hotel element will likely take a considerable length of time given the distances involved and the inability of a refuse vehicle to directly access the site and perform a turning manoeuvre in Colston yard.

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Emergency vehicles

TDM question the suitability of access for the fire service and whether it complies with The Building Regulations 2010 - Approved Document B (Fire Safety) Volume 1: Dwellings 2019 Edition - Requirement B5: Access and facilities for the fire service. It is recommended that Technical Fire Safety at Avon Fire & Rescue is consulted.

Construction Management

Due to the impact this proposal would have on the highway network during the demolition/construction period, the applicant would be required to produce and submit a construction management plan.

Recommendation

Overall TDM recommend refusal.

The Nature Conservation Officer commented as follows:

Following the submission of the Preliminary Ecological Appraisal:

'The risk of any protected species being affected by this development is very low. There is no objection. Conditions have been supplied.'

The Land Contamination Officer has commented as follows:

The submitted Phase 1 Desk Study prepared by Wesson Environmental dated April 2021 has been considered. Generally the report is acceptable and we welcome the proposals for further investigation (although we appreciate access may be difficult given the terrain).

Therefore conditions in respect of Intrusive site investigation, remediation and the reporting of unexpected contamination are recommended.

Flood Risk

The Flood Risk Officer raises no objection to the application proposal.

KEY ISSUES

A. IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?

The principle of the proposed HMO at 1A Colston Yard was addressed and accepted under the recent planning application 19/00311/F and subsequent Section 73 application 21/06135/X.

With regard to the proposed aparthotel, in planning terms, the use class for serviced apartments is closest to a hotel given that the four units will be let on a short term basis (for a maximum of 90 days). The National Planning Policy Framework (NPPF, 2021) states that culture and tourism development (including hotels) are defined as a main town centre use. The application site is within the designated St. Michael's Hill and Local Centre and close to direct transport links to the City Centre and the University of Bristol.

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Policy BCS7 in the Bristol Local Plan (2011) states that culture and tourism uses will be primarily located within identified town, district and local centres. Development will be of a scale appropriate to the position of the centre within the identified network and hierarchy serving Bristol. It goes on to say that uses which contribute to maintaining the vitality, viability and diversity of centres will be encouraged.

Policy BCAP10 in the Bristol Central Area Plan states that 'Proposals for small-scale, boutique or high quality hotel development will be encouraged as individual development or as part of broader mixed-use developments. Proposals for new hotel development should provide active ground floor uses and/or frontages and achieve high standards of sustainability and urban design in all other respects.

The application site is located within the St Michael's neighbourhood within Bristol City Centre, close to transport links and amenities. As such, there are no concerns with the principle of development of an aparthotel in this location subject to all other issues being suitably addressed.

B. WOULD THE DEVELOPMENT RESULT IN STRUCTURAL DIFFICULTIES OR LAND STABILITY ISSUES?

Given the difficult nature of the site, advice has been sought from Structural Engineers to ensure that the development is viable. A Structural Engineering Strategy was submitted with the application, and this has been found to be feasible. Consequently, there are no concerns raised with regard to the viability in land stability terms.

C. DESIGN AND HERITAGE

The application has been reviewed by the City Design Team. Initially, concern was raised regarding the height and massing of the proposed development on neighbouring properties, the setting of Colston Yard and views of the terracing from the Centre. Further to Case Officer and City Design Group advice, a revised scheme was submitted lowering the south portion of the building and reducing the capacity of the proposed apart-hotel from 22 to 20 rooms with the two southernmost gables stepped down in height.

Whilst it is accepted that the southern most gables are slightly higher than the previously approved 2009 scheme that was not implemented, the northern-most gable (1A Colston Yard), will be lower in height and the massing of the building is narrower than the previously approved scheme. Overall, the scale and massing, upon revision, is considered acceptable.

The proposed apart-hotel is located to the right when entering Colston Yard, with the yard itself to the left. As such, the impact of the proposed development to the street scene of Colston Yard is limited and further reduced by the retention of 1A Colson Yard in it's current form. Consequently, there are no concerns with regard to the impact on the setting of Colston Yard.

It is noted that the application was called in for the potential for the development to be overbearing on nearby Listed Buildings within key views in the Conservation Area. The existing situation is that there is terracing of buildings from Colston Street down to Lewins Mead set into a steep hill. The proposed design of the development would result in an addition which would slightly alter the wider view with the proposed east elevation partially obscuring views of the rear elevations of Colston Street. The lower portion of the

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development would be obscured from view by existing buildings and would only be visible from Johnny Ball Lane.

The key view is that of the East elevation fronting Johnny Ball Lane. This will be visible from Lewins Mead and Rupert Street in the Centre. The proposed design, featuring the continuation of the arching in the retaining wall is considered acceptable and the introduction of balconies and windows would provide much needed natural surveillance of the pedestrian lane.

Given the existing terracing arrangement, the massing, upon revision is not considered to be overbearing and the design would result in a development that is considered to be a sensitive addition to the Conservation Area. Consequently, conditions are attached to ensure that the materials and fine details of the development will respond sensitively to this part of the Conservation Area.

Further to the above, the application is considered acceptable in design terms and would preserve or enhance the special character of this part of the Conservation Area.

D. AMENITY FOR NEIGHBOURING PROPERTIES

Concern has been raised with regard to amenity of neighbouring properties. With regard to the impact of the southward extension adjacent to the existing 1A Colston Yard, the west elevation would be set back approximately 16.5m from the rear elevation windows in the lower level extension to the rear of No. 78 Colston Street and the balcony above. Given that the development is to the west of the rear of these properties, it is considered a sufficient distance to avoid any unacceptable overbearing, loss of daylight, sunlight or overshadowing. Further, the windows in the west elevation serve communal corridors to rooms only. As such, there would be no overlooking or unacceptable loss of privacy to dwellings along Colston Street. Further, there are no windows in the west elevation of the Hotel di Vin and consequently, there would be no impact on the amenity of that property.

Whilst concern has been raised about harm to amenity by way of noise and pollution during construction, this is not a material planning consideration or reason for refusal. The Pollution Control Officer has been consulted and raised no concerns with regard to the development in terms of noise or pollution, however an Environmental Construction Management Plan would be required by condition to ensure minimal disruption to neighbouring properties during the construction period.

No further amenity issues are raised.

E. TRANSPORT

The Transport Development Management (TDM) Officer reviewed the application and objected to the application on the grounds that the existing archway would not provide adequate access to the development.

Officers accept that the access is narrow, however it was apparent on a site visit undertaken on foot that this is the only access to the Yard and that it has served existing properties and businesses without incident. Overall, there would be a net increase in usage of the access, however the apart-hotel would also be served by an entrance on Johnny Ball Lane with lift access to all floors. As such, it is expected that this will be used by the majority of residents at the apart-hotel, who are likely to leave in the direction of the City Centre and amenities in that direction.

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Whilst TDM's comments (set out in full above) has been considered, it is also recognised any existing business or building within Colston Yard benefits from unrestricted numbers of deliveries, servicing trips and/or visitors parking within the Yard. Further, if units B and C were in use as offices or light industrial use, they would not be limited in terms of deliveries, servicing or visitor levels.

There is clear benefit of bringing a brownfield site in such a sustainable location back into active use. Moreover, the proposed use is for an aparthotel and adopted policy accepts that the City needs more hotel rooms and boutique hotels. Concerns regarding servicing, deliveries, drop-offs and pick-ups can be managed through the attached conditions.

Additional benefits of the scheme include improved natural surveillance, lighting and security on Johnny Ball Lane, which is a pedestrian route suffering from an overbearing sense of enclosure and is considered intimidating for use in hours of darkness. The application would result in tangible benefits to the security and use of Johnny Ball Lane.

Given the highly sustainable location of the development, close to key bus stops on Upper Maudlin Street and the Centre, and in close proximity to the Bristol Bus Station, the development would not be eligible for parking permits and would not contribute to increased parking pressure in the area.

It is noted that in response to the TDM comments, the applicant submitted a Premises Management Plan. Whilst this appears broadly acceptable, conditions are attached for the submission of a waste management plan and servicing and delivery plan (which should include details about guest drop-off and pick-up) to be approved by TDM.

It is also noted that the TDM Officer suggested that Avon Fire and Rescue be consulted with regard to the ability of emergency vehicles to access the site. A request for consultation was made, however no response or objection has been received. Given that there will be no alteration to the existing access and that the development is effectively an enlargement of an existing development, and the development would be required to meet building regulations for access facilities for the fire service, this is not considered a reason for refusal of planning permission. Further, the Health and Safety executive were consulted and their response is set out in 'Key Issue 1'.

Further to the above, the application is considered acceptable on balance and would not result in any major increase in traffic within the lane subject to the attached conditions.

F. FLOOD RISK AND SUSTAINABLE DRAINAGE

The applicant submitted a proposed drainage strategy with the application. This was reviewed by the Flood Risk Officer and found to be broadly acceptable in terms of drainage outflow, albeit with a conservative discharge rate than the West of England Sustainable Drainage Developers Guide recommends. Wessex Water have specifically determined this rate due to the sewer capacity in the area. As such, this is considered acceptable.

The proposed drainage has, however been designed for flows based on 30% climate change. In order to meet the Level One Strategic Flood Assessment requirements, this should be based on 40%. As such, a revised Sustainable Drainage Strategy (SuDS) is required. This can be secured by condition.

No other concerns are raised with regard to flood risk and sustainable drainage.

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G. SUSTAINABILITY AND CLIMATE CHANGE

The applicant submitted a Sustainability Statement with the application. This sets out that the applicant will achieve an overall reduction of 37.3% on carbon emissions through the use of 30m² of photovoltaic panels and Air Source Heat Pumps (ASHPs). The statement sets out the approach taken in accordance with the heat hierarchy, sustainable design and construction and includes a partial green roof to promote heating efficiency and biodiversity. The application is considered acceptable with regard to sustainability and climate change.

H. LAND CONTAMINATION

The applicant has submitted a Phase 1 desk study, prepared by Wesson Environmental and dated April 2021. This has been reviewed by the Land Contamination Officer. The report is found to be broadly acceptable and the further investigations proposed are welcomed. As such, the application is considered acceptable subject to the conditions attached.

I. FIRE SAFETY

A Fire Statement was submitted by the applicant on 15 November 2021 and The Health and Safety Executive were consulted. They have declined to comment in this instance as the building is only for six floors. Consequently, the application is considered acceptable with regard to fire safety in planning terms.

J. NATURE CONSERVATION

The application has been reviewed by the Nature Conservation Officer following reports of potential roosting of bats, fox dens and badger setts on site subsequent to the site being largely cleared of vegetation. Concern was raised with regard to the clearing of the formerly developed land. This was previously well vegetated, however the clearance took place prior to the application for development being made. It cannot be determined when and by whom this was done.

The applicant submitted a Preliminary Ecological Assessment. This was deemed broadly acceptable, however given that it was over a year old, and the potential for new bat roosts and species to occupy the site in the interim period, a revised ecological assessment was requested.

Further to the submission of a revised Preliminary Ecological Appraisal (dated September 2022), the Nature Conservation Officer has confirmed that there are no protected species at the site and provided conditions for an approval.

K. OTHER MATTERS

It is noted that concern has been raised about the economic impact of the development on neighbouring businesses and potential to harm filming locations within the city centre.

These are not material planning considerations and cannot be used as a reason to refuse development. Officers are sensitive to the potential for construction to impact on neighbouring properties, businesses and residents and an Environmental Construction Management Plan to be required by condition.

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In addition, a revised Construction Management Plan will be required by condition limiting the construction hours to ensure that there is no early morning disruption that would cause residents at the neighbouring hotel to suffer from being woken up unreasonably early.

It is also considered that the proposed apart-hotel, once complete and in occupation, would result in increased footfall along neighbouring streets and result in potential additional business, providing an economic benefit to the nearest business.

EQUALITIES IMPACT ASSESSMENT

The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.

"S149 of the Equality Act 2010 provides that a public authority must in the exercise of its functions

have due regard to:-

- (a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) foster good relationships between persons who share a relevant characteristic and those who do not share it.

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted

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to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

3. Construction Management Plan - Major Developments

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

- o A construction programme including phasing of works;
- o 24 hour emergency contact number;
- o Hours of operation;
- o Expected number and type of vehicles accessing the site:
- o Deliveries, waste, cranes, equipment, plant, works, visitors;
- o Size of construction vehicles;
- o The use of a consolidation operation or scheme for the delivery of materials and goods;
- o Phasing of works;
- o Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
- o Programming;
- o Waste management;
- o Construction methodology;
- o Shared deliveries;
- o Car sharing;
- o Travel planning;
- o Local workforce;
- o Parking facilities for staff and visitors;
- o On-site facilities;
- o A scheme to encourage the use of public transport and cycling;
- o Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- o Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- o Locations for storage of plant/waste/construction materials;
- o Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- o Any necessary temporary traffic management measures;
- o Measures to protect vulnerable road users (cyclists and pedestrians);
- o Arrangements for temporary facilities for any bus stops or routes;
- o Method of preventing mud being carried onto the highway;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

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4. Highway Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- o A plan to a scale of 1:1000 showing the location of all defects identified;
- o A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

5. Ecological Enhancement

Prior to the commencement of the development hereby approved the applicant shall submit an Ecological Mitigation & Enhancement Strategy (EMES). This shall include details of the provision of 2No bird and 2No bat boxes. The location, specification, height and orientation of these features shall be shown on a site plan.

The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by Bristol City Council.

Reason: (1) The Natural Environment and Rural Communities (NERC) Act 2006 (Section 40) obliges the LPA '... in exercising its functions, [to] have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. In order to discharge its biodiversity duty, the LPA must satisfy itself that all developments deliver ecological enhancement wherever reasonably possible; (2) Ecological enhancement is a requirement of the revised National Planning Policy Framework (2021) which states (in paragraph 174) that 'Planning policies and decisions should contribute to and enhance the natural and local environment...'

6. Birds

All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No clearance of vegetation or structures suitable for nesting birds shall take place whilst birds are nesting, which is typically between 1st March and 31st August inclusive in any year without the prior written approval of the Local Planning Authority. If works are proposed within this period, the Authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected including by disturbance before giving any approval under this condition. Where checks for nesting birds are required, they shall be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of/works to buildings.

Reason: To ensure that wild birds, building or using their nests are protected, to demonstrate compliance with the 1981 Wildlife & Countryside Act (as amended).

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7. Fox Mitigation Plan

Fox earths (dens) are protected under the Wild Mammals (Protection) Act 1996 which includes the offences of crushing and asphyxiation.

The development shall be carried out in full accordance with the mitigation plan outlines in section 5.2.4 of the Preliminary Ecological Appraisal (IES Consulting, September 2022).

Reason: To demonstrate compliance with the Wild Mammals (Protection) Act 1996.

8. Method Statement and Spec for Green Roofs

Prior to commencement of the development hereby approved the applicant shall submit a Method Statement prepared by a suitably qualified ecological consultant or landscape architect shall be submitted to and approved in writing by Bristol City Council for the creation of living roofs and/or walls. This shall include management details e.g watering/care schedule and details of the provision of new plants should the originals fail. All details shall be shown on a scale plan of the site.

The development shall be carried out in full accordance with the details submitted or any amendments approved in writing by the Council.

Reason: To conform with Policy DM29 in the Site Allocations and Development Management Policies Local Plan, which states that: 'Proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks'.

9. Soft Landscaping Plan

On this occasion a Biodiversity Net Gain Assessment (BNGA) is not considered necessary, but prior to the commencement of the development hereby approved, a soft Landscape Plan including a planting schedule, shall be submitted to and approved in writing by Bristol City Council to demonstrate that the proposal will achieve gains in biodiversity.

The development shall be carried out in full accordance with the details submitted or any amendments approved in writing by the Council.

Reason: To conform with Policy DM29 in the Site Allocations and Development Management Policies Local Plan, which states that: 'Proposals for new buildings will be expected to incorporate opportunities for green infrastructure'. And to comply with the revised National Planning Policy Framework (NPPF, 2021), which states in paragraph 174 (d) on page 50 that 'Planning policies and decisions should contribute to and enhance the natural and local environment by... minimising impacts on and providing net gains for biodiversity...',

10. Construction Management Plan (Environmental)

No development shall take place until a site specific Construction Management Plan has been submitted to and approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

The Construction Environmental Management Plan should also include but is not limited to reference to the following:

- o All works and ancillary operations which are audible at the site boundary, or at

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such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays.

- o Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- o Procedures for emergency deviation of the agreed working hours.
- o Control measures for dust and other air-borne pollutants .
- o Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- o Procedures for maintaining good public relations including complaint management, public consultation and liaison.
- o Ensure that all accesses and emergency accesses to neighbouring properties are kept clear at all times or suitable alternative routes are agreed.

Reason: To protect the amenity of neighbouring properties and the area generally.

11. Intrusive site investigation

A site specific risk assessment and intrusive investigation shall be carried out to assess the nature and extent of any site contamination and whether or not it originates from the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The results of this investigation shall be considered along with the reports submitted with the original application. The written report of the findings shall be submitted to an approved in writing by the Local Planning Authority prior to any works (except demolition) in connection with the development, hereby approved, commencing on site. This must be conducted in accordance with the Environment Agency's 'Land Contamination: risk management' and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice.

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. This is in line with paragraph 170 of the National Planning Policy Framework.'

12. Submission of Remediation Scheme

No development shall take place (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.'

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13. Implementation of Approved Remediation Scheme

In the event that contamination is found, no occupation of the development 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 (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing by the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.'

14. Flood Risk

No development shall take place until a revised Flood Risk and Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Authority. This must meet all four pillars of SuDS design highlighted in the SuDS Manual; this includes improving water quality, enhancing amenity value, increasing biodiversity and reducing water quantity.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of water management on the site

Pre occupation condition(s)

15. Submission of samples before specified elements started

Samples of all elevation treatments, external windows, doors, balcony balustrates and roof 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.

Reason: In order that the external appearance of the building is satisfactory and preserves or enhances the special character of this part of the Conservation Area.

16. Large Scale Details

Prior to the commencement of the relevant element detailed drawings of the following shall be submitted to the Local Authority and approved in writing:

a) 1:5 section details of all external windows and doors showing the proposed materials, frame profiles, mouldings, glazing bars, and all fabric connections at head, reveals and cill or threshold.

b) 1:5 section details of the proposed conservation roof windows showing the glazing details, bars, relationship to the existing roofing materials.

c) 1:10 section and elevation details of the proposed material junctions, eaves and parapets.

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Development shall be completed in accordance with the approved drawings.

Reason: To ensure the protection of the significance of the Listed buildings and to preserve or enhance the special character of the Conservation Area.

17. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

No building or use hereby permitted shall be occupied or 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 adopted highway (including the footway), except on the day of collection.

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

18. Completion of Pedestrians/Cyclists Access - Shown on approved plans

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

Reason: In the interests of highway safety.

19. 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.

20. Delivery & Servicing Plan

No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- a) The contact details of a suitably qualified co-ordinator;
- b) How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- c) Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems;

Reason: In the interests of highway safety and to minimise the impact of vehicles servicing

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the development upon congestion

21. Waste Management Plan

No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved waste management plan for the lifetime of the development.

Reason: To ensure appropriate waste management facilities are provided to accommodate all waste generated by the development.

22. Reporting of Unexpected Contamination

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice. Where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.'

23. PV Panels and ASHPs

Prior to implementation, details of the PV panels and air source heat pump (including the exact location, dimensions, design/ technical specification) together with calculation of energy generation and associated CO2 emissions to achieve 20% reduction on residual emissions from renewable energy in line with the approved energy statement should be submitted to the Local Planning Authority and approved in writing. The renewable energy technology shall be installed prior to occupation of the dwellings and thereafter retained.

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

24. Designing Out Crime

Prior to commencement of use of the accommodation, details of measures to be used within the development to design out crime (including locations, specification and means of monitoring access to the Colston Yard and Johnny Ball Lane entrances; security lighting; and CCTV), shall be submitted to and be approved in writing by the Local Planning

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Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with the approved details and the measures shall be in place prior to the occupation of the building.

Reason: In order to ensure a safe environment which seeks to design out crime, disorder, antisocial behaviour and the fear of crime, and in turn enhance the amenity of the area.

25. Details of lighting scheme

Full details of a scheme of external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of that element of the scheme. The approved details shall be completed in accordance with the approved details prior to the first occupation of the development hereby approved and retained and maintained as such thereafter.

Reason: In the interests of safety for future occupiers and users of Johnny Ball Lane.

Post occupation management

26. In Accordance With The Sustainability Strategy

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the energy statement submitted with the application (Produced by Sustainable Construction Services and dated 20.04.2021) prior to occupation to achieve a reduction of 37.3% in carbon dioxide emissions.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings) and BCAP20 (Sustainable design standards).

27. No further extensions

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no extension or enlargement (including additions to roofs) shall be made to the development hereby permitted, or any detached building erected, without the express permission in writing of the council.

Reason: The further extension of this property or erection of detached building requires detailed consideration to safeguard the amenities of the surrounding area.

28. 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.

Reason: To protect the amenity of future occupants and adjoining neighbours.

29. Deliveries

Activities relating to deliveries shall only take place between 08.00 and 20.00.

Reason: To protect the amenity of future occupants and adjoining neighbours.

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List of approved plans

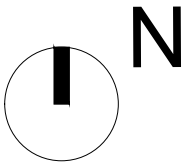
30. List of approved plans and drawings

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.

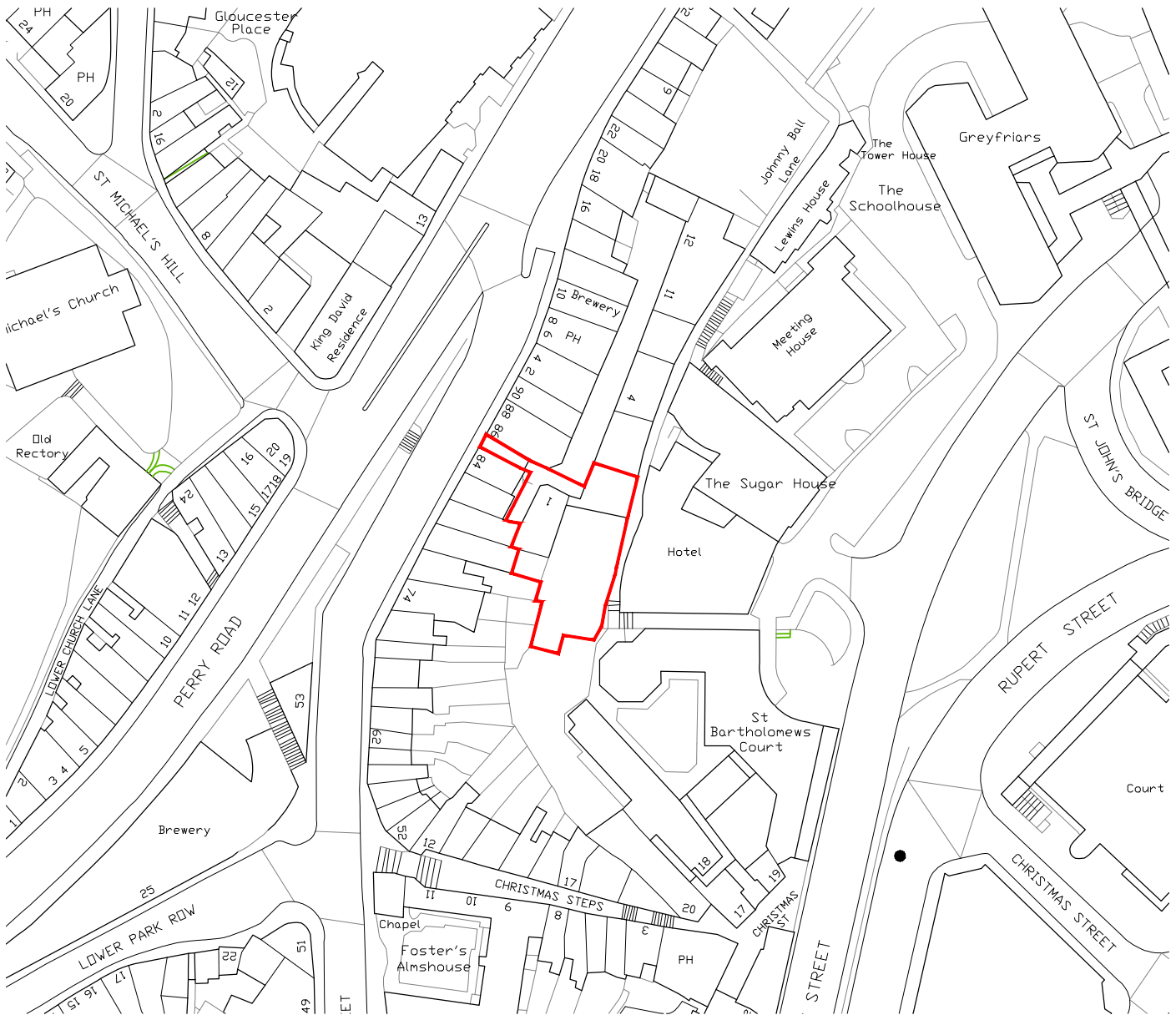
Supporting Documents

4. 1A-C Colston Yard, BS1 5BD.

1. Location Plan
2. Existing Site Plan
3. Proposed Site Plan
4. Proposed East Elevation
5. Proposed South Elevation
6. Proposed West Elevation
7. Proposed East and West Street Elevations
8. Proposed Visuals Colston Yard



Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.



 Site Outline

REV Note Date

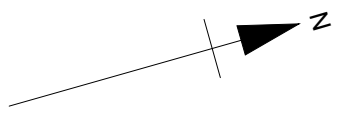
105 105 WEST ARCHITECTS Ltd
107 Lower Redland Road, Redland
Bristol. BS6 6SW
T 0117 3737596
E info@105west.co.uk

Project **Colston Yard**

Drawing Title **Location Plan**

Drawing No. **1706(L)00**

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Existing Site Plan 1:200

REV	Note	Date
-	PLANNING ISSUE	21.05.21

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107 Lower Redland Road
Redland
Bristol BS6 6SW
T 0117 3737596
E info@105west.co.uk

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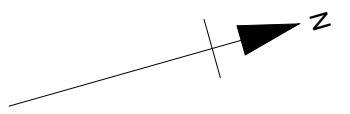
Drawing Title **Existing Site Plan**

Drawing No. **1706(L)01**

Scale @A3	drawn by	Date	Rev
1:200	LR	21.05.21	/



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Proposed Site Plan 1:200

REV	Note	Date
-	PLANNING ISSUE	21.05.21

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107 Lower Redland Road
Redland
Bristol BS6 6SW
T 0117 3737596
E info@105west.co.uk

Project **Colston Yard**

Drawing Title **Proposed Site Plan**

Drawing No. **1706(L)30**

Scale @A3	drawn by	Date	Rev
1:200	LR	14.05.21	/



Proposed Apart-Hotel and HMO
East Elevation 1:100



Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.

- PROPOSED MATERIALS:**
1. WALLS: CLAY FACING BRICK
 2. WALLS: NATURAL STONE
 3. WALLS: METAL STANDING SEAM
 3. ROOF: METAL STANDING SEAM
 4. WINDOWS: ALUMINUM IN RAL 7016
 5. GUARDING/HANDRAIL: GLAZING

Outline of previously presented scheme
Outline of 2007 Approved Planning Application 07-01304-F
Coordination datum for outline of 2007 Approved Planning Application

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A	Drawings updated following the reduction in height of south end of proposal	10.01.22
-	PLANNING ISSUE	14.05.21
REV	Note	Date

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105 WEST ARCHITECTS Ltd
107 Lower Redland Road
Redland
Bristol BS6 6SW
T 0117 3737596
E info@105west.co.uk

Project **Colston Yard**

Drawing Title **Proposed East Elevation**

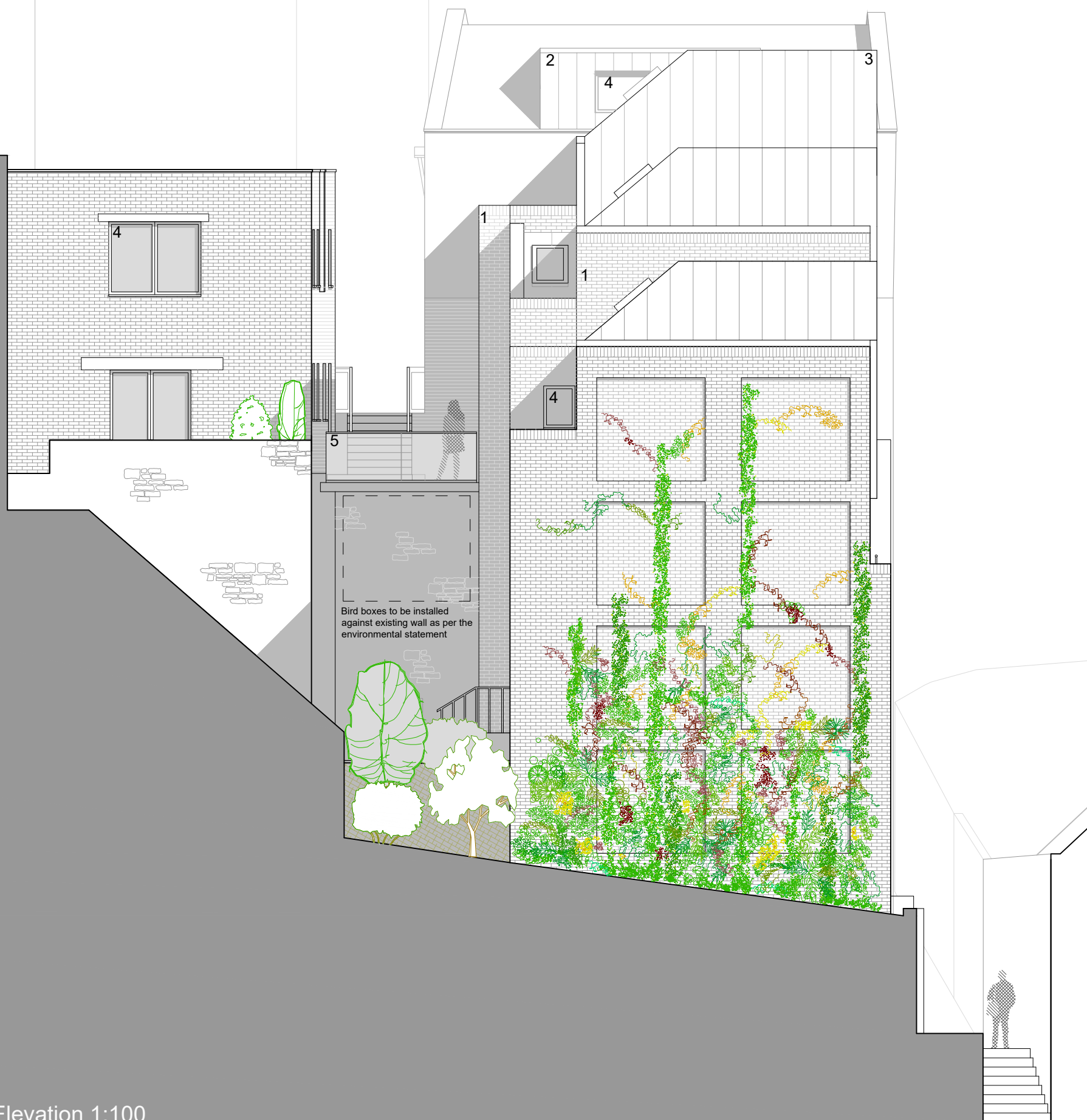
Drawing No. **1706(L)60**

Scale @A3 drawn by LR Date 31.03.21 Rev A

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PROPOSED MATERIALS:

- 1. WALLS: CLAY FACING BRICK
- 2. WALLS: NATURAL STONE
- 3. WALLS: METAL STANDING SEAM
- 3. ROOF: METAL STANDING SEAM
- 4. WINDOWS: ALUMINUM IN RAL 7016
- 5. GUARDING/HANDRAIL: GLAZING



Bird boxes to be installed against existing wall as per the environmental statement

REV	Note	Date
B	Drawings updated following the reduction in height of south end of proposal	10.01.22
A	Rear terrace amended following comments from Christmas Steps Quarter (Residents and Traders)	22.07.21
-	PLANNING ISSUE	14.05.21

105 105 WEST ARCHITECTS Ltd
 107 Lower Redland Road
 Redland
 Bristol BS6 6SW
 T 0117 3737596
 E info@105west.co.uk

Project **Colston Yard**

Drawing Title **Proposed South Elevation**

Drawing No. **1706(L)61**

Scale @A3	drawn by	Date	Rev
1:100	LR	30.04.21	B

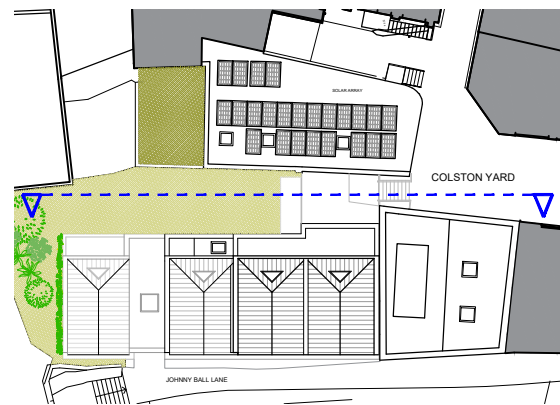
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Proposed Apart-Hotel and HMO West Elevation 1:100

- PROPOSED MATERIALS:**
- 1. WALLS: CLAY FACING BRICK
 - 2. WALLS: NATURAL STONE
 - 3. WALLS: METAL STANDING SEAM
 - 3. ROOF: METAL STANDING SEAM
 - 4. WINDOWS: ALUMINUM IN RAL 7016
 - 5. GUARDING/HANDRAIL: GLAZING



Proposed Roof Plan showing Elevation Location 1:500

105 105 WEST ARCHITECTS Ltd
 107 Lower Redland Road
 Redland
 Bristol BS6 6SW
 T 0117 3737596
 E info@105west.co.uk

Project **Colston Yard**

Drawing Title **Proposed West Elevation**

Drawing No. **1706(L)62**

REV	Note	Date
B	Drawings updated following the reduction in height of south end of proposal	10.01.22
A	Rear terrace amended following comments from Christmas Steps Quarter (Residents and Traders)	22.07.21
-	PLANNING ISSUE	14.05.21

Scale @A3 drawn by Date Rev
1:100 LR 13.05.21 B



Proposed Johnny Ball Lane Street East Elevation 1:200



Proposed Colston Yard Street West Elevation 1:200

REV	Note	Date
B	Drawings updated following the reduction in height of south end of proposal	10.01.22
A	Rear terrace amended following comments from Christmas Steps Quarter (Residents and Traders)	22.07.21
-	PLANNING ISSUE	14.05.21

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 107 Lower Redland Road
 Redland
 Bristol BS6 6SW
 T 0117 3737596
 E info@105west.co.uk

Drawing Title
Proposed East and West Street Elevations

Drawing No.
1706(L)65

Scale @A3 drawn by Date Rev
 1:100 LR 30.04.21 B

Responsibility is not accepted for errors made by others scaling from this drawing. All construction information should be taken from figured dimensions only.



Project **Colston Yard**

Proposed Visuals (Extracted from revised Heritage, Design and Access Statement (v2. January 2022))



Photomontage 1. Aerial view showing the rear elevation of no. 1A Colston Yard that will be converted to an HMO and the adjoining new-build block containing the serviced apartments.



CGI 4. View building of the rear elevations of buildings within Colston Yard and the new build block proposed at the southern end.



CGI 5. The gabled rear elevation of the new build block with terraces overlooking the city centre.



CGI 6. View of the proposed development on the Johnny Ball Lane frontage (west elevation) and adjacent buildings.

Photomontage 2. View of the proposed development as seen from Rupert Street looking up over the listed Hotel Du Vin and Sugar House.

The main block will be clad with the following materials:

Walls: Pennant sandstone and clay facing brick and metal standing seam;

Roof: metal standing seam;

Windows: PPC aluminium frames in RAL 7016 (mid-grey);

Doors: PPC aluminium frames in RAL 7016; (mid-grey) and stained timber; and

Guarding/Handrail: Toughened glass (opaque).



Existing View: