

# Development Control B Committee Agenda



**Date:** Wednesday, 8 November 2017

**Time:** 6.00 pm

**Venue:** Council Chamber, City Hall, College Green,  
BRISTOL, BS1 5TR

## **Distribution:**

**Councillors:** Martin Fodor (Chair), Richard Eddy (Vice-Chair), Donald Alexander, Kye Dudd (substitute for Harriet Bradley), Fabian Breckels, Harriet Clough, Mike Davies, Carla Denyer, Margaret Hickman, Kevin Quartley and Afzal Shah

**Copies to:** Zoe Willcox (Service Director - Planning), Gary Collins, Laurence Fallon, Jon Fellingham, Amy Prendergast, Ken Reid, Tom Wilkinson, Stuart Langer, Lewis Cook

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**Date:** Monday, 30 October 2017



# Agenda

## 1. Welcome, Introduction and Safety Information

2.00 pm

(Pages 5 - 6)

## 2. Apologies for Absence

## 3. Declarations of Interest

To note any interests relevant to the consideration of items on the agenda.

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

6.05 pm

To agree the minutes of the last meeting held on Wednesday 27<sup>th</sup> September 27 as a correct record.

(Pages 7 - 11)

## 5. Appeals

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

(Pages 12 - 17)

## 6. Enforcement

To note enforcement notices.

(Page 18)

## 7. Public Forum

Any member of the public or councillor may participate in public forum. The detailed arrangements for doing so are set out in the Public Information Sheet at the back of this agenda. Please note that the following deadlines will apply in relation to this meeting:

### Questions:

Written questions must be received three clear working days prior to the meeting. For this meeting, this means that your question(s) must be received at the latest **by 5pm on Thursday 2<sup>nd</sup> November 2017**.



**Petitions and statements:**

Petitions and statements must be received by noon on the working day prior to the meeting. For this meeting, this means that your submission must be received at the latest **by 12.00 noon on Tuesday 7<sup>th</sup> November 2017.**

The statement should be addressed to the Service Director, Legal Services, c/o The Democratic Services Team, City Hall, 3<sup>rd</sup> Floor Deanery Wing, College Green,  
P O Box 3176, Bristol, BS3 9FS or email - [democratic.services@bristol.gov.uk](mailto:democratic.services@bristol.gov.uk)

**8. Planning and Development**

To consider the following applications for Development Control Committee B - **(Pages 19 - 20)**

- a) **17/04367/FB - Cotham School** **(Pages 21 - 63)**
- b) **17/01967/F - Speedwell Swimming Baths, Whitefield Road, Bristol** **(Pages 64 - 99)**
- c) **17/039858/FB - Victoria Park, Nutgrove Avenue** **(Pages 100 - 137)**
- d) **17/03959/FB - Open Space Off Wedmore Vale and Glyn Vale** **(Pages 138 - 183)**
- e) **17/02049/F and 17/02050/LA - Redcliffe Wharf** **(Pages 184 - 247)**
- f) **16/06828/P - Land At Temple Circus, Bristol** **(Pages 248 - 289)**

**9. Review of Planning Application Requirements Local List**

**(Pages 290 - 352)**

**10. Date of Next Meeting**

The next meeting is scheduled for 2pm on Wednesday 20<sup>th</sup> December 2017.



# 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](http://www.bristol.gov.uk).

You can also inspect papers at the City Hall Reception, College Green, Bristol, BS1 5TR.

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 and be available in the meeting room one hour before the meeting. Please submit it to [democratic.services@bristol.gov.uk](mailto:democratic.services@bristol.gov.uk) or Democratic Services Section, City Hall, College Green, Bristol BS1 5UY. 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 **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, 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. This information will also be made available at the meeting to which it relates and placed in the official minute book as a public record (available from Democratic Services).

We will try to remove personal information such as contact details. 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. Public Forum statements will not be posted on the council's website. Other committee papers may be placed on the council's website and information in them may be searchable on the internet.

### Process 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.

### Webcasting/ Recording of meetings

Members of the public attending meetings or taking part in Public forum are advised that all Full Council and Cabinet meetings and some other committee meetings are now 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.



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

**27 September 2017 at 2.00 pm**



**Members Present:-**

**Councillors:** Martin Fodor (Chair), Richard Eddy (Vice-Chair), Donald Alexander, Tom Brook, Harriet Clough, Mike Davies, Carla Denyer, Margaret Hickman, Steve Jones, Olly Mead and Afzal Shah

**Officers in Attendance:-**

Gary Collins, Laurence Fallon, Alison Straw, Jess Leigh, Claudette Campbell and Jeremy Livitt

**1. Welcome, Introduction and Safety Information**

The Chair welcomed all parties to the Committee meeting.

**2. Apologies for Absence**

Apologies for absence were received from Councillor Harriet Bradley (Olly Mead substituting), Councillor Fabian Breckels (Tom Brook substituting) and Councillor Kevin Quartley (Steve Jones substituting).

**3. Declarations of Interest**

Councillor Carla Denyer declared an interest in Planning Application Number 17/01920/F – Land South of Morris Road as a former member of the Bristol Community Land Trust and indicated that she would not participate or vote on this item.

**4. Minutes of the previous meeting**

Resolved – that the minutes of the above meeting be confirmed as a correct record and signed by the Chair subject to the following amendments:

Point 5 on Page 8 to read “9 units, with no affordable housing”

Page 10 – In the sentence concerning Councillor Donald Alexander’s motion, the reference to be amended to be removed

Point 4 Page 13 – To be deleted



Point 11 Page 13 – To be re-written as two separate points

(11) – as existing ie “There was another window at ground floor on the bottom left of the site (when looking at the side elevation) which served as a living room

(12) Whilst officers had some concerns about the upstairs rear elevation skylights since they preferred windows which were openable and at an angle, these were the ones which had been proposed and minimal harm would be caused by them. Officers did not believe it would be reasonable to refuse an application on these grounds

## 5. Appeals

As the item Planning Application Number 17/02413/F – Old Bristol Royal Infirmary Building, Marlborough Street (South Side), City Centre, Bristol had been withdrawn from the Agenda, officers provided a verbal update on the appeal situation at this stage of the Committee meeting.

Following the withdrawal of the appeal, only the appeal against the Committee’s decision to refuse permission for the part conversion part new build scheme (Item 29) only the appeal against non-determination remained. However, the situation had changed significantly on Monday 25<sup>th</sup> September when all parties were notified that Historic England had decided to list the chapel on the site (Grade II). At the Appeal pre-inquiry meeting on 26<sup>th</sup> September, the appellants’ legal representative had requested that the appeal process be delayed in order to allow for a challenge to the listing decision. The appellants had 28 days to submit such a challenge and they had been advised that the review process could take up to 6 months. As a result, the Inspector had agreed to delay the opening of the Public Inquiry and hold the appeal in abeyance.

A provisional period of up to 1<sup>st</sup> July 2018 had been set for this (following the Committee meeting the Planning Inspectorate confirmed that the appeal was in abeyance until the end of March 2018). It was noted that a revised report would come back to Committee at an appropriate time.

In response to members’ questions, officers confirmed that, if the challenge to the listing was unsuccessful, it was possible for the developers to submit an application for listed building consent to demolish the chapel in order to support the current planning application, although a very convincing justification would have to be submitted for this in the new circumstances. The developers would also have the option to make a further application that retained the chapel, and it was added that the listing of the chapel had now probably givne the other buildings on the site the status of curtilage listed buildings which might require their retention and conversion as part of any new scheme.

It was acknowledged that the situation was very complicated and that Members would be kept updated by officers.



## 6. Enforcement

It was noted that, whilst there were no enforcement actions to report, it was anticipated that there would be at the next Committee.

## 7. Public Forum

Members of the Committee received Public Forum statements in advance of the hearing.

It was noted that, subject to the Committee agreeing that the item on Agenda Item 8a (Planning Application 17/02413/F – Old Bristol Royal Infirmary Building, Marlborough Street (South Side), City Centre, Bristol should be withdrawn, the 2 Public Forum Statements in respect of this item would not be heard.

The statements were taken fully into consideration by the Committee prior to reaching a decision. ***(A copy of the Public Forum statements are held on public record in the Minute Book).***

## 8. Planning and Development

The following items were considered:

### 9. 17/02413/F - Old Bristol Royal Infirmary Building, Marlborough Street (South Side), City Centre

As previously explained by officers (see Minute 38 – Appeals), it was noted that, with the agreement of Spokespersons, this item had been withdrawn from the Committee

### 10 17/01920/F - Land South of Morris Road

Following her previous declaration of Interest (see Minute Number 36), Councillor Carla Denyer withdrew from the meeting during this item and took no part in the discussion or voting.

The representatives of the Service Director – Planning and Development made the following points:

- (1) The site and the application was described to the Committee
- (2) Access had been raised by objectors as the main area of concern – the proposed entrance had been widened and arranged to improve visibility. However, it was noted that it was a comparatively narrow road and that there was an issue with off street parking
- (3) It was noted that there had been concerns as to whether or not traffic flow can be accommodated. A scheme of parking bays was proposed to mitigate this and to help alleviate the





issues of increased traffic. It was proposed that there would be 64 parking spaces and 5 spaces for electric vehicles

- (4) Sound insulation was to be provided to proposed housing in line with recommendation in the noise assessment
- (5) Proposed drainage arrangements were satisfactory
- (6) The scheme had been assessed as being environmentally sustainable.
- (7) The impact on ecology and trees had been assessed and found to be acceptable on the basis of proposed mitigation to include new planting and bird and bat boxes

In response to Councillors' questions, officers made the following points:

- (8) Details of the arrangements for the parking bays and the traffic restrictions were indicated. It was intended to take on street parking "off street" to improve the traffic flow, with work to be undertaken by the developer
- (9) In relation to a question concerning access for emergency vehicles, this could not be guaranteed but the situation would be improved
- (10) Officers confirmed that this application was too small to trigger the need for a Health Impact Assessment and there was no policy basis to require one on one cumulative grounds
- (11) Whilst concerns about appropriate protection for general biodiversity (including insects and invertebrates) was noted, bats and reptiles had been particularly identified as these were protected species
- (12) Drainage engineers had considered the proposed sustainable drainage scheme and were satisfied with the arrangements.
- (13) There were existing bus routes for this site by Muller Road (Bus Number 24 to the Centre) and Bus Number 17 (East Bristol and Southmead). Wider transport proposals were being considered as part of a wider set of proposals for Lockleaze
- (14) Pollution control were happy with the proposals from a noise perspective
- (15) Officers confirmed that the narrow road estates fund had been used in the past for parts of the city but, if not previously used for a particular area, was now no longer available
- (16) The footprint of the scheme would not be so much greater than the 35 in the site allocation as nine of the additional units were flats.

Members of the Committee noted arrangements for community housing and the proposed affordable housing with this scheme.

It was further noted that issues relating to urban design, impact on neighbours and traffic concerns had been addressed and, in addition, that a construction management scheme had been incorporated into the scheme.

Councillor Richard Eddy moved, seconded by Councillor Afzal Shah and, upon being put to the vote, it was



**Resolved (10 for ie unanimously of those present) – that the application be approved as set out in the report.**

### **11 Date of Next Meeting**

It was noted that the next meeting was scheduled to be held at 6pm on Wednesday 8<sup>th</sup> November 2017.

Meeting ended at 3.10 pm

**CHAIR** \_\_\_\_\_



## DEVELOPMENT CONTROL COMMITTEE B

8th November 2017

### REPORT OF THE SERVICE DIRECTOR - PLANNING

#### LIST OF CURRENT APPEALS

##### Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Windmill Hill	179 St Johns Lane Bristol BS3 5AG Dormer in front roof slope. Appeal against refusal Delegated decision	14/09/2017
2	Hillfields	4 Woodcote Road Bristol BS16 4DE Two storey rear extension and front porch. Appeal against refusal Delegated decision	27/09/2017
3	Westbury-on-Trym & Henleaze	13 Waterford Road Bristol BS9 4BT Two storey rear extension. Appeal against refusal Delegated decision	12/10/2017

##### Informal hearing

Item	Ward	Address, description and appeal type	Date of hearing
4	Hillfields	24 Mayfield Avenue Bristol BS16 3NL T4 and T5 Lombardy Poplars - Remove TPO 917 Appeal against refusal Delegated decision	TBA

## Public inquiry

Item	Ward	Address, description and appeal type	Date of inquiry
5	Central	<p>Old Bristol Royal Infirmary Building Marlborough Street (South Side) City Centre Bristol BS1 3NU</p> <p>Demolition of the existing buildings and redevelopment of the site to provide a part 7, 8 and 9 storey building fronting Marlborough Street, comprising 715 student bedspaces; communal areas and central courtyard; and erection of part 4, 5 and 6 storey building to the rear to accommodate a mix of uses, including office floorspace (Use Class B1) and/or medical school (Use Class D1) equating to 6,860sqm and a small commercial unit; associated access road, landscaping, public realm improvements, undercroft car parking and cycle parking. (MAJOR).</p> <p>Appeal against non-determination Committee</p>	TBA

## Written representation

Item	Ward	Address, description and appeal type	Date lodged
6	Easton	<p>28 York Road Easton Bristol BS5 6BJ</p> <p>Enforcement notice appeal for the erection of a porch to the front.</p> <p>Appeal against an enforcement notice</p>	21/04/2017
7	Brislington East	<p>821 Bath Road Brislington Bristol BS4 5NL</p> <p>Replacement of 2 x illuminated 48-sheet advertising displays with 2 x 48-sheet digital LED displays.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	21/07/2017
8	Ashley	<p>Portland View Bishop Street Bristol</p> <p>Construction of 2no, 3 bed roof apartments at 5th floor (roof) level with associated works to ground floor rear for car parking and a secure cycle/refuse store.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	25/07/2017
9	Clifton	<p>9 Gloucester Street Clifton Bristol BS8 4JF</p> <p>Change of use of basement from builders store into an apartment, including alterations.</p> <p>Appeal against refusal</p> <p>Delegated decision</p>	25/07/2017

10	Clifton	9 Gloucester Street Clifton Bristol BS8 4JF Change of use of basement from builders store into an apartment, including alterations. Appeal against refusal Delegated decision	25/07/2017
11	Eastville	310-312 Fishponds Road Eastville Bristol BS5 6RA Enforcement notice appeal for the installation of wooden railings around the perimeter of multiple flat roofs at the rear resulting in the creation of balconies Appeal against an enforcement notice	25/07/2017
12	Clifton	78 Princess Victoria Street Bristol BS8 4DB Erection of a new two storey dwelling. Appeal against refusal Delegated decision	02/08/2017
13	Clifton	60 Bellevue Crescent Bristol BS8 4TF Application for removal of condition 2 (which controls the use of the flat roof) and variation of condition 3 (which lists approved plans) of planning permission 15/03207/X. Appeal against refusal Delegated decision	02/08/2017
14	Clifton	60 Bellevue Crescent Bristol BS8 4TF Submission of detail in respect of glazing type required by condition 1 of permission 15/03207/X. Appeal against refusal Delegated decision	02/08/2017
15	Frome Vale	21 Sherston Close Bristol BS16 2LP Outline planning permission for the erection of dwelling with all matters reserved. Appeal against refusal Delegated decision	03/08/2017
16	Eastville	57 Redhill Drive Bristol BS16 2AG Demolition of existing garage and erection of a detached single dwelling, with associated access and parking. Appeal against refusal Delegated decision	08/08/2017
17	Westbury-on-Trym & Henleaze	48 Stoke Lane Westbury Bristol BS9 3DN Demolition of existing bungalow and erection of four replacement dormer bungalows. Appeal against refusal Delegated decision	17/08/2017

18	Ashley	17 Portland Square Bristol BS2 8SJ Application for removal or variation of a condition 9 following grant of planning permission. Application Reference Number: 15/05105/F - Change of use from offices (Use Class B1a) to 8 No Residential Dwellings (Use Class C3) with associated external and internal alterations, refuse and cycle store. Appeal against refusal Delegated decision	18/08/2017
19	Ashley	17 Portland Square Bristol BS2 8SJ Application for removal or variation of a condition 4 following grant of planning permission. Application Reference Number: 15/05106/LA - Change of use from offices (Use Class B1a) to 8 No Residential Dwellings (Use Class C3) with associated external and internal alterations, refuse and cycle store. Appeal against refusal Delegated decision	18/08/2017
20	Brislington West	116 Repton Road Bristol BS4 3LZ Two bedroom two storey dwelling. Appeal against refusal Delegated decision	23/08/2017
21	Brislington West	Motor Village Brislington Hill Bristol BS4 5AD Replacement of 2 x back to back internally illuminated 48-sheet advertising displays with 2 x back to back 48-sheet internally illuminated digital advertising displays. Appeal against refusal Delegated decision	12/09/2017
22	Southville	24 Islington Road Bristol BS3 1QB New dwelling adjacent to No.24. Appeal against refusal Delegated decision	19/09/2017
23	Hengrove & Whitchurch Park	24 Chiltern Close Bristol BS14 9RH Proposed two storey dwelling. Appeal against refusal Delegated decision	19/09/2017
24	St George Central	Land To Rear Of 67 Burchells Green Road Bristol BS15 1DT Outline application for 1 bedroom bungalow (access, layout and scale to be considered). Appeal against refusal Delegated decision	19/09/2017

25	Clifton Down	Allison Court Apsley Road Clifton Bristol BS8 2SL Construction of a 2 bed dwellinghouse (Class C3) with associated works. Appeal against refusal Delegated decision	19/09/2017
26	Hartcliffe & Withywood	85 Fair Furlong Bristol BS13 9HY Proposed new dwelling on the land at the rear of 85 Fair Furlong Appeal against refusal Delegated decision	29/09/2017
27	Avonmouth & Lawrence Weston	16 Portview Road Bristol BS11 9GQ Proposed erection of a two storey two bedroom semi detached dwelling, sited on the land adjoining the property. Appeal against refusal Delegated decision	12/10/2017
28	St George Central	269 - 271 Two Mile Hill Road Bristol BS15 1AX Proposed conversion of building and workshop to 4 x 1 Bed flats. Appeal against refusal Delegated decision	24/10/2017
29	Redland	2 Redland Green Road Bristol BS6 7HE Partial demolition of existing front boundary wall and creation of an off-street car parking space in front garden (resubmission of planning application 16/06819/H). Appeal against refusal Delegated decision	26/10/2017
30	Bishopston & Ashley Down	29 Church Road Horfield Bristol BS7 8SA Erection of a single storey, rear extension and a rear roof extension. Appeal against refusal Delegated decision	26/10/2017

### List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
31	Horfield	73 Filton Grove Bristol BS7 0AW Removal of existing garage and construction of a 2 bedroom attached dwelling. Appeal against refusal Delegated decision	Appeal dismissed 06/10/2017

32	Henbury & Brentry	191 Passage Road Henbury Bristol BS10 7DJ Outline application for the construction of a house and two garages in garden of 191 Passage Road (with access and siting to be considered). Appeal against refusal Delegated decision	Appeal dismissed 11/10/2017
33	Hartcliffe & Witherwood	5 Crosscombe Drive Bristol BS13 0DN Demolition of garage and erection of two storey, 2 bed dwelling. Appeal against refusal Delegated decision	Appeal dismissed 09/10/2017
34	Stockwood	52 Dutton Road Bristol BS14 8BW Erection of 2 storey, 2 bed dwelling. Appeal against refusal Delegated decision	Appeal dismissed 09/10/2017
35	Stoke Bishop	Land Between Ladies Mile & Clifton Down Bridge Valley Road Bristol BS8 Proposed pedestrian/cycle bridge over Bridge Valley Road. Appeal against refusal Committee	Appeal allowed 16/10/2017
36	Avonmouth & Lawrence Weston	24 Grove Road Coombe Dingle Bristol BS9 2RL Application to vary conditions 6 (Reptile Method Statement), 8 (Bird/Bat boxes), 9 (Badger Protection) and 22 (Listed of Approved Plans) attached to consent granted under app. No. 13/05391/F - proposed amendment to conditions 6, 8 and 9 to comply with approved plan and amended plans to reflect changes to development (Condition 22).  Committee	Appeal allowed 18/10/2017
37	Clifton Down	12 South Terrace Bristol BS6 6TG Raising the level of part of the roof. Appeal against refusal Delegated decision	Appeal allowed 17/10/2017
38	Lockleaze	167 Muller Road Bristol BS7 9RB Application for retention of vehicular access. Appeal against refusal Delegated decision	Appeal allowed 09/10/2017
39	Bishopston & Ashley Down	80 Radnor Road Bishopston Bristol BS7 8QZ Single storey front porch extension and roof extension. Appeal against refusal Delegated decision	Split decision 19/10/2017



**DEVELOPMENT CONTROL COMMITTEE B**  
**8th November 2017**

**REPORT OF THE SERVICE DIRECTOR - PLANNING**

**LIST OF ENFORCEMENT NOTICES SERVED**

<b>Item</b>	<b>Ward</b>	<b>Address, description and enforcement type</b>	<b>Date issued</b>
1	Ashley	10 Williamson Road Bristol BS7 9BH Excavation, engineering operations and development to front of property to form off street parking space. Enforcement notice	12/10/2017
2	Avonmouth & Lawrence	448 Portway Bristol BS11 9UA Erection of fencing in excess of 1 metre high around the boundary of the property facing the highways of Hung Road and the Portway. Enforcement notice	10/10/2017
3	Brislington West	207 Wick Road Bristol BS4 4HP Erection of flat roofed single storey extension to rear and the installation of a timber barrier enclosure around its perimeter. Enforcement notice	10/10/2017

## Development Control Committee B 8 November 2017

### Report of the Service Director - Planning

#### Index

#### Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Cotham	Grant	17/04367/FB - Cotham School Cotham Lawn Road Bristol BS6 6DT Erection of two storey building providing an additional 12 classrooms, dining and meeting rooms plus utilities. Repositioning of the all-weather pitch (which was approved under planning permission 16/01156/F) (Major Application)
2	Eastville	Grant subject to Legal Agreement	17/01967/F - Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ Demolition of existing building (former swimming baths) and erection of a single, 5-storey block containing 31 residential units along with associated external works, including car park, refuse and landscaping. Relocation of existing sub-station. (Major Application).
3	Windmill Hill	Grant	17/03958/FB - Victoria Park Nutgrove Avenue Bristol Improvements to a walking and cycling route, comprising; widening 455m approximately of existing paths to 3.0m; resurfacing/reconstruction 220m approximately of existing 3.0m path; and 120m approximately of new path at 3.0m width; new intelligent LED lighting on existing north section path only, operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 5:30 the following day. Reinstatement of historic gateways at 2 no entrances and replacement of 7 existing A-frame barriers with new, adjustable, K-frame barriers.
4	Filwood	Grant	17/03959/FB - Open Space Off Wedmore Vale And Glyn Vale Bristol Improvements to an existing walking and cycling route, comprising: widening approximately 120m of existing 2.0m wide path to 3.0m; approximately 315m of new 3.0m path; new intelligent LED lighting operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 05:30 the following day. Installation of 2 new k-frame barriers at 2 entrance points.

<b>Item</b>	<b>Ward</b>	<b>Officer Recommendation</b>	<b>Application No/Address/Description</b>
5	Central	Grant subject to Legal Agreement & Grant	17/02049/F & 17/02050/LA - Redcliff Wharf (Redcliffe Wharf) Redcliffe Way Bristol BS1 6SR New development, including demolition of existing boat building premises and refurbishment of two existing buildings to provide a mixed-use scheme incorporating public realm, business use (Use Class B1a), residential dwellings (Use Class C3), retail space (Use Classes A2 & A3 as flexible permission at ground floor of buildings A & E) and retail/business space (Use Classes A1, A2, A3, B1a, B1b, B1c as a flexible permission at ground floor of buildings C, D & F), associated car and cycle parking, landscaping, boat moorings, pedestrian and cycle link to Quaker Garden and associated alterations to boundary walls, and repairs to the harbour wall. (Major)
6	Central	Refuse	16/06828/P & 16/06842/LA - Land At Temple Circus Bristol Hybrid planning application and Outline application for the redevelopment of the Temple Circus site - part demolition, extension and change of use of the former Grade II Listed George and Railway Hotel, demolition of the Grosvenor, to provide 5,630 sqm (GEA) of creative office space (B1) with ancillary cafe/restaurant uses at ground floor level (A3/A4) and cycle parking. 2) Outline Consent for the refurbishment of the remainder of the site to provide up to 27,200 sqm of new office accommodation (B1), including up to 2,550 sqm of retail uses (A1-A5), public realm and landscaping works as well as site servicing and car parking (Major Application).

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Development Control Committee B – 8 November 2017

ITEM NO. 1

WARD: Cotham CONTACT OFFICER: Amy Prendergast

SITE ADDRESS: Cotham School Cotham Lawn Road Bristol BS6 6DT

APPLICATION NO: 17/04367/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 13 November 2017

**Erection of two storey building providing an additional 12 classrooms, dining and meeting rooms plus utilities. Repositioning of the all-weather pitch (which was approved under planning permission 16/01156/F) (Major Application)**

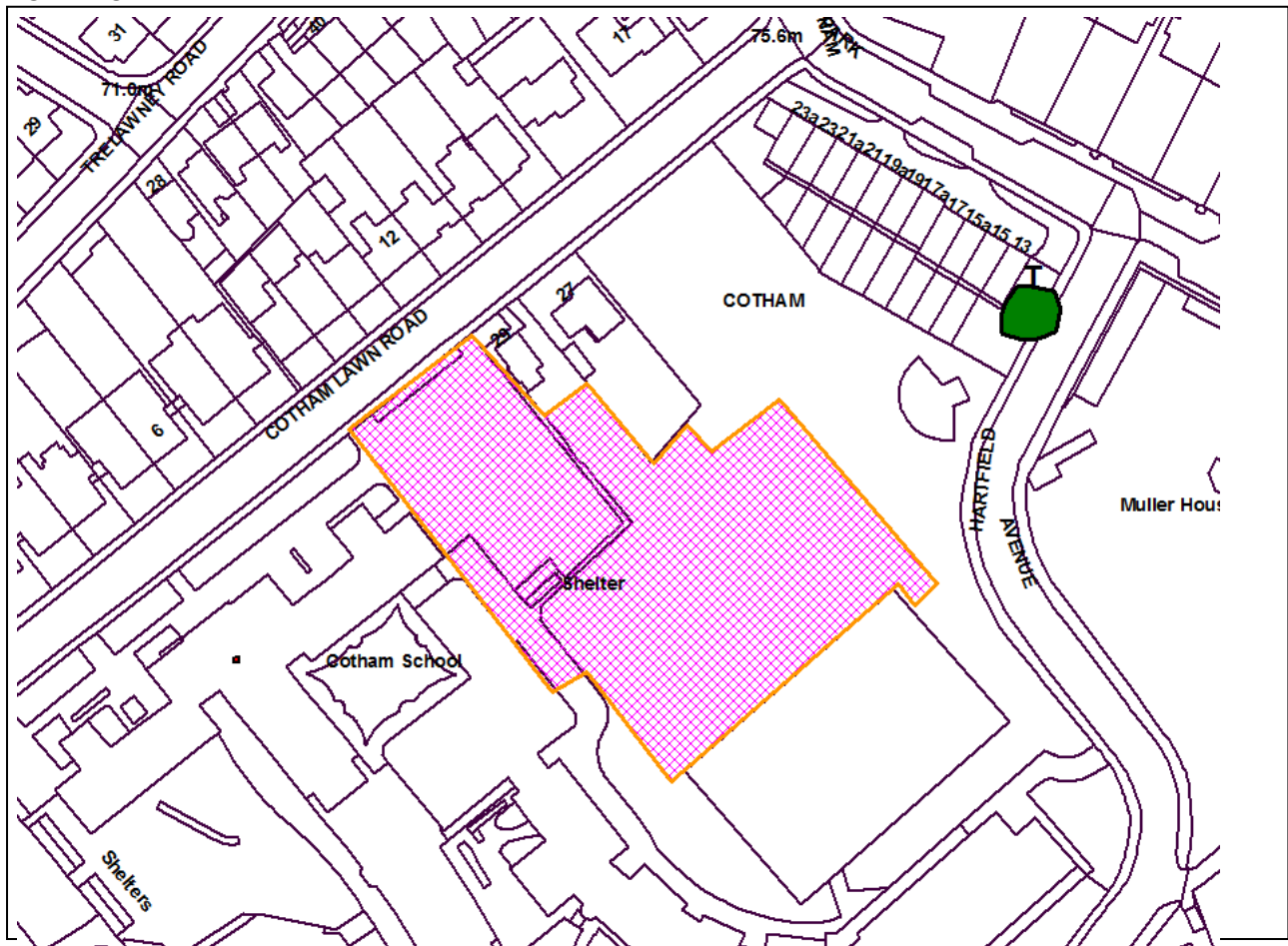
RECOMMENDATION: Grant subject to Condition(s)

AGENT: AWW  
Rivergate House  
70 Redcliff Street  
Bristol  
BS1 6AL

APPLICANT: Education Capital Team  
Education Capital Team (CH)  
P.O Box 3176  
Bristol  
BS3 9FS

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

#### LOCATION PLAN:



**Development Control Committee B – 8 November 2017**  
**Application No. 17/04367/FB : Cotham School Cotham Lawn Road Bristol BS6 6DT**

## SUMMARY AND BACKGROUND

This application for planning permission (application reference 17/04367/FB) brought before Committee has been made by the Council's Education Capital Team seeking consent for the construction of a two storey building to accommodate 12 classrooms, a dining hall and meeting rooms. The works proposed under this application also include repositioning the artificial grass all-weather pitch and enclosure, previously approved by the Committee (ref 16/01156/F).

At the time of writing 78 representations were received in total following public consultation from residents and amenity groups, 33 in opposition to the scheme, 43 in support and 2 neutral comments. The responses include an objection from the Redland and Cotham Amenities Society who object to the elevational treatment of the proposed building. The application has not been referred to Committee by any Councillor, but due to the level of public interest it is considered appropriate for this application to come before Committee.

Following officer advice and the submission of additional information including a Landscape Masterplan, updated Construction Management Plan and Sustainability Strategy, officers are satisfied that the proposals would be acceptable and in accordance with local and national planning policy (subject to a number of conditions if permission were to be forthcoming).

In making a recommendation to the Committee on the proposals, officers have recognised the need to ensure there are sufficient school places in Bristol to meet the demand. On the basis of all of the material considerations related to this application, approval of the application is recommended to Members, subject to conditions.

## SITE DESCRIPTION

The application site relates to Cotham Secondary School specifically upon a section of the existing staff car park. The main, frontage school buildings are locally listed and the site is located within the Cotham and Redland Conservation Area. There are a number of Grade II Listed buildings surrounding the site and the site is also located in close proximity to the Grade II\* Western College to the South West of the site.

The school has 1080 pupils (excluding 6th form) on roll and is an 11-19 comprehensive school catering for students at secondary and 6th form level. The sixth form provision is federated with the post 16 centre known as Redland Green 16-19 which is situated on a separate site as part of the North Bristol post 16 centre.

Cotham School is surrounded by dwelling houses on all sides. However the nearest residential property to the application site is number 27 Cotham Lawn Road to the North East of the application site. This building was formerly the headmaster's office and is adjacent to the old caretaker's house which is still used in connection with the school. This building is immediately north of the proposed building. To the west of the application site are the existing school buildings and to the south is the location of the approved all weather pitch.

## RELEVANT PLANNING HISTORY

There is an extensive planning history relating to the school and associated tree and boundary works applications. The most relevant applications to the current submission are as follows: -

16/01156/F- Installation of an artificial all-weather playing surface on the school field, enclosed by 3m high fence. GRANTED at committee, 30th August 2016

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08/03457/FB - Extensive refurbishment and replacement of substandard accommodation through extension to the existing school with related landscape works. GRANTED 10th November 2008,

08/03458/LC - Demolition works in connection with extensive refurbishment and replacement of substandard accommodation through extension to the existing school with related landscape works. GRANTED 1st December 2008,

10/03337/F - Proposed construction of new MUGA (Multi-Use Games Area), fencing, associated landscaping. GRANTED 6th December 2010, and

14/06081/F - 4no. classroom extension, associated circulation space and staff office (existing changing facilities within internal courtyard of the school to be demolished). GRANTED 5th February 2015.

Please note that it is understood that works approved under applications 16/01156/F and 14/06081/F have not been carried out. The all-weather pitch (AWP) is being relocated and sized to accommodate the new building. The 4 additional classrooms are being incorporated within the proposed new building.

**EQUALITIES ASSESSMENT**

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities 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 the refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

**APPLICATION**

The works proposed under this application include the construction of a two storey building to accommodate 12 classrooms, a dining hall and meeting rooms. The gross internal floor area of the proposed two storey building is 1123 square metres. The expansion of the school comes as a result of the need to provide more secondary school places. The additional classrooms in this instance would result in 135 more school places.

The application also proposes to reposition the approved all-weather-pitch (AWP) on the existing playing field, situated adjacent to the existing Multi-Use Games Area (MUGA). The AWP is being repositioned further away from residential properties at numbers 13-23 Cotham Park and includes an enclosing metal fence (and gates), which is 3m in height. The playing surface of the pitch would be made from green coloured artificial grass (3G style surface).

**PRE APPLICATION COMMUNITY INVOLVEMENT**

## i) Process

The pre-application consultation that took place in this case involved two open consultations in the main hall at Cotham School where residents and the local and school communities were notified by letter drops, website and school notices. Consultation boards of the scheme were displayed and feedback was also recorded. There were 14 attendees and 5 comment sheets received.

The feedback received was supportive of the design and position of the building and there was an

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acceptance of the need for additional secondary school places. A summary of the concerns raised are as follows:

- Concerns about the displacement of the trees
- Concern that there was no definitive landscaping scheme
- Concerns relating to noise from the all-weather pitch and temporary car parking
- Concerns relating to light pollution
- Concerns about the loss of a play area
- Concerns relating to the temporary parking

ii) Fundamental Outcomes

Following the consultation the following amendments have been made to the proposal:

- o An Arboricultural Impact Assessment has been prepared
- o A Landscape Masterplan has been prepared
- o Tree planting is proposed which helps to screen the all-weather pitch
- o Restricted hours are proposed for use of the all-weather pitch
- o The all-weather pitch has been repositioned further away from neighbouring properties
- o Localised pavement improvements are proposed

Please note: The temporary parking whilst originally considered is not proposed under this application.

The Redland and Cotham Amenity Society (RCAS) were also invited to a meeting to discuss the proposals for the expansion of the school. It was agreed that the location for the building was the most appropriate however RCAS did set out concerns that the school was overdeveloped and suggested more trees along the Cotham Lawn Road frontage. The elevational treatment of the proposed building was also discussed. It is noted that RCAS object to the elevational detail of the proposed building under this application.

## RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via a press and site notice between 17.08.2017 and 13.09.2017. 63 neighbouring premises were also directly consulted by neighbour notification letter with an expiry date 07.09.2017.

Additional information was received over the course of this planning application and this has undergone a 14 day consultation. The 14 day consultation on revised plan expires on 06/11/2017 and therefore any further representations will be included on the amendments sheet, prior to planning Committee.

At the time of writing, 78 representations have been received in total, comprising of 43 support comments and 33 objection comments.

In addition an objection has also been received by the Redland and Cotham Amenity Society. These comments are set out in full under heading 'Other Comments'.

Representations are addressed by officers below or within the body of this Committee report. Representations received are summarized below:

Support comments:

The proposed development will result in more needed secondary school spaces.

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The design of the building is good. The building will have a low impact and is in character with the surrounding area.

The proposal encourages travel to school by more sustainable and more economic modes of travel.

The expansion of the school provides places for local children.

There is sufficient space on the site for the proposed building.

The proposal supports the effective use of public money taking advantage of the economies of scale available through school expansion rather than the considerable additional costs of building new schools.

The proposal will support lower income families by minimising travel costs.

An extension to the school would serve families in local community.

Adequate green space would be left after the proposal.

The benefits of the providing additional school places for local children far outweigh any drawbacks.

Objection comments:

The proposed development would obstruct and not retain important views.

Case Officer Response: Whilst the loss of a view is also not a material planning matter, the Cotham and Redland Character Appraisal (2011) sets out that there is 'a general leafy character, given by the clear views into private gardens e.g. views into Muller House's gardens from Hartfield Avenue, and the playing fields of Cotham School.' There is space between the side of the proposed building and adjacent buildings allowing views through to the schools playing fields. The replanting of trees on site should also ensure that the site remains 'leafy'. For these reasons the case isn't considered to result in any detrimental harm in this regard.

The proposed development would result in the further loss of green space.

Case Officer Response: The proposed location of the building minimises the loss of green space as it is sited predominantly on the existing school car park.

The proposed development would result in overshadowing.

The proposal would overshadow vegetation in neighbouring gardens.

The proposed development would result in a loss of privacy.

The proposal would result in noise and disturbance both from numbers of pupils and air conditioning plant equipment.

Hours of use of the weather pitch need to be restricted.

Case Officer Response: Please see Key Issue D of this Committee report.

The proposed development will result in the loss of trees.

Adequate mitigation for the loss of trees has not been demonstrated.

The development is likely to impact on a tree in the garden of number 27 Cotham Lawn Road.

There is no wildlife impact assessment/environmental report.

Case Officer Response: Following Case officer advice a landscaping masterplan has been incorporated into the scheme to provide localised screening, tree replacement and general ecological improvements. A revised Arboricultural Impact Assessment has also been submitted and this includes



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trees within number 27 Cotham Lawn Roads garden, tree protection measures and the no dig construction to the car park. An ecology report has been submitted. Please see Key Issue G of this Committee report.

The proposed works result in the overdevelopment of the site.  
The proposed works do not preserve the conservation area.  
The proposed fencing around the pitch is an eyesore.  
A one storey building would be preferable to not detract from the locally listed Cotham school frontage.  
The roofline would appear incongruous.  
The proposed materials are inappropriate.  
The proposed building is unattractive and doesn't integrate with the main school.

Case Officer Response: Please see Key Issue C of this Committee report.

Alternative sites for the building have not been considered in enough detail.  
Open space which is locally important should be protected by development.  
No evidence is offered about the rising demand of school places and whether this is a temporary demand or a continuing demographic trend.  
There is no compelling need for school expansion.  
There is no need for an all-weather pitch.  
Less outside space/ grass for children to play on.  
The proposed single building could be divided into smaller buildings and more easily accommodated on this constrained site.  
Primary schools use the outside green space for sports day. This will no longer be possible.

Case Officer Response: Please see Key Issue A of this Committee report.

Traffic and access issues.  
The increase in movement will result in a road traffic accident.  
There are no proposals to improve the routes to/from school.

Case Officer Response: Please see Key Issue B of this Committee report.

Drainage needs to be reviewed more closely.

Case Officer Response: Please see Key Issue F of this Committee report. A drainage strategy has been submitted with this application.

No details of solar panels.

Case Officer Response: Please see Key Issue G of this Committee report. A sustainability strategy has been submitted. The solar panels are also illustrated on the proposed roof plan.  
The school haven't abided by the conditions attached to previous applications.

Case Officer Response: Previous permissions have not been carried out and subsequently the conditions have not been dealt with.

The support comments have been made by people that don't live directly by the site

Case Officer Response: The Local Planning Authority has a duty to assess all representations received whether or not they live near to the site. Anyone has the right to comment on a planning application.

Construction noise will be disruptive

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Case Officer Response: A Construction Management Plan has been submitted and is attached as a condition.

The "no dig" approach to some of the car-park expansion leaves neighbours at risk of pollution not being captured in the proposed interceptors fitted to the car-park drainage. There is a serious risk of petrol, diesel and oil that inevitably leaks from parked cars causing an environmental hazard to neighbours. The fact that interceptors are proposed to capture this pollution from the main car park shows there is a need to also incorporate capturing the pollutants from the cellular system to be used in the two new spaces in the old caretakers house garden.

Case Officer Response: It is proposed to install a cut-off channel drain at the edge of the existing car park (hardstanding) at the bottom of the slope. Given this and the extent of the no dig area referenced on the tree protection plan 171020-1.4-CSEX-TPP-NC at no point should any drainage infiltrate the soil and harm neighbouring amenity.

General comments:

Is there provision for a temporary car park?

Case Officer Response: This was considered at pre application stage although is not proposed under this application.

Has a roof garden or living walls been considered?

Case Officer Response: The provision of a living roof was recommended to provide a habitat for wildlife. The developer has advised that the provision of such a roof would make the scheme unviable as a result of time constraints and cost.

There are no notices around the site about the development.  
 The new plans uploaded including a landscaping plan have not been consulted on.

Case Officer Response: There was a site and press notice as part of the assessment of the application with an expiry date of 13.09.2017. 63 individual neighbour notification letters were also sent out as part of the assessment of the application. All neighbours and representatives are being consulted on all further submitted documentation for a further 14 days.

#### OTHER COMMENTS

Redland and Cotham Amenities Society:

"The Society notes the requirement for additional classrooms, while regretting yet more building on what remains of a reasonably spacious educational environment. We agree that the location chosen is the least damaging in this respect.

We object to the elevational treatment of the Dining and Meeting element of the new building. The steeply pitched metal clad gable is visually intrusive and inappropriate in relation to the adjacent and original school building and the street scene in the Conservation Area.

We point out that the adjacent Cotham School building in Cotham Lawn Road is designated a Landmark Building and an unlisted Building of Merit in the Cotham and Redland Conservation Area Character Appraisal.

We submit that the hipped roof option for this part of the building, as indicated on the display boards at the public consultation, would be preferable. This would reduce the visual impact of the

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development and be in sympathy with the hipped roof of the main school building. The reduced building volume could also be less costly.

We would prefer the use of brick to the standing seam metal that is indicated for this wall, which is not a material appearing elsewhere in this street, and generally inappropriate in the Conservation Area."

Landscape Officer and Arboriculturist:

The Landscape Officer and Arboriculturist requested a: Landscape Masterplan; updated Arboricultural Impact Assessment; full tree planting proposals and tree protection measures, including for the trees in the garden of number 27 Cotham Lawn Road. The Landscape Officer has also requested that trees are replaced on site and not via a contribution.

Of the thirteen trees calculated, to be replaced under the Bristol Tree Replacement Standard, three will be relocated within the site leaving a requirement of ten replacement trees. Three small trees are proposed to be planted along the rear boundary of dwellings 13-23 Cotham Park. While these are small species that will not provide much in terms of amenity value they need to be relatively small as not to dominate the rear gardens of these properties. These are accepted. This leaves the seven trees to be replaced. The use of *Prunus Laurocerasus* as hedge planting around the new all-weather pitch is a shrub and is not acceptable in terms of provision of suitable replacement tree planting. Subsequently the landscape plan has been further revised to include 4 holly and 5 field maple trees. On receipt of the additional information requested no objections have been raised subject to conditions.

Nature Conservation Officer:

Trees and shrubs are likely to be removed or moved as part of this proposal. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged.

Conditions recommended relate to a ten year landscape and nature conservation management plan as well as no clearance of vegetation.

In accordance with Policy DM29 in the Local Plan, the provision of a living (green/brown) roof is recommended to provide habitat for wildlife. Policy DM29 states that 'proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks.' Living roofs can be integrated with photovoltaic panels and also contribute towards Sustainable Urban Drainage Systems (SuDS). Living roofs can be provided on buildings, as well as on bin stores and cycle shelters. The following guidance applies. The roof should be covered with local low-nutrient status aggregates (not topsoil) and no nutrients added. Ideally aggregates should be dominated by gravels with 10 - 20% of sands. On top of this there should be varying depths of sterilised sandy loam between 0 - 3 cm deep. An overall substrate depth of at least 10 cm of crushed demolition aggregate or pure crushed brick is desirable. The roof should include areas of bare ground and not be entirely seeded (to allow wild plants to colonise) and not employ *Sedum* (stonecrop) because this has limited benefits for wildlife. To benefit certain invertebrates the roof should include local substrates, stones, shingle and gravel with troughs and mounds, piles of pure sand 20 - 30 cm deep for solitary bees and wasps to nest in, small logs, coils of rope and log piles of dry dead wood to provide invertebrate niches (the use of egg-sized pebbles should be avoided because gulls and crows may pick the pebbles up and drop them). Deeper areas of substrate which are at least 20 cm deep are valuable to provide refuges for animals during dry spells. An area of wildflower meadow can also be seeded on the roof for pollinating insects. Please see [www.thegreenroofcentre.co.uk](http://www.thegreenroofcentre.co.uk) and <http://livingroofs.org/> for further information and the following reference: English Nature (2006). Living roofs. ISBN 1 85716 934.4

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Contaminated Land Officer:

The proposed development is sensitive to contamination and is not situated on or adjacent to land which has been subject to land uses which could be a potential source of contamination. In 2008 some of the school site was subject to assessment, this area was not found to require remediation however screening criteria has changed since this time and the area of the current application was not the focus of the intrusive investigation. Radon protection was deemed as required as part of the build and is likely to be required for this one.

As this is a major application a minimum of a phase 1 desk study looking into contamination must be submitted to the local planning authority. If any information is already prepared we welcome submission prior to determination to reduce the burden of pre-commencement conditions.

If not available we recommend the standard conditions B11, B12, B13 and C1 are applied to any future planning consent.

City Design Team and Conservation Officer:

No objection. Would like to see the use of zinc rather than zinc effect.

Pollution Control:

The all-weather pitch is only slightly repositioned. Its repositioning as shown in the Design and Access Statement will not have a significant effect on any noise from the all-weather pitch.

The all-weather pitch was granted under 16/01156/F with a condition requiring the submission of an acoustic report. It is therefore not appropriate to comment further on the all-weather pitch as its use has already been approved under 16/01156/F. If Committee are minded to approve the application all relevant conditions attached to the approved 16/01156/F should be reattached.

With regards to the erection of a two storey building providing an additional 12 classrooms, dining and meeting rooms plus utilities, an acoustic report has been submitted with the application and this deals with both internal noise levels within the classrooms and gives noise limits for any ventilation or air conditioning plant to be provided at the building.

In order to achieve the necessary internal noise levels within the classroom the report recommends that the classroom will need to be double glazed and ventilation provided. It is therefore not considered that noise from within the classrooms would not be disturbing to neighbouring properties.

The plant noise limits given for that plant noise level does not exceed background noise level at each receptor. The report gives maximum plant noise levels which have been calculated using levels of background noise measured at the closest residential properties to the proposed development. Plant levels have been calculated to ensure that plant noise level does not exceed background noise levels at the closest residential properties. To ensure there is no increase in noise levels from such plant, a condition is recommended setting out that plant noise is at least 5 dB below the existing background noise level.

There should be any adverse impact from the use of the classrooms themselves and noise from plant can be controlled through compliance with a plant noise condition.

The provision of extra classrooms is to enable the school to take on an extra 135 pupils, increasing the numbers of pupils at the school from 1284 to 1419. Whilst an increase in pupil numbers will be likely to lead to an increase in noise levels created at the school it is difficult to show any noticeable increase in overall noise levels with pupil numbers increasing from 1284 to 1419. 1284 pupils could make a significant level of noise and this level would only marginally increase with an extra 135 pupils.

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No objection subject to conditions:

Transport Development Management:

Property History

The site is located in a dense residential area with good accessibility by foot and public transport.

The site operates already as a school.

Trip Generation

Congestion is experienced during school peak times. This dissipates relatively quickly. 19% of pupils are currently driven to school (this is a figure which does not take into account pupils sharing vehicles).

Should this travel pattern continue, it is has been calculated that that an additional 47 pupils will be driven to school. This could be an additional 47 vehicles arriving at peak times.

It is clear that the increase in movements will have an impact on the surrounding streets. However, Central Government policy requires a presumption in favour of the provision of educational establishments unless a severe impact can be clearly demonstrated. It is not considered that this increase will lead to a severe impact, subject to the measures proposed being put into place.

Local Conditions

The site is relatively accessible, being near to public transport corridors and a rail station. Pupils are generally from a local catchment area, many living within appropriate walking and cycling distances for a school. It is possible to reduce the number of children being driven to the school through the use of an updated School Travel Plan. Whilst assessing the predicted increase in traffic, it has been assumed that this will be directly proportionate to current travel patterns. The outcome of School Travel Planning measures and any associated reduction in vehicle trips has not been included, but is likely to reduce these trips. A condition can secure a School Travel Plan.

Mitigation

To encourage the better use of walking and cycling to the school it is imperative that there is a secure and safe feeling walking environment in the streets around the school. Whilst the lack of facilities might not directly give rise to an accident record, the perception of a lack of safety can dissuade parents to allow their children to use more active travel modes, thus increasing car use and associated additional conflicts, as well as losing the health benefits of active travel. It is therefore expected that a school expansion would provide for an improved pedestrian environment to mitigate against this.

The application package is accompanied by proposals to improve the infrastructure in the vicinity of the school - by a contribution to improve the conspicuousness of the existing pedestrian crossing in Hampton Road, and to undertake minor crossing improvements at Archfield Road with its junction with Cotham Grove. This may require alterations to a Traffic Regulation Order, which would require a contribution of £5395. Both of these measures are welcomed and address concerns raised at the pre-application stage. These works can be included as a highway condition and secured, along with the contribution, within a Memorandum of Understanding between departments.

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#### Access

The existing accesses are to be retained. There is no objection to this. Further information about how deliveries to the new block will be managed, as there is insufficient space to turn near to the new block, which is where many of the deliveries will now take place. Further information is required. It is considered that this can be secured by a condition.

#### Car Parking

The current car park allows for around 50 parking spaces. The proposals alter the layout of this car park, and 39 parking spaces will remain, resulting in the loss of 11 spaces. There are some objections to the loss of parking from residents. It should be noted that as the school is within the Residents Parking Scheme, there are controls on on-street parking. The school will only be eligible for the same limited number of on-street permits as at present (6). Therefore there should be no discernible impact on-street over and above the existing.

This will, however, require staff to travel more sustainably as there will be less supply of parking availability. This will need to be encompassed within a School Travel Plan. Staff travel is often overlooked within School Travel Planning. This can be incorporated within the School Travel Plan condition.

#### Cycle Parking

There are currently 80 student cycle parking spaces, and 60 staff cycle parking spaces, as well as 12 visitors' cycle parking spaces.

The cycle parking proposals fall below the minimum cycle parking standard apart from the staff provision. The applicants cite the relatively low level of cycling currently taking place (5% of students). The cycle parking requirement of 1 per 5 pupils reflects the Council's objectives to significantly increase cycling, as reflected through the Council's active travel policies. It is also likely that the low level of cycling is also due to an outdated and insufficient School Travel Plan which contains no promotion of cycling to school for staff or pupils.

Visitors' cycle parking could easily be accommodated through the provision of an additional 2 Sheffield Stands. The current staff cycle parking could be used by students, with a smaller shelter provided for staff, and additional cycle shelters provided. The existing cycle shelter is to be repositioned - further information about where this is to be relocated to is also required.

It is essential that cycle parking is provided to an adequate standard. Further details should be secured by a condition.

#### Deliveries and Servicing

The refuse store is to be relocated, although it appears that there is no proposal to alter the refuse collection arrangements. Servicing and deliveries will take place as at present.

#### School Travel Plan

The submitted School Travel Plan is outdated and does not include any staff school travel initiatives. It would be expected that the School Travel Plan is updated to reflect BCC's current Travel Plan requirements, and to include staff travel as outlined above. Initiatives for staff could include car sharing, changing facilities, showers and lockers for staff travelling by bicycle / walking in wet weather, alterations to marking systems to reduce the need for staff to carry large amounts of marking, cycle vouchers or many more. Further advice can be sought from the Council's Sustainable Transport Team.

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The school Travel Plan would be secured by a pre-occupation condition. This would be submitted through ModeShift Stars using the Interim STP template. The school is advised to follow this process:

"To register - please ask the School Travel Champion to visit <https://modeshiftstars.org/> to register (select - your role>school>school travel plan champion, fill out the details in the drop down list and create a password).

Under the resources page they will find the information to support the application. The school will need to fill in the "Interim STP" form and the "School Travel Plans and the Planning Process Guidance Document" will assist in doing this."

#### Construction Management

A Construction Management Plan to mitigate conditions on the public highway arising from the construction, including a restriction on deliveries and large vehicles accessing the site during the start and end of the school day. This could be secured by a pre-commencement condition.

Suggested conditions and informatives to follow.

#### Sustainable Cities Team:

Given the proposed development's proximity to the emerging proposals for a heat network in this area, and as it is in the heat priority area (as defined by BCS14), the development needs to include infrastructure to enable it to connect to a district heating network in the future.

As such the applicant must confirm that the heating system is a single communal heating system as opposed to multiple gas boilers serving different parts of the development proposal. The applicant must also confirm that the following will be met

- o Provision of a single plant room, located adjacent to the planned heat network route, producing all hot water, including engineering measures to facilitate the connection of an interfacing heat exchanger;
- o Space identified for the heat exchanger;
- o Provisions made in the building fabric such as soft-points in the building walls to allow pipes to be routed through from the outside to a later date; and
- o External pipework routes identified and safeguarded
- o Heat delivery, distribution and control systems that are designed to achieve low return temperatures, and that these services are designed in accordance with current CIBSE guidance on connection to district heating (please refer to Heat networks: Code of Practice for the UK, CP1, 2015, CIBSE).

Confirmation that there is a commitment to meeting BREEAM excellent is also required.

The proposals to meet the rest of BCS14 requirements (i.e. energy efficient design and renewable energy) are broadly acceptable subject to conditions to secure construction in accordance with the proposals.

#### BCS13 & BCS15

The climate mitigation, adaptation and sustainable design and construction measures proposed are acceptable. The inclusion of external shading (brise soleil) to control solar gains during summer and reduce risk of overheating is welcomed as a climate adaptation measure. The conditions below should be applied to secure construction in accordance with the proposals

Confirmation of the above points has been received confirming there is a communal heating system

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(providing a single point of connection to heat network) and sufficient room in the plant roof to facilitate a connection to the heat network at a future date.

A condition and advisory note reference the heat network connection should still applied to secure more detailed information.

A condition securing a BREEAM excellent strategy is also attached.

Sports England:

Sport England did not raise an objection to the proposed development granted permission under app ref: 16/01156/F on the basis it was considered to meet our E5 exception policy, which states:

E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields. Sport England recommended the following condition be attached to the decision notice should the local planning authority be minded to approve the application. (See Community Use Agreement condition)

Having reviewed the proposed site plans, Sport England does not consider there is any additional or material impact on the playing field or its ability to accommodate a range of playing pitches and/or sport arising from the repositioning of the all-weather pitch. On that basis, Sport England wishes to maintain its position of support for the proposal and recommends the attachment of the above condition (1) in relation to the implementation of a community use agreement.

Flood Risk Technician:

The proposed drainage strategy is acceptable, no further comments

Bristol Waste:

No comment as no residential component.

#### RELEVANT POLICIES

National Planning Policy Framework – March 2012  
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.

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

The all-weather pitch is only slightly repositioned since its approval at Committee under application 16/01156/F. The revised position of the pitch would not have a significant effect on any noise or any other amenity issues above that already approved. Sport England were consulted and have raised no objections to the movement of the approved pitch. The pitch is positioned further away from residential properties at numbers 13-23 Cotham Park than that previously approved.



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The all-weather pitch was granted with a condition requiring the submission of an acoustic report. Were Committee minded to approve the application any conditions relating to the all-weather pitch would be reattached. Given there is an approved application (16/01156/F) for the all-weather pitch, which is a live permission, this Committee report will focus on the construction of the two storey building to accommodate 12 classrooms, dining area and meeting rooms.

A) IS THE PRINCIPLE OF THE DEVELOPMENT ACCEPTABLE?

The application site (Cotham School) is identified as an area of Designated Important Open Space as defined within the Policies Map associated within the Council's Site Allocations and Development Management Policies Local Plan (2014). Policy DM17 in this document states that development on part, or all of an important open space as designated will not be permitted unless the development is ancillary to the open space use. Policy BCS9 of the Bristol Development Framework Core Strategy (2011) is also applicable, and states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. Open spaces which are important for recreation, leisure and community, townscape and landscape quality and visual amenity should be protected.

Paragraph 72 of the National Planning Policy Framework (NPPF) requests that Local Planning Authorities give great weight to the need to create, expand or alter schools; and work with school promoters to identify and resolve key planning issues before applications are submitted.

Policy BCS12 of the Bristol Core Strategy states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community. Where possible facilities should be located within existing centres (the site is located to the within walking distance of Whiteladies Road designated centre and just outside of the central area as defined in the Bristol Central Area Plan Policies Map, adopted March 2015), and the school is a well-established secondary school.

The proposed development would provide a new school building to accommodate additional pupils at the school. This is to meet an identified local demand for school places as a result of an increase in children starting secondary school over the last few years, and which is projected to increase over the next few years. In respect of this, the Council's Place Planning Manager, Children and Young People's Services has advised as follows:

"Bristol has experienced considerable growth in demand for primary school places in recent years. A large number of schools were expanded and new primary schools opened to meet this demand. The increased numbers of pupils is now starting to move into the secondary sector.

The north of the city experienced some of the highest growth in pupil numbers and this is already putting considerable pressure on secondary school places. On national offer day for year 7 places in 2017, there were no unfilled places across the whole of north Bristol and to ensure all pupils were allocated a place a number of schools had to offer additional places. Fairfield and Orchard Schools taking above their Planned Admission Number (PAN). Although a popular school, accommodation at Cotham is unable to cope with additional pupils without physical expansion of the school buildings.

Detailed pupil projections have been developed in order to forecast the demand for school places across the city. These projections show that demand for secondary school places will continue to rise in every part of the city. The Department for Education has already recognised the future shortfall of places and is commissioning 3 new free schools to assist in meeting its forecast demand. Although one of these schools is due to be located in north Bristol, this will not be sufficient to meet all the anticipated demand. To acknowledge the requirement for further places the Government has also provided 'Basic Need' funding which is provided to assist the council to meet the additional need.

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Projections for the north area, including the planned expansion of Cotham, together with expansions of Bristol Cathedral, Bristol Free School, Redland Green and St Bedes and the new free school, show that the area will have just enough places for 2018 and 2019 but will move back to a deficit from 2020.

An additional factor is that there has been very little progress in acquiring a site for the free school intended to serve the east/central area. This is delayed until at least 2020 and may not be possible to deliver at all due to a lack of available and affordable sites. Some of the schools in the north - Cotham, Fairfield and Orchard in particular are very accessible from parts of central and east Bristol. The council therefore fully supports the expansion of Cotham School as an essential part of ensuring the city meets its statutory duty to ensure a sufficient supply of school places."

This site of the new building is currently in ancillary educational use, providing car parking facilities to the staff in the form of 15 parking spaces.

The location of the proposed building has been informed by the lack of availability of appropriate alternative sites around the school. While other sites on the school grounds were considered, as set out in the applicant's design and access statement, these were discounted for various reasons relating to poor access during construction; tree removal; loss of green space; located too far from the existing school. There is also a desire to accommodate the classrooms within one building given this was found to be most cost effective solution which would also reduce the movement of students around the site.

Of the sites suggested the proposed site is set back from the road sufficiently so that it is not in conflict with the existing streetscape elevation. It is closer to both the existing dining and classroom facilities. It is also a brownfield site building on predominantly the existing car park, maintaining green important open space across the site.

In principle, the erection of additional classrooms for education purposes inclusive of dining and meeting rooms is not considered to be unacceptable and will make better use of the site, in accordance with sustainable development principles. It is also noted that the provision will go some way to helping the Council fulfil its statutory obligation to provide sufficient school places.

Whilst the above is noted, the application is subject to assessment against other Development Plan considerations, including highways safety issues; the impact of the proposal on the character of the area and the amenity of neighbouring residents, in addition to ecological, arboricultural and sustainability issues. These issues will be dealt with through the following Key Issues of the report.

#### **B) DOES THE PROPOSAL SATISFACTORY ADDRESS TRANSPORT AND MOVEMENT ISSUES?**

Section 4 of the NPPF outlines that Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

Policy DM23 (Transport Development Management) of the SADMP outlines that new development should not give rise to unacceptable traffic conditions and will be expected to provide safe access to the highway network. The policy also outlines that new development should be accessible by sustainable transport methods such as walking, cycling and public transport. Furthermore, the policy sets standards for parking provision.

Policy BCS10 (Transport and Access Improvements) of the Core Strategy requires development to minimise the need to travel, especially by private car, and maximise opportunities for the use of more sustainable transport modes. It also requires developments

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to ensure safe streets.

The additional accommodation will allow the school to accommodate 135 more pupils. The proposed development will result in an increase of movements, which needs to be considered.

The proposed works are located on an existing staff car park where 11 spaces would be lost. As the Council's parking standards are maximums and the site is in a relatively sustainable location, there is no policy conflict with the loss of on-site car parking.

Transport Development Management were consulted as part of the assessment of this application and have advised that the increase in movements will not lead to a severe impact, subject to some highway measures to improve the walking infrastructure in the vicinity of the school. These include making a contribution for improvements to the zebra crossing in Hampton Road, and undertaking some minor crossing improvements at Archfield Road with its junction with Cotham Grove.

These improvements have been secured by a Memorandum of Understanding between departments.

There are objections to the loss of parking spaces from residents. However, as the school is within the Residents Parking Scheme, there are controls on on-street parking, which would deter unsafe parking through enforcement. The school has a limited number of parking permits made available to it, and any on-street parking impact is therefore not materially different from the current parking impact.

The proposals result in the loss of parking spaces for staff and subsequently staff will need to travel more sustainably. This will be secured and monitored through a school travel plan, which will be secured by a condition. This will also address travel behaviour of pupils.

The application is considered to comply with relevant Development Plan policies in respect of transport and movement, and is acceptable subject to a number of conditions: securing contributions; detailing deliveries and visibility from the access to the new block within a construction management plan, an updated school travel plan and detailed cycle layout and storage.

**C) IS THE PROPOSAL ACCEPTABLE WITH REGARDS TO VISUAL IMPACT AND DESIGN, AND WOULD IT PRESERVE OR ENHANCE THE CHARACTER AND APPEARANCE OF THE COTHAM AND REDLAND CONSERVATION AREA AND SETTING OF ADJACENT LISTED AND LOCALLY LISTED BUILDINGS?**

The site lies within the Cotham and Redland Conservation Area and part of the School is locally listed. There are also a number of Grade II Listed buildings surrounding the site and it is also located in close proximity to the Grade II\* Western College to the South West of the site.

Section 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 further 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 133 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 loss is necessary to achieve substantial public benefits that outweigh that harm or

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loss. Further, Para 134 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.

In addition, Policy BCS21 in the Bristol Core Strategy (Adopted 2011) advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM26 in the Site Allocations and Development Management Policies (Adopted 2014) expands upon BCS21 by outlining the criteria against which a development's response to local character and distinctiveness will be assessed. Development will not be permitted where it would be harmful to local character and distinctiveness or where it would fail to take the opportunities available to improve the character and quality of the area and the way it functions. Policy DM29 in the Site Allocations and Development Management Policies (Adopted 2014) further sets out that the design of new buildings should be of high quality. Policy DM28 in the Site Allocations and Development Management Policies (Adopted 2014) also states that development should create or contribute to a safe, attractive, high quality public realm that contributes positively to local character and identity. Policy DM27 in the Site Allocations and Development Management Policies (Adopted 2014) sets out 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.

Policy BCS22 in the Bristol Core Strategy (Adopted 2011) states that development proposals should safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including Conservation Areas. Policy DM31 in the Site Allocations and Development Management Policies (2014) expresses that development should preserve or enhance historic settings.

Finally, the Cotham and Redland Character Appraisal (2011) identifies Cotham School as a landmark building which '...dominates the Character Area due to the amount of development on its land'. The appraisal goes on to set out that the overdevelopment on the Cotham School site resulting in the [loss of] further green space is a threat.

The proposed school building would result in the further development of the school site, although given its position largely on the existing car park, the loss of green space is kept to a minimum. It is also recognised that the school site is relatively constrained within an urban block in the Cotham Area of the city and that opportunities to extend the school, to meet current and future demand, within this site are very limited. Given the significant site constraints the proposed location of the school building is acceptable.

The application site is located in a sensitive position and subsequently care needs to be taken to ensure that adjacent buildings and the setting of the conservation area are preserved. The proposed two storey school building is set back from the main locally listed school building (approximately by 25metres), positioned away from the highway, set at a lower level than Cotham Lawn Road and a comprehensive scheme of landscaping is proposed, all of which limit the impact of the development on open and extensive views of the building from the public realm. It is therefore considered that the proposal preserves the character and setting of the main school building and conservation area.

From Cotham Lawn Road the proposed school building would read as one and a half storeys. The flat roofed classroom building is at a lower level than adjacent 27 Cotham Road and the pitched element accommodating meeting and dining rooms is set at a lower level than the adjacent Cotham School. The scale of the building is therefore considered to relate well to the scale of surrounding buildings whilst also not detracting from them and reading as a subservient addition.

The proposed materials for the site include a mix of brick and metal cladding. The red brick would reflect the brickwork found on Cotham School and other buildings along Cotham Lawn Road. The more contemporary metal cladding is not opposed to in principle although this would be subject to a condition securing further detail and material treatment. Whilst it would be preferable to have zinc and

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bronze, the applicant has advised that this would not be financially viable, and when balancing the benefits of the proposed scheme against these minor material changes, this is not considered to result in such detrimental harm that would warrant the refusal of the scheme in this instance.

The fenestration sizes and use of a soldier course above the windows reflects the detailing on the existing school building and adjacent buildings.

The Redland and Cotham Amenity Society object to the elevational treatment of the dining hall and meeting room element setting out that the steeply pitched metal clad gable is visually intrusive and inappropriate in relation to the original school building, street scene and conservation area. The society set out that a hipped roof would be preferable.

Whilst the monopitch roof as indicated on the display boards at the public consultation, would appear as more subservient roof form in relation the locally listed building, there are a number of gable fronted roof forms in the area to justify its use in the conservation area. Furthermore the impact of the gable fronted roof form would be mitigated by the set back of the proposal and additional landscaping on Cotham Lawn Road.

Following the above, whilst the gable fronted dining and meeting room element will result in some harmful impact on the overall character this harm is considered less than substantial, and is outweighed by the wider educational benefits of expanding the school.

The proposed two storey building is set well away from listed buildings in the area ensuring that the special interest of these buildings are not impacted.

Overall, the design of the proposed building is acceptable and would preserve the adjacent buildings and conservation area, in accordance with policies BCS21 BCS22, DM26, DM27, DM28, DM29, DM31 and NPPF the Cotham and Redland Character Appraisal (2011)

**(D) WOULD THE PROPOSAL HARM THE AMENITY OF NEARBY OCCUPIERS?**

Policy BCS21 in the Bristol Core Strategy (Adopted 2011) advocates that new development should deliver high quality urban design and safeguard the amenity of existing development.

Policy BCS23 (Pollution) also requires development to be designed so as not to have a detrimental impact on the surrounding environment. Included within this is the requirement that development should not impact on the viability of surrounding uses through its sensitivity to noise or other pollution. 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. Finally, Policy DM35 (Noise Mitigation) of the Site Allocation and Development Management Policies (2014) advocates that development which would have an unacceptable impact on environmental amenity or biodiversity by reason of noise will be expected to provide an appropriate scheme of mitigation. Development will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design, particularly in proximity to sensitive existing uses or sites.

Overbearing impact/ sense of enclosure

A section of the proposed two storey building is sited approximately 2metres from the rear boundary of number 27 Cotham Lawn Road. However, as the property has a relatively long garden area (of around 20 metres in length), given the distance and the fact that the proposed building is set at an oblique angle from the dwellinghouse, the proposal is not considered to result in any detrimental harm by virtue of a sense of enclosure or overbearing impact.

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Overlooking/ Loss of Privacy

The rear bedroom windows of no. 27 Cotham Lawn Road would be approximately 25m from the nearest first floor windows of the classroom block. Given this separation distance together with the buildings being located at an angle to one another it is not considered that the proposal would result in any detrimental harm by virtue of a loss of privacy or overlooking. In addition to this, it is noted that the eastern boundary, adjacent to the garden of no.27 Cotham Lawn Road, does not include any windows to avoid overlooking.

Overshadowing/ Loss of light

The eastern end elevation of the proposed classroom block stands about 3m from the boundary fence to No. 27 Cotham Lawn Road. The building could result in some shadowing to the rear portion of number 27 Cotham Lawn Road's garden at certain times of the year in the afternoon. Given the length of this garden (which is in excess of 20metres) and the fact that any overshadowing is only likely to affect a small portion of the rear section of garden, it is not considered that overshadowing to the rear of number 27 Cotham Lawn Road's outside amenity space would result in any significant detrimental harm to this occupier's amenity in this instance

Vegetation and trees located to the rear of number 27 Cotham Lawn Road's garden will still receive daylight for most of the year and for most of day and as a result the proposed works are not considered to detrimentally restrict the growth of this vegetation.

Additional trees proposed on the Cotham park boundary are small to prevent any detrimental harm to these occupiers by virtue of overshadowing.

Noise/ Disturbance

An acoustic report has been submitted with the application which identifies both internal noise levels within classrooms and gives noise limits for any ventilation or air conditioning plant to be provided at the building.

The report details that classrooms will be double glazed and ventilated preventing any detrimental harm via noise and disturbance in this regard.

The plant noise limits given for the plant noise level does not exceed background noise level at each receptor. This is acceptable subject to condition.

The provision of extra classrooms is to enable the school to take on an extra 135 pupils, increasing the numbers of pupils at the school from 1284 to 1419.

Whilst an increase in pupil numbers may lead to the potential for a slight increase in noise levels, given existing pupil numbers (1284), any impact is likely to be negligible.

Subject to the imposition of planning conditions (including those attached to the approved all weather pitch application 16/01156/F) the proposed works would safeguard the residential amenities of neighbouring occupiers.

E) SUSTAINABILITY

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.

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The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

The application is supported by a Sustainability Statement which demonstrates the sustainability measures that will be put into place. The scheme will comply with the Council's requirement for 20% from renewable energy and this will be provided through the installation of a 50m<sup>2</sup> south-east facing PV array on a section of the flat roof above the classrooms.

A condition is attached requesting a strategy by which a BREEAM 'excellent' rating will be achieved.

There is an emerging heat network in the area and the area is a heat priority area subsequently the development needs to include infrastructure to enable it to connect to a district heating network in the future. This is secured via a condition.

#### F) DRAINAGE

Bristol Core Strategy (2011) Policy BCS16 states that all development should incorporate water management measures to reduce surface run-off.

The Flood Risk Technician was consulted as part of the assessment of this application and has raised no objections to the drainage strategy submitted.

#### G) DOES THE PROPOSAL RAISE ANY NATURE CONSERVATION, LANDSCAPE OR TREE ISSUES?

Policy BCS9 in the Bristol Core Strategy (2011) 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 BCS21 sets out that new development in Bristol should deliver high quality urban design. Development in Bristol will be expected to: Deliver a safe, healthy, attractive, usable, durable and well managed built environment comprising high quality inclusive buildings and spaces that integrate green infrastructure.

Policy DM15 Green Infrastructure Provision sets out the criteria for such provision and in respect of trees emphasises the importance of design, size, species and placement as part of overall landscape treatment. The importance of the visual and natural environment on people's health and well-being is also recognised. Policy DM17 requires that valuable existing trees to be incorporated into new developments or adequately compensated for if they are to be removed.

SADMP policy DM19 requires that development is designed and sited, in so far as practicably and viably possible to avoid any harm to identified habitats, species and features of importance. Where loss of nature conservation would arise, mitigation should be provided on site where possible. Green infrastructure should be used to enhance the site's nature conservation value.

The proposed development would result in the loss of 9 trees and repositioning of 3 trees. Following case officer advice, during the course of the planning process a revised Arboricultural Impact Assessment and Landscape Masterplan were provided setting out mitigation for the loss of trees.

Protection measures have also been set out for all remaining trees that could be affected by the proposals, including those within the garden of number 27 Cotham Lawn Road, to ensure that these trees are not damaged during the construction process.

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Three of the retained tree features will be subject to construction within their root protection areas; root damage will be avoided by the use of a no-dig construction technique.

Replacement trees are located on the Cotham Lawn Frontage to reduce the impact of the building when viewed from the public realm. Another tree is proposed near to number 27 Cotham Lawn Road to help screen the development from this occupier. Proposed planting on the Cotham Park boundary will add to the 'leafy' feel of the area whilst also being smaller to reduce the risk of any overshadowing and so as not to dominate these occupiers' rear gardens. Further tree planting is also proposed around the all-weather pitch to help screen the proposed fencing.

On receipt of the revised Arboricultural Impact Assessment and Landscape Masterplan appropriate mitigation of the lost green infrastructure assets has been provided integrating some good tree planting in and around the new pitch, with trees of suitable future stature.

An ecological report was also submitted with this application. Given the proposed development involves the removal of trees Bristol City Councils Nature Conservation Officer has advised conditions were permission forthcoming.

A living roof was recommended to provide a habitat for wildlife. The developer has advised that the provision of such a roof would make the scheme unviable given time constraints and cost. Whilst this is regrettable this alone would not warrant the refusal of the scheme.

Following the above, it is considered (subject to suitable conditions as set out below) that the proposal would have no detrimental impact upon any habitat, species, trees within the site.

**CONCLUSION**

In accordance with policy, the proposed development addresses the need to expand the secondary school whilst not giving rise to unacceptable traffic conditions and safeguarding the character and appearance of the conservation area. The development would also have no adverse impact on wildlife/ecology, trees or surrounding residential amenity.

As such the approval of the application is recommended to Members, subject to conditions.

**COMMUNITY INFRASTRUCTURE LEVY**

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

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

**RECOMMENDED GRANTED 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.



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**Pre commencement condition(s)**

2. Land affected by contamination - Site Characterisation

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

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

(ii) an assessment of the potential risks to:

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

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

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

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase 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

3. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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## 4. Land affected by contamination - Implementation of Approved Remediation Scheme

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

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

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

## 5. Construction Management Plan

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

- Condition survey of Hanbury Road and Cotham Lawn Road
- Parking of vehicle of site operatives and visitors
- Routes for construction traffic
- Hours of operation
- Method of prevention of mud being carried onto highway
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions
- Arrangements for turning vehicles

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development

## 6. Approval of road works necessary

Prior to commencement of development general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the

Local Planning Authority

- footway build outs at the junction of Cotham Grove and Archfield Road as shown in principle on Drawing 0838-001
- Improvements to the zebra crossing in Hampton Road including but not limited to surface dressing, lining and halos

These works shall then be completed prior to first occupation of the development to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority, and are completed before occupation

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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 City Council's technical approval and inspection fees paid before any drawings are considered and approved and formal technical approval is necessary prior to any works being permitted.

7. Further details of internal servicing

No development shall take place until further details showing the internal servicing and turning movements accommodated within the site have been submitted to and been approved in writing by the Local Planning Authority. The building(s) hereby permitted shall not be occupied or the 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.

8. Further details - Typical Sections of AWP

No development shall take place until detailed drawings at the scale of 1:100/1:50 showing typical cross sections through the development, including adjacent land and the all-weather-pitch base/sub-base, have been submitted to and be approved in writing by the Local Planning Authority. The detail thereby approved shall be carried out in accordance with that approval.

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

9. Noise from the all weather pitch

No development shall take place until there has been submitted to and approved in writing, by the Local Planning Authority (LPA), a detailed assessment on the potential for noise from the all weather pitch affecting neighbouring residential properties.

If the assessment indicates that noise from the development is likely to affect neighbouring noise sensitive premises then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the LPA prior to the commencement of the development. The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring premises by noise from the development.

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 "Methods for rating and assessing industrial and commercial sound" and BS8233: 2014 "Guidance on sound insulation and noise reduction for buildings."

The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

Reason: To safeguard the residential amenities of neighbouring occupiers from undue noise and disturbance.

10. Construction Environmental Management Plan

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

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and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

NB: The Construction Environmental Management Plan should also include but is not limited to reference to the following:

- 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.
  - 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.
  - Procedures for emergency deviation of the agreed working hours.
  - Control measures for dust and other air-borne pollutants . This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
  - Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- Noise from plant & equipment affecting residential

Reason: To safeguard the residential amenities of neighbouring occupiers from undue noise and disturbance.

11. Noise from plant and equipment

No development shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level at any time at residential premises.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 1997-"Method of rating industrial noise affecting mixed residential and industrial areas".

Reason: To safeguard the residential amenities of neighbouring occupiers from undue noise and disturbance.

12. Cycle Parking - not shown

No development shall take place until further details of the provision of adequate cycle parking have been submitted to and been approved in writing by the Local Planning Authority. No building or use hereby permitted shall be occupied or the use commenced until the 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.

13. Clearance of vegetation

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

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consultant are required they shall be undertaken no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings.

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

14. Notwithstanding the details shown on the approved plans, prior to the relevant element being commenced samples of the following items shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in full accordance with the approved sample unless otherwise agreed in writing by the Local Planning Authority.

- (a) Material and finish of all new windows and doors
- (b) All external cladding materials
- (c) Brickwork

Reason: In order that the appearance of the development is appropriate and to ensure special interest of the Locally Listed Building is safeguarded as well as the character and appearance of the Cotham and Redland Conservation Area.

15. Further details of materials for all weather pitch

Detailed drawings and/or manufacturer's information of the enclosure fencing for the all-weather-pitch, including its colour and any noise/vibration reducing features, shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

Reason: In the interests of visual amenity and the character and appearance of the conservation area and to safeguard the residential amenity of neighbouring occupiers from undue noise and disturbance.

16. Large Scale Details

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 before the relevant part of work is begun unless otherwise agreed in writing by the Local

- (a) New windows and doors (showing sectional profiles, cills, surrounds and depth of external reveals)
- (b) All new joinery

The development shall then be carried out in full accordance with the approved details.

Reason: In order that the appearance of the development is appropriate and to ensure special interest of the Locally Listed Building is safeguarded as well as the character and appearance of the Cotham and Redland Conservation Area.

17. BREEAM

Prior to commencement, evidence that the development is registered with a BREEAM certification body and a BREEAM pre-assessment demonstrating a strategy by which a BREEAM 'Excellent' rating will be achieved shall be submitted to the local planning authority and approved in writing. Prior to occupation, final post construction BREEAM certificates indicating that the BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

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Reason: To ensure that the development achieves BREEAM excellent rating level; (or any such equivalent national measure of sustainability for building design which replaces that scheme) and that this is done early enough in the process to allow adaptations to designs and assessment and certification shall be carried out by a licensed BREEAM assessor and to ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions in accordance with BCS15 (Sustainable design and construction)

## 18. Protection of Retained Trees During the Construction Period

No demolition or construction work of any kind shall begin on the site until the approved fences and protection has been erected around the retained trees in the position and to the specification detailed in the Arboricultural Impact Assessment prepared by Mike Wood and dated 23rd October 2017 and as shown on the approved Tree Protection Plan referenced 171020-1.4-CSEX-TPP-NC. Photographic evidence of the protective fencing should be sent to the Local Planning Authority as soon as the fencing has been put in place.

The Local Planning Authority shall be given not less than two weeks prior written notice of the completed installation of the protective fencing by the developer prior to the commencement of works on the site in order that the Local Planning Authority may verify in writing that the approved tree protection measures are in place when the work commences.

The approved fences and ground protection shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of demolishing or 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 Local Planning Authority.

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 and in recognition of the contribution which the retained trees give and will continue to give to the amenity of the area.

**Pre occupation condition(s)**

## 19. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 2; and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 3; which is to be submitted to and be approved in writing by the Local Planning Authority.

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Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 4;

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.

20. Community Use Agreement

Prior to the first use of the all-weather pitch, hereby approved, a community use agreement is to be prepared (in consultation with Sport England) and submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to the sports facilities proposed and include details of:

Pricing policy,  
 Hours of use,  
 Access by non-educational establishment users/non-members,  
 Management responsibilities,  
 Mechanism for review, and  
 Measures necessary in order to secure the effective community use of the facilities.

The development shall thereafter be operated in accordance with the approved community use agreement.

Reason: To secure well managed safe community access to the sports facilities and to meet development plan and Sport England objectives.

21. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown

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

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

22. Completion of Vehicular Access - Shown

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

Reason: In the interests of highway safety.

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## 23. Completion and Maintenance of Car/Vehicle Parking Shown

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

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

## 24. Travel Plans - Not submitted

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

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

## 25. Heat Networks - Future proofed for connection

Prior to occupation detail demonstrating proposed measures to future-proof the development for connection to a future district heat network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed and thereafter maintained in accordance with the approved details.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate change) and BC14 (sustainable energy).

## 26. Ten year landscape and nature conservation management plan

Prior to occupation of the development hereby approved, a ten year landscape and nature conservation management plan shall be produced for the application area by a qualified ecological consultant. This shall include consideration of features of interest, objectives, management compartments and prescriptions, a work schedule including a ten year annual work plan, resourcing including a financial budget and ecological monitoring. The development shall be carried out in accordance with the approved plan or any amendment as approved in writing by the local planning authority.

NB: In terms of what the management plan should contain, this should include the following, which incorporates the recommendations in the submitted ecological survey:

- o Creation of habitat log piles from the nine trees which are to be felled;
- o Planting small areas with nectar-rich flowers, for example lavender, marjoram and wildflower mixes in raised planters;
- o Fitting bird and bat boxes to trees around the site. The management plan should include a site plan showing the specification, orientation, height and location of bird and bat boxes;
- o Providing insect hotels and/or bee logs;
- o And if possible a wildlife pond.

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



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**Post occupation management**

27. External lighting

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

28. Restriction of noise from plant and equipment

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

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

29. Noise from plant & equipment affecting residential

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level at any time at residential premises.

Any assessments to be carried out and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

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

30. Operating Hours

The use of the all-weather-pitch hereby approved shall be restricted to the hours of 08:30hrs to 21:00hrs Monday to Friday, 09:00hrs to 17:00hrs Saturdays and not at all on Sundays and Bank Holidays, unless otherwise agreed in writing with the Local Planning Authority.

Reason: - In order to protect the residential amenities of nearby occupiers from undue noise and disturbance.

31. 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 sustainability strategy (Troup Bywaters & Anders, 28th July 2107) prior to occupation. A total 26% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 21% 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)

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## 32. Landscape (planting) works - shown

The planting proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the council. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory.

**List of approved plans**

## 33. 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.

Site waste management plan, received 14 August 2017  
 A0200 Proposed ground floor plan, received 14 August 2017  
 A0201 Proposed first floor plan, received 14 August 2017  
 A0100 Location plan, received 14 August 2017  
 A0101 Existing site plan, received 14 August 2017  
 A0102 Existing site elevation, received 14 August 2017  
 A0110 Proposed site plan, received 14 August 2017  
 A0160 Proposed landscaping plan, received 14 August 2017  
 A0202 P04 Proposed roof plan, received 14 August 2017  
 A0300 P04 Proposed elevations, received 14 August 2017  
 A0305 Proposed context elevation, received 14 August 2017  
 A0310 Building sections, received 14 August 2017  
 A0313 Long sections, received 14 August 2017  
 Noise screening assessment, received 14 August 2017  
 2101 P02 Proposed drainage strategy, received 14 August 2017  
 Preliminary Desk Based report, received 14 August 2017  
 External lightning layout, received 14 August 2017  
 Existing utility services layout, received 14 August 2017  
 Ecological report, received 14 August 2017  
 Sustainability Strategy Rec P01, received 16/10/2017  
 Drainage and external works design principles, received 14 August 2017  
 171023-1.3-CSE-AIA-CH Arboricultural Impact Assessment, received on 23rd October 2017.  
 CLDL234601.Rev P1 Proposed Landscape Masterplan and Tree Planting, received on 20th October 2017  
 CLDL234602.Rev P1 Proposed Landscape Masterplan and tree planting, received on 20th October 2017  
 CLDL234603.Rev P2 Plan assisting the proposed Landscape Masterplan and tree planting 2, received 23rd October 2017

Reason: For the avoidance of doubt.

**Development Control Committee B – 8 November 2017**  
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**Advices**

1 Works on the Public Highway

The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking any work on the highway you are required to enter into a formal agreement with the Council which would specify the works and the terms and conditions under which they are to be carried out. You should contact TDM - Strategic City Transport (CH), Bristol City Council, PO Box 3176, Bristol, BS3 9FS, telephone 0117 903 6846 or email TransportDM@bristol.gov.uk allowing sufficient time for the checking and approval of the proposals.

2 Impact on the highway network during construction

The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way, or carriageway closures or temporary parking restrictions. Please call 0117 9036852 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

3 District Heating future-proofed connection:

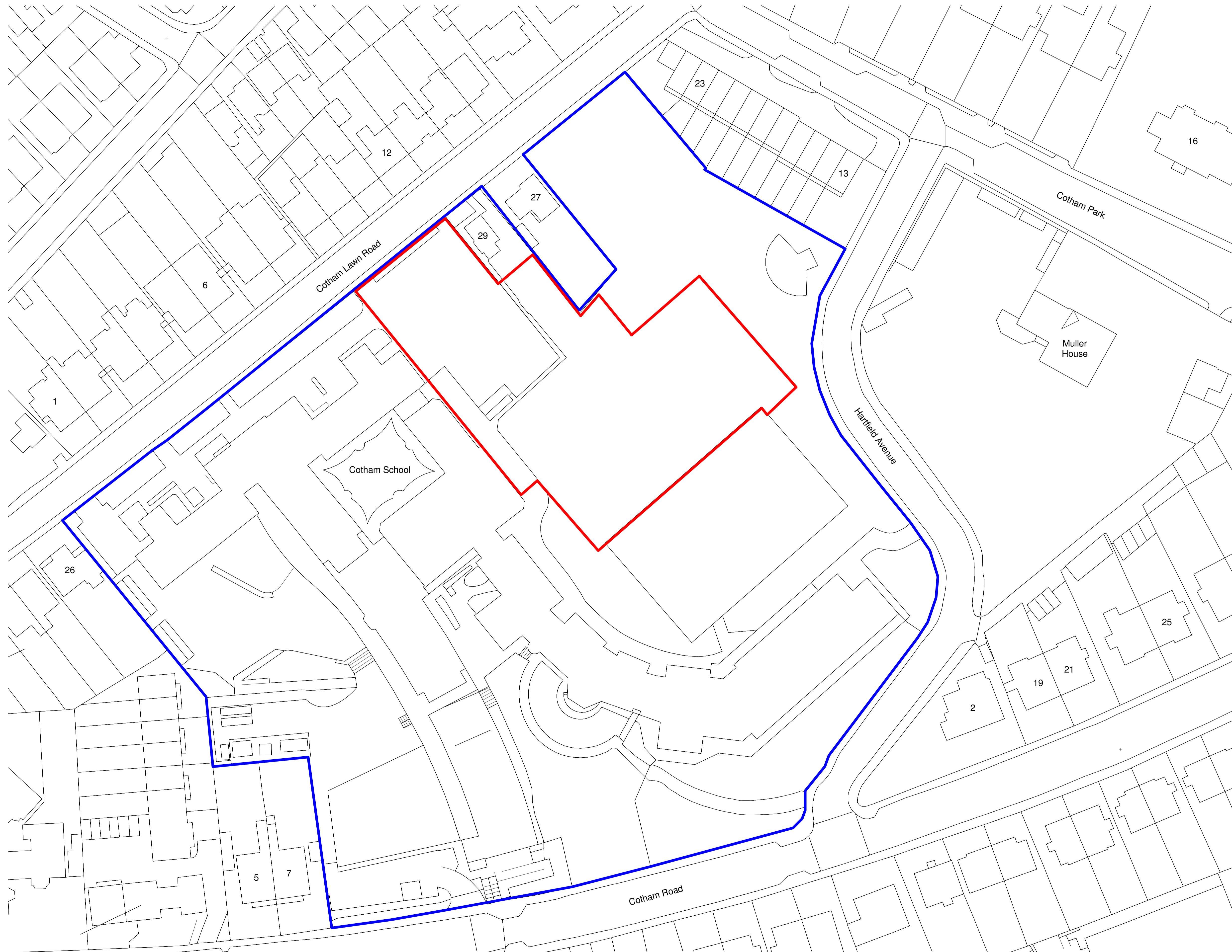
Details to demonstrate how a development has been future-proofed to connect to a heat network should include:

- Provision of a single plant room, located adjacent to the planned (or if not planned, likely) heat network route, producing all hot water via a communal heating system, including engineering measures to facilitate the connection of an interfacing heat exchanger;
- The design of space heating and domestic hot water services systems in order to achieve consistently low return temperatures in line with the CIBSE: Heat Networks Code of Practice for the UK (or other future replacement standard)
- Space identified for the heat exchanger;
- Provisions made in the building fabric such as soft-points in the building walls to allow pipes to be routed through from the outside to a later date; and
- External (where detail is available) and internal district heat pipework routes identified and safeguarded.
- Provision for monitoring equipment as specified by the DH provider.
- Provision of contact details of the person(s) responsible for the development's energy provision for the purpose of engagement over future connection to a network.
-

## Supporting Documents

### **1. Cotham School, Cotham Lawn Road**

1. Site plan
2. Street scene
3. Landscape master plan
4. Perspective views
5. Proposed elevations
6. Proposed first floor plan
7. Proposed ground floor plan
8. Revised overall site plan
9. Photos



— Site Boundary — Ownership Line

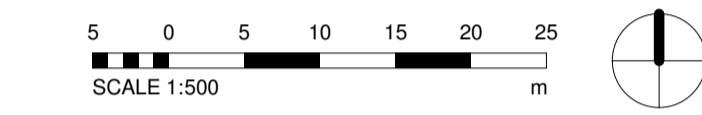
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Project:  
**Bristol Schools**

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KEY CDM RESIDUAL DESIGN AND ENVIRONMENTAL RISKS	

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P03	31/07/17	Submitted for planning	TW
P02	25/07/17	Planning set issued for comment	TW
P01	22/06/17	Draft set issued for comment	TW
Rev	Date	Drawn by - Checked by - Description Revision Schedule	Issued by

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Drawing Status  
**S3 - Internal Review & Comment**

Project Name  
**Cotham Secondary School**

Approved by	Approved Date	Scale
IJ	06/05/17	1 : 500

Title  
 Original drawing sheet is A1

AWW Project Number		3751
PROJECT	ORIGIN	VOLUME
COSE	AWW	XX
LEVEL	TYPE	DISCIP.
XX	DR	A
NUMBER	REVISION	
0100	P03	

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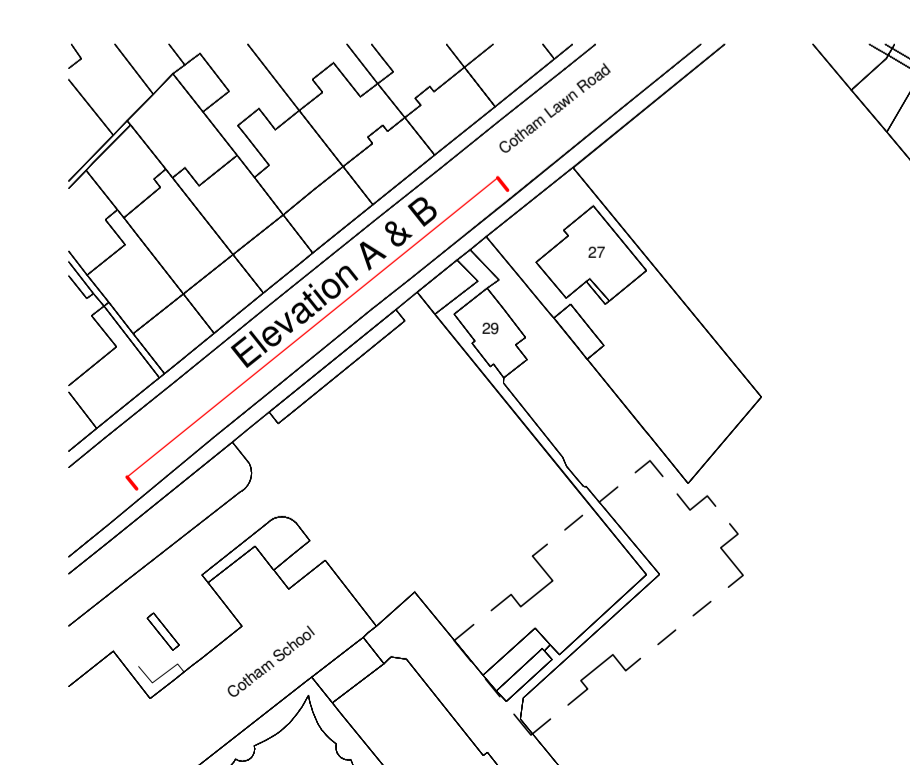
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A) Existing Site Elevation Along Cotham Lawn Road



B) Existing Site Elevation Along Cotham Lawn Road With Proposed Building Outline



For context elevations refer to drawing 0305 - Proposed Context Elevations

P02	31/07/17	Submitted for planning	TW
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Existing Site Elevations

AWW Project Number		3751	
PROJECT	ORIGIN	VOLUME	LEVEL
COSE	AWW	XX	XX
		TYPE	DISCIP.
		DR	A
		NUMBER	REVISION
		0102	P02



Key

- Existing tree
- Proposed tree
- Relocated tree position
- Existing tree to be relocated
- Existing tree to be removed
- Boundary shrub planting
- School boundary
- Site boundary

Planting associated with the building works

- 1 **Cotham Lawn Road frontage**  
The aim of the proposed tree planting along this frontage is to help screen the proposed building while bolstering the existing mature landscape character of the entrance landscape.
- 2 **Car park tree planting**  
The aim of the proposed tree is to help screen the view of the old headmaster's house from the proposed building between two existing Quercus ilex.
- 3 **Cotham Park boundary**  
The boundary planting consists of native hedge and tree plantings to enhance the ecological network running through the school. The trees in this location will also be smaller to reduce the risk of over shading.

Planting associated with the all weather pitch

- 4 **All weather pitch planting**  
The proposed tree planting will help screen the all weather pitch from the Cotham Park townhouses. The tree species have been selected for a mixture of evergreen screening to break up the line of the fencing and deciduous trees to compliment the existing character.

**1 Cotham Lawn Road frontage**  
 The aim of the proposed tree planting along this frontage is to help screen the proposed building while bolstering the existing mature landscape character of the entrance landscape.



**Carpinus betulus 'Fastigiata'**  
 20 - 25cm girth  
 Approximately 5.5m tall at installation  
 Maximum mature height 12m tall  
 Narrow crown becoming ovoid with maturity  
 Leaves turn yellow in autumn

**2 Car park tree planting**  
 The aim of the proposed tree is to help screen the view of the old headmaster's house from the proposed building between two existing Quercus ilex.



**Ilex koehneana 'Chestnut Leaf'**  
 20 - 25cm girth  
 Approximately 5m tall at installation  
 Maximum mature height 12m tall  
 Evergreen tree with a conical habit  
 Small white flowers followed by red berries

**3 Cotham Park boundary**  
 The boundary planting consists of native hedge and tree plantings to enhance the ecological network running through the school. The trees in this location will also be smaller to reduce the risk of over shadowing.



**Crataegus prunifolia**  
 14 - 16cm girth  
 Extra Heavy Standard  
 Approximately 4m tall at installation  
 Maximum mature height 6m tall  
 Compact broad headed deciduous tree  
 Dramatic red and orange autumn colour  
 White flowers followed by deep red coloured fruits



**Malus hupehensis**  
 14 - 16cm girth  
 Extra Heavy Standard  
 Approximately 4m tall at installation  
 Maximum mature height 6m tall  
 Broad-crowned deciduous tree  
 Good autumn colour  
 White fragrant flowers followed by red fruits



**Sorbus commixta 'Embly'**  
 14 - 16cm girth  
 Extra Heavy Standard  
 Approximately 4m tall at installation  
 Maximum mature height 8m tall  
 Bushy habited deciduous tree  
 Fine autumn colour  
 Creamy white flowers followed by scarlet coloured fruits

**4 All weather pitch planting**  
 The proposed tree planting will help screen the all weather pitch from the Cotham Park townhouses. The tree species have been selected for a mixture of evergreen screening to break up the line of the fencing and deciduous trees to compliment the existing character.



**Acer campestre 'Streetwise'**  
 18 - 20cm girth  
 Clear stem Advanced Nursery Stock  
 Approximately 4.5m tall at installation  
 Maximum mature height 8m tall  
 Medium tree of upright habit  
 Brilliant autumn colour.



**Ilex koehneana 'Chestnut Leaf'**  
 20 - 25cm girth  
 Approximately 5m tall at installation  
 Maximum mature height 12m tall  
 Evergreen tree with a conical habit  
 Small white flowers followed by red berries



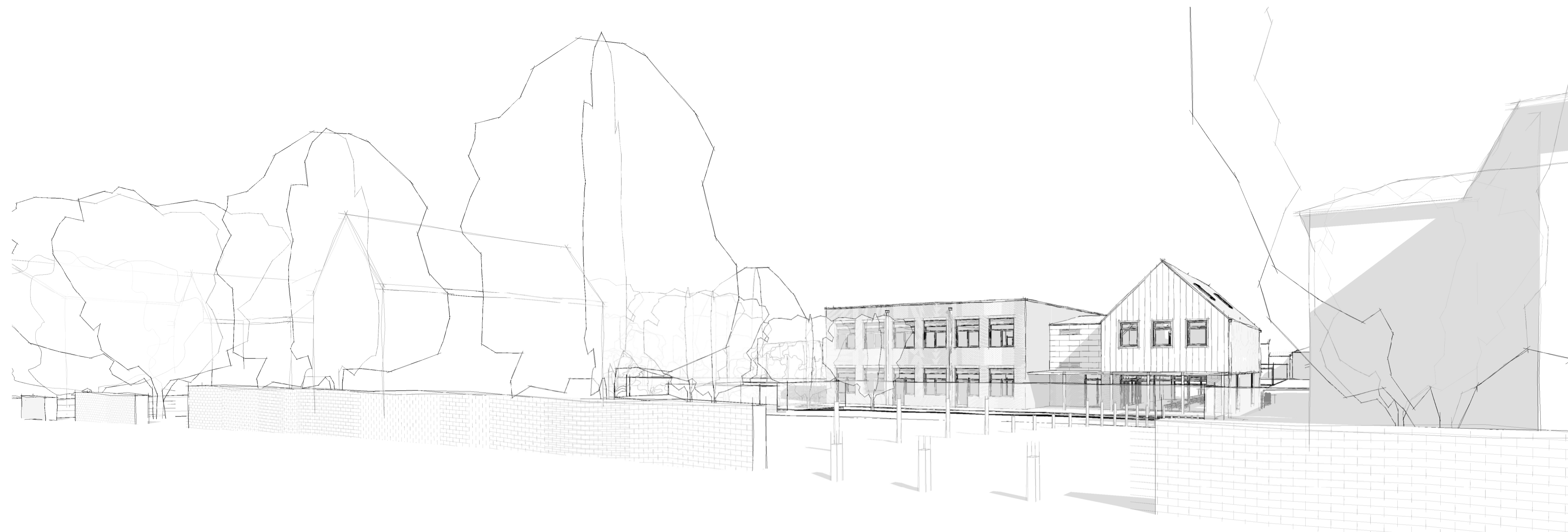
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Drawing Status  
**S3 -Internal Review & Comment**

Project Name  
**Cotham Secondary School**

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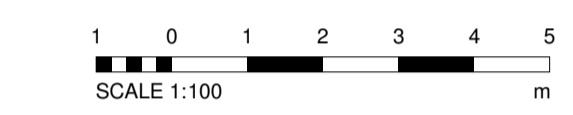
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**Perspective Views From Cotham  
 Lawn Rd**

AWW Project Number		3751	
PROJECT	ORIGIN	VOLUME	LEVEL
COSE	AWW	XX	XX
		TYPE	DISCIP.
		DR	A
		NUMBER	REVISION
		0900	P04

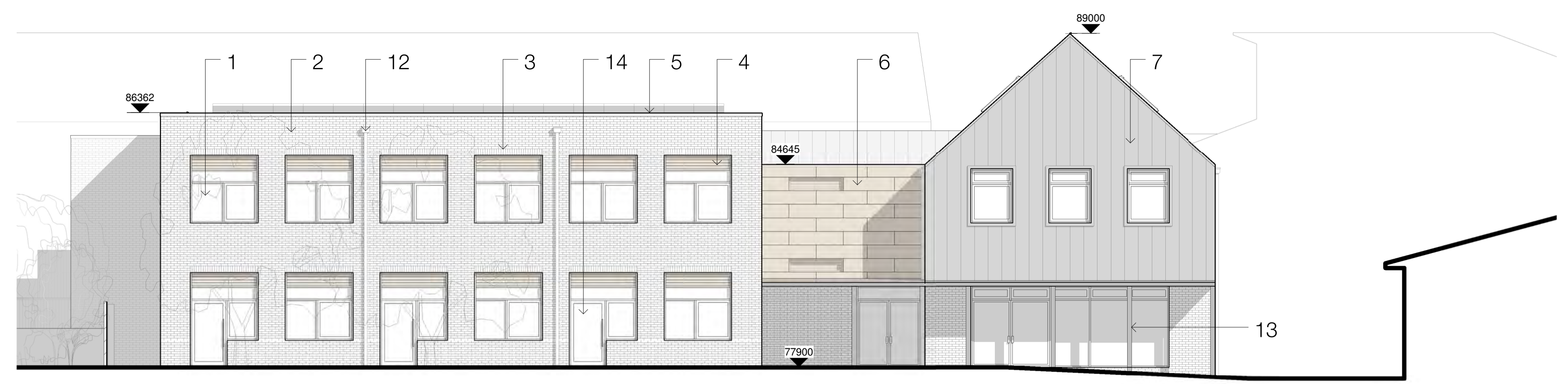
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KEY CDM RESIDUAL DESIGN AND ENVIRONMENTAL RISKS	

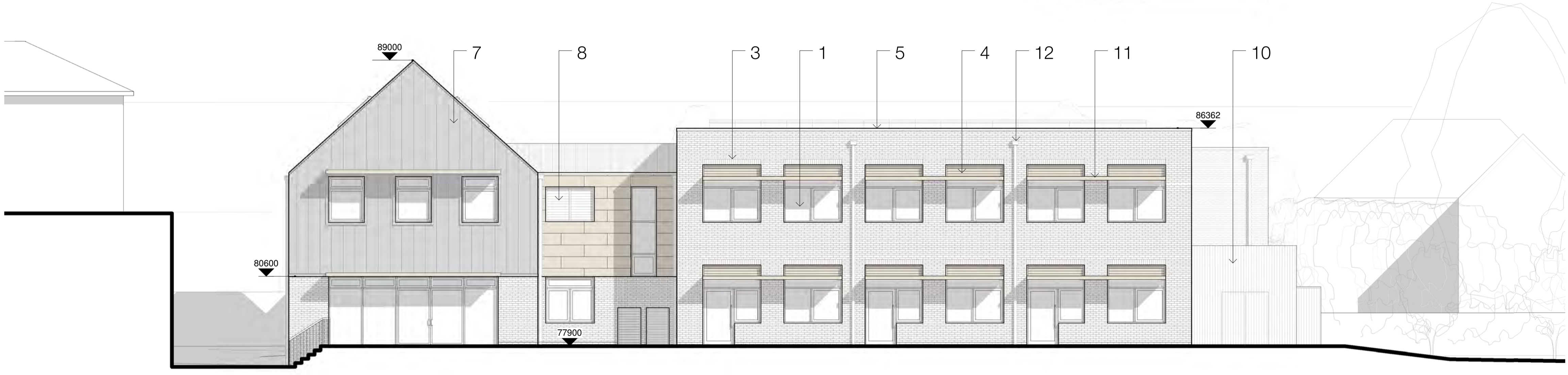


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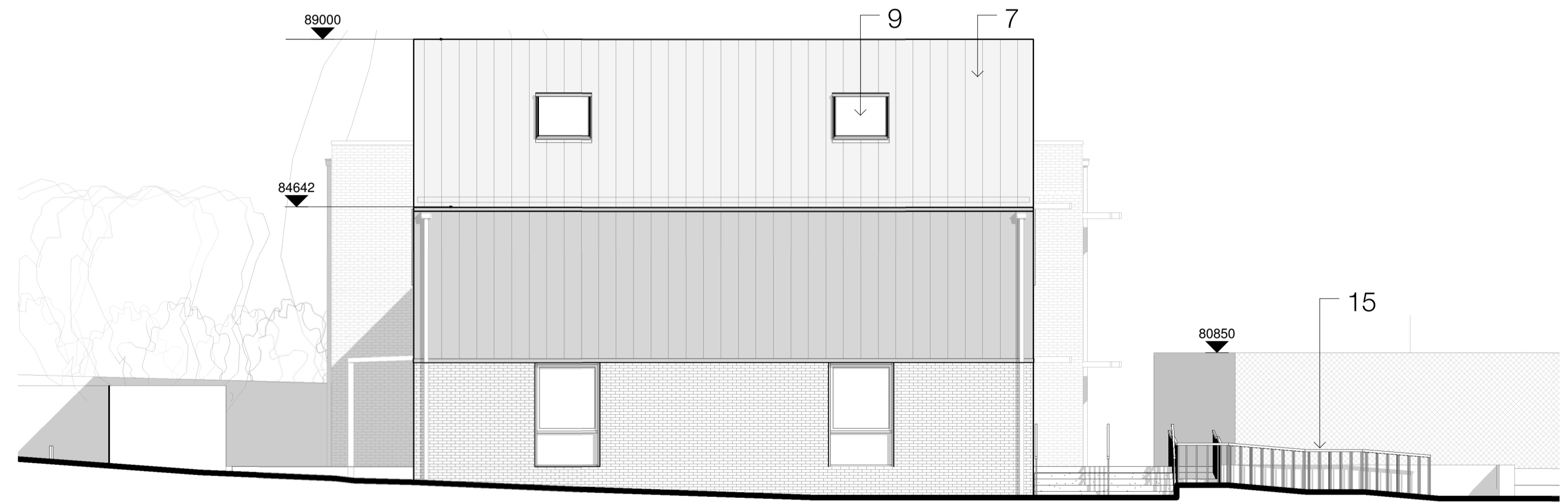
North Elevation



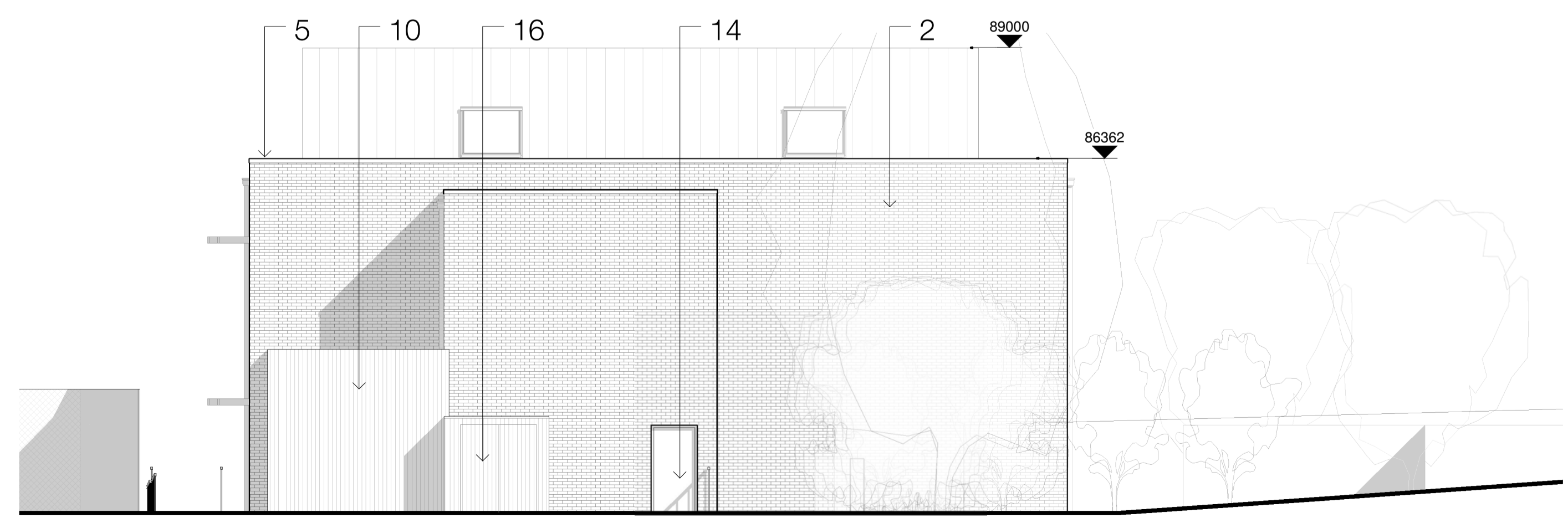
South Elevation



West Elevation



East Elevation



- 1) Grey RAL 7012 PPC Aluminium windows & curtain walling
- 2) Red facing brickwork
- 3) Brick soldier course
- 4) Bronze coloured louvres
- 5) Grey RAL 7012 PPC aluminium coping
- 6) Bronze effect metal cladding
- 7) Zinc colour standing seam metal cladding
- 8) Grey RAL 7012 PPC aluminium louvres
- 9) Grey RAL 7012 Velux Integra opening rooflights
- 10) Timber fencing & doors around sprinkler tank
- 11) Bronze effect brise soleil
- 12) Grey RAL 7012 PPC RWP's and hoppers
- 13) Grey RAL 7012 PPC columns and canopy
- 14) Grey RAL 7012 aluminium doors and screens
- 15) Grey painted metal handrails and balustrade
- 16) Timber fence & doors around pump house

Rev	Date	Drawn by - Checked by - Description	Issued by
P04	31/07/17	Submitted for planning	TW
P03	25/07/17	Planning set issued for comment	TW
P02	11/07/17	Design Development	TW
P01	22/06/17	Draft set issued for comment	TW

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Drawing Status  
**S3 -Internal Review & Comment**

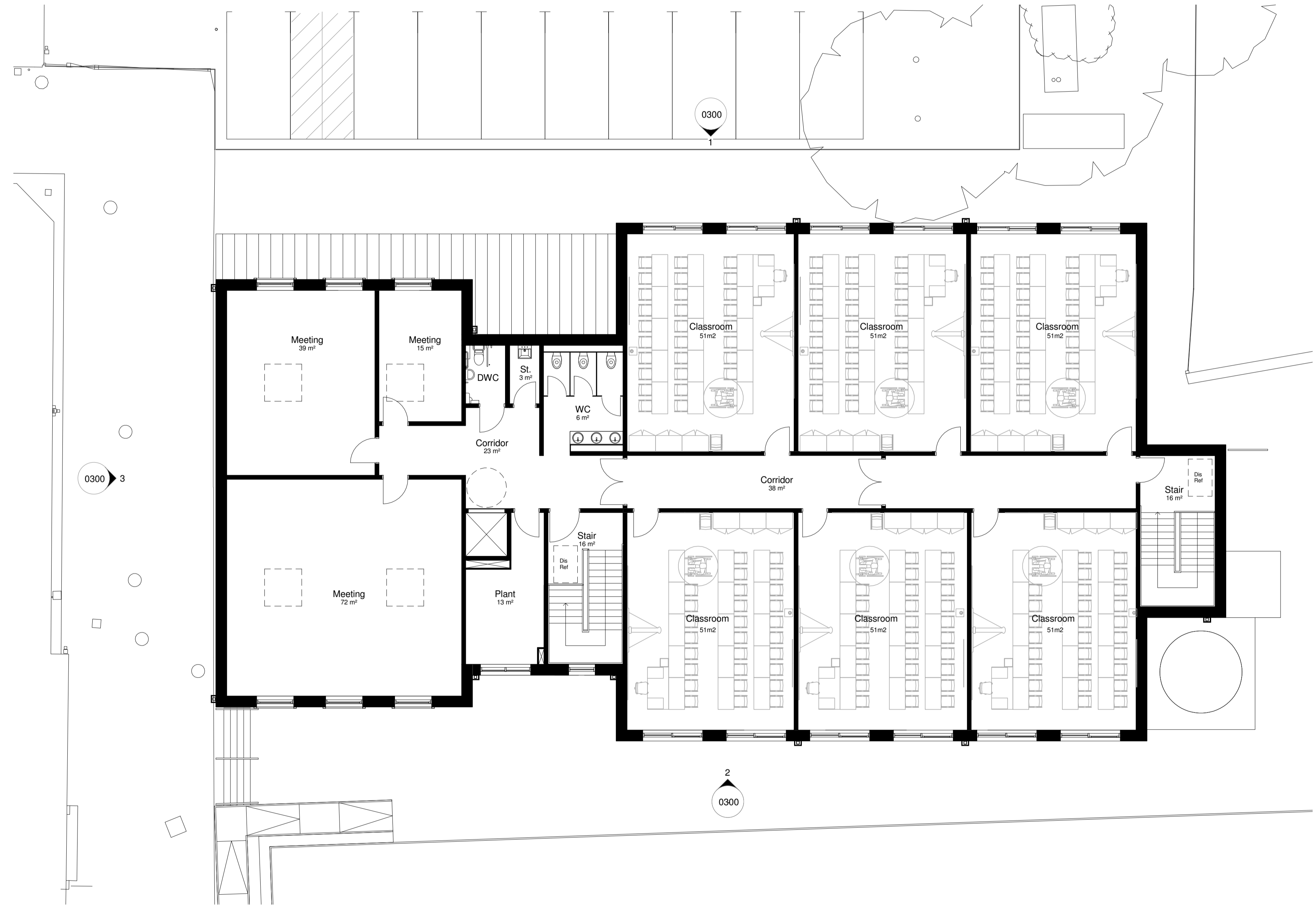
Project Name  
**Cotham Secondary School**

Approved by	Approved Date	Scale
IJ	06/05/17	1 : 100

Title  
 Original drawing sheet is A1

**Proposed Elevations**

AWW Project Number		3751
PROJECT	ORIGIN	VOLUME
COSE	AWW	XX
		LEVEL
		XX
		TYPE
		DR
		DISCIP
		A
		NUMBER
		0300
		REVISION
		P04



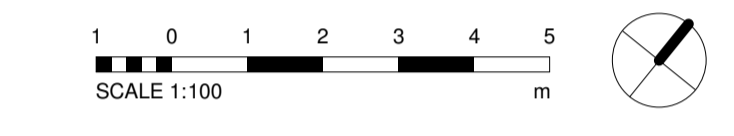
First Floor GIA  
585m2

Project:  
Bristol Schools

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Revision Schedule Revision Schedule

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Project Name  
Cotham Secondary School

Approved by	Approved Date	Scale
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Title Original drawing sheet is A1

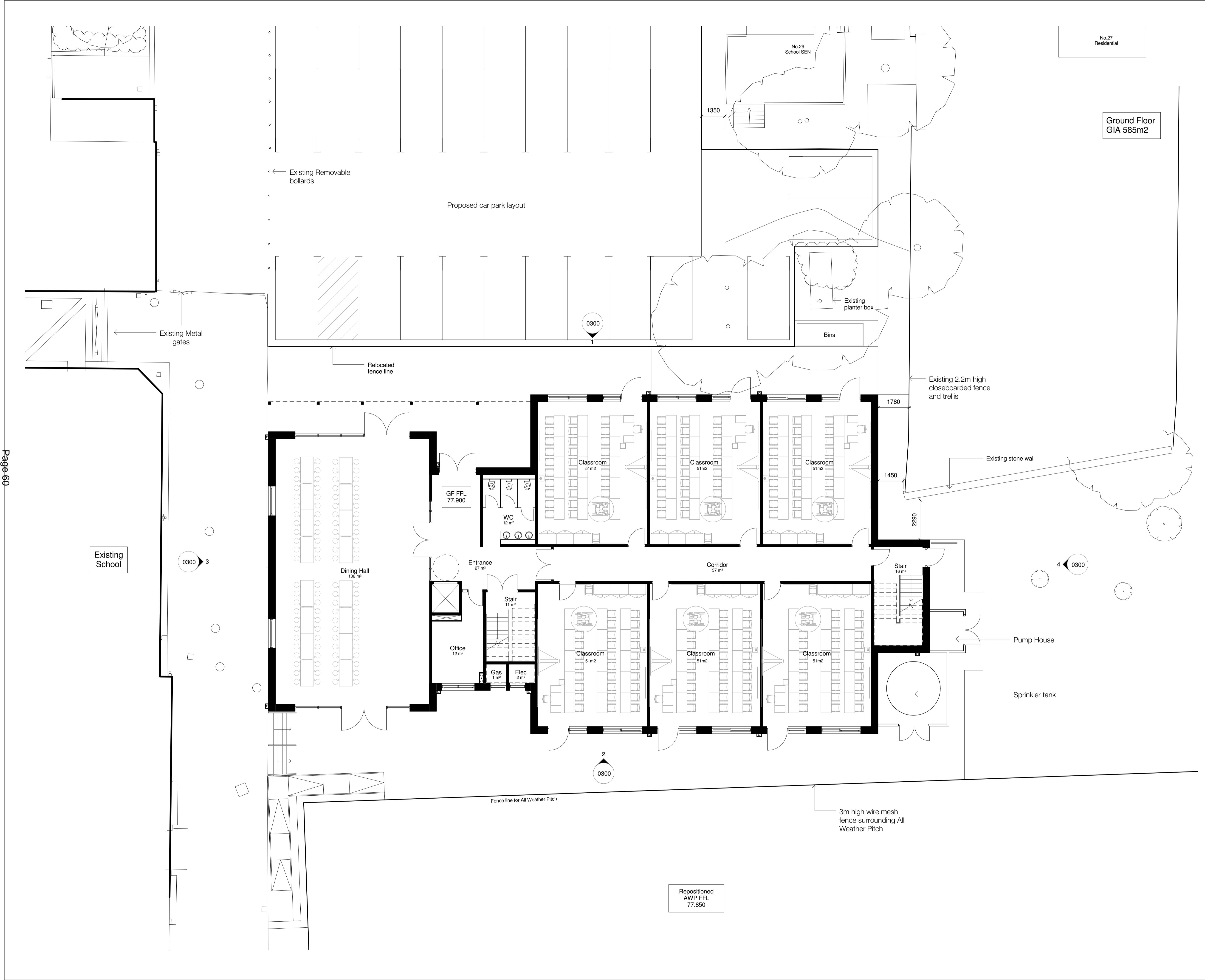
Proposed First Floor Plan

AWW Project Number		3751
PROJECT	ORIGIN	VOLUME
COSE	AWW	XX
LEVEL	TYPE	DISCIP.
01	DR	A
NUMBER	REVISION	
0201	P04	

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Project Name  
**Cotham Secondary School**

Approved by	Approved Date	Scale
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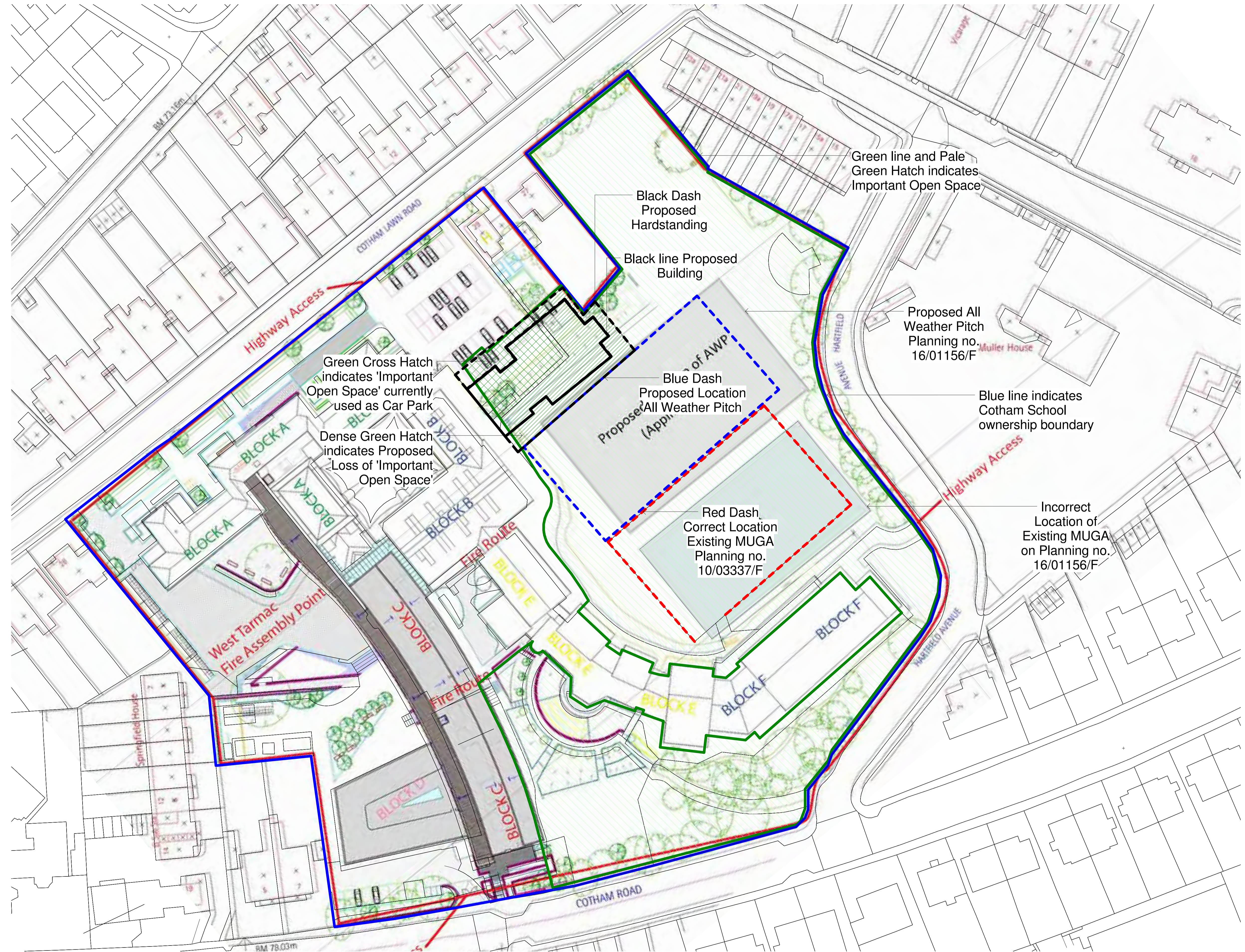
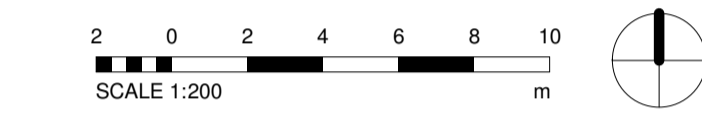
Title  
 Original drawing sheet is A1  
**Proposed Ground Floor Plan**

AWW Project Number		3751	
PROJECT	ORIGIN	VOLUME	LEVEL
COSE	AWW	XX	00
TYPE	DISCIPLINE	NUMBER	REVISION
DR	A	0200	P04

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Drawing Status

Project Name  
**Cotham Secondary School**

Approved by: IJ    Approved Date: 06/05/17    Scale: 1 : 500

Title: Original drawing sheet is A1

**Proposed Overall Site Plan**

AWW Project Number		3751
PROJECT	ORIGIN	
COSE	AWW	
VOLUME	LEVEL	
XX	XX	
TYPE	DISCIPLINE	
DR	A	
NUMBER	REVISION	
0111		





**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ****SUMMARY**

This report relates to the application for the demolition of the former Speedwell Baths building (which is locally listed) and the erection of a new build for residential use. The development would comprise of a five storey single block and provide 31 units of accommodation including 4 affordable units. There was dissatisfaction locally with the Council's decision to close the swimming baths in 2005 and put the building up for sale for re-development. This was part of an executive decision to reallocate resources to larger leisure facilities elsewhere in the city. The former Speedwell swimming baths is one of just three art deco brick built buildings of this kind left in the city and in 2016 it was put on the local list.

The application is being reported to committee following the public interest the proposals has generated including from a number of local and national amenity groups, along with the local press. The publicity this has generated mainly relates to loss of this locally listed building which is strongly opposed by some residents and a number of amenity groups. The other strong objections concern the total loss of a community facility and that a residential scheme of this size will have an adverse impact on the surrounding highway network in terms of parking and highway safety. Given the high level of public interest, it is considered that the proposal would merit consideration at committee.

**SITE DESCRIPTION & BACKGROUND**

The application relates to a site situated on the south side of Whitefield Road (B4465) in the Speedwell area of Bristol, which is approximately 3 miles from the city centre. The site currently comprises of a former public swimming pool building (Speedwell Swimming Baths) and electricity sub-station. The building is surrounded by the Speedwell allotments on three of its sides, east of the site is Bristol Brunel Academy School and associated playing fields, residential development and industrial buildings / trading estate to the north-west and residential development to the south. The site frontage is north facing onto Whitefield Road and the existing building is isolated from surrounding development by the Speedwell allotments.

The former Speedwell Swimming Baths building dates back to the 1930s and operated as public swimming pool up until its closure in 2005. The building comprises of a brickwork construction with a raised single storey flat roof entrance hall, attached to the front (north) of the substantial pool hall which has a pitched roof concealed from the front behind a stepped brick parapet. The front of the building is designed as an "art moderne" style but incorporating elements of art deco detailing.

The immediate surrounding residential area comprises of predominantly modern development but also includes some Victorian housing along Poplar Road, inter-war housing to east along Whitefield Road and Whitefield Avenue and modern housing and 11-storey block of flats (Roegate House) to the south off Whitefield Avenue.

**RELEVANT PLANNING HISTORY**

06/04135/F - Demolition and redevelopment to provide 38 residential flats (24 no. 2 bed and 14 no. 1 bed) on floors, with ground floor car parking for 41, cycle parking for 44 and refuse storage area. The application was withdrawn on the advice of the Local planning Authority. The design and massing of the proposed development were considered to be unacceptable and not of the quality to replace a landmark building (Speedwell swimming pool).

07/00245/F - Demolition and redevelopment to provide 32 residential flats (18 no. 2 bed and 14 no. 1 bed) on 4 floors, with ground floor car parking for 36. cycle parking for 48, motorcycle spaces for 4 and refuse store areas. Granted, the consent has since lapsed.



**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

09/02850/F - Demolish existing pool building. Construct 13, three-storey town houses and associated car parks. Granted, the consent has since lapsed.

16/04574/F - Demolition of existing building (former swimming baths) and erection of two x 4 storey blocks containing 29 residential units along with associated external works including car park, refuse and landscaping. Relocation of existing sub-station (major application). The application was withdrawn on the advice of the Local planning Authority. It was considered that the proposals for two buildings would not result in an appropriate form of development for the site and not one of a high enough quality to replace the loss of the now locally listed former swimming pool. The level of affordable housing to be provided was also not justified and was therefore unacceptable contrary to policy.

**APPLICATION**

Planning consent is sought for the demolition of the former swimming pool and the erection of a single 5-storey block of 31 apartments, comprising 12 no. 1-bedroom and 19no. 2 bedroom units. There would be 15 off-street parking spaces provided to the front of the building, with cycle storage and refuse facilities fully incorporated into the design to the frontage of the building. Since the application was submitted there have been changes to the overall design and layout to address matters of design, highways and drainage raised by the Local Planning Authority. The revisions include the following:

- Reduction in overall ridge height
  - Single and multi-storey element married to read as one to front elevation
  - Front elevation made subservient to the rest of the building by reducing the ridge height
  - Front elevation to use reclaimed bricks from former swimming pool
  - Palette of external materials reduced
  - Dormers to level 5 re-arranged to break up massing of roof
  - Stonework added to create feature of main entrance
  - Landscape and courtyard space to ground floor units
  - Additional windows added to provide dual aspect to flats 7, 10, 13, 14, 17, 20, 21, 24 and 27
  - Garden terrace added to flats 7 and 13
  - Flat 31 reduced from a 3-bed to 2-bed unit
  - Soft landscaping to parking forecourt
  - Shared surface added to car park for allow for all modes of transport
  - Transport statement amended to include parking survey
  - Element of front boundary walls and rails retained
  - SUDS details and strategy added
- (Please see plans for further details)

**PRE APPLICATION COMMUNITY INVOLVEMENT**

i) Process - As part of the pre-application discussions under the previous scheme (16/04574/F) the applicants contacted the Bristol NPN to obtain a list of contacts to facilitate engagement which included the local ward councillors, the Fishponds Planning Group and Speedwell Allotment Group. Consultation with residents was via a letter drop during June 2016 and subsequent public consultation meeting in July 2016. The public response was generally supportive of re-developing the site although there was still dissatisfaction with the Council for allowing the former swimming baths to close and regret that the building had fallen into a state of disrepair. Other responses resulting from the meeting included concerns about the level of parking to be provided, the level of affordable housing to be provided in terms of not being enough and whether there was potential to include a small commercial unit at ground floor within the development.

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

ii) Fundamental Outcomes - The applicant noted that concerns were raised about vehicle access to and from the site, and the resulting impact. The applicants sought to ensure this was addressed within their transport statement. The applicants acknowledged local Members response in terms of the need for local housing. The applicant also acknowledged the need to provide housing in line with local demand and has agreed for the need for affordable units subject to viability.

**RESPONSE TO PUBLICITY AND CONSULTATION**

The application was advertised by neighbour notification letters with 128 neighbouring properties consulted, along with the publication of a site and press notice. To date a total of 21 objections have been received including from the Living Easton Heritage and Environmental Group, the South West Transport Network, Historic Pools of Britain People's History Museum, and Save Britain's Heritage, who state that the application has generated a petition with over 2000 signatures of objection to the proposals. However to date the petition has not been seen or submitted to the Local Planning Authority. The comments and reasons for objection are summarised as follows:

- The loss of pool and community facility is unacceptable, to the detriment of the health and wellbeing of the area (see key issue A)
- The retention of the swimming pool or leisure facility would be more appropriate for the area (see key issue A)
- There is a lack of affordable housing being proposed (see key issue B)
- It would result in the loss of a heritage asset, a locally listed landmark building, where efforts should be made to retain and restore the pool (see key issue C)
- This is too high a density development for the area and represents urban cramming (see key issue C)
- The development would have insufficient parking to the detriment of the area (see key issue D)
- The site is unsuitable for further housing without considerable transport improvements (see key issue D)

**OTHER COMMENTS**

**The Bristol Civic Society** has commented as follows

Bristol Civic Society does not object to the principle of residential development of this site if the Council is convinced the present building cannot be reused. However, the swimming baths are locally listed as a building of merit and any replacement building should reflect this. The Society considers that the application does not go far enough in this respect. Furthermore, the number of dwellings proposed seems excessive in relation to the amount of amenity space provided.

**The Conservation Advisory Panel** has commented as follows

The Panel regrets the loss of the public swimming pool. The pool is on Bristol's Local List, as it is a prominent building within its context both architecturally and in relation to its former community use. As such a replacement building must be of high quality. In this instance the replacement building is of such poor quality that it cannot be considered to be a worthy replacement of the existing building. A serious feasibility study should be undertaken to examine the retention, adaptation or reuse of the buildings either as a swimming lido or in a new use. This is a powerful building architecturally both internally and externally and spatially capable of many different interpretations. This must be done before this application can be determined.

**Development Control Committee B – 8 November 2017**  
**Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

**The 20th Century Society** has commented as follows:-

The decision to recommend the building to the local list in 2016 was unanimous.

The Society considers that the building is a non-designated local heritage asset which makes an important and unique contribution to the historical character of the local area. We consider that the baths have strong potential for retention and re-use within a conservation-led regeneration scheme, and therefore recommend that in line with local policy, permission is refused.

**Conservation Section** has commented as follows:-

The precedent for demolition was set prior to the Local listing being applied. The status as a Locally Listed structure affords a similar degree of protection as a character building in a Conservation Area. We do not feel that the complete loss of this asset is either desirable or supportable. This part of the city has very few culturally distinctive landmarks and I feel we are justified in protecting the most significant elements of this asset for the community and the City as a whole.

Negotiations following the withdrawal of the previous planning application sought to retain and reuse the existing building as part of a sustainable new development. The applicant sought to achieve this with the locally listed building, however it was demonstrated that the proposed development was not possible whilst maintaining viability. It was concluded that the loss, and substantial harm posed to the heritage asset, might be offset by the public benefit of a high quality architectural approach.

We do not consider the public benefit of bringing the site back into use to offset the complete loss of the heritage asset and the substantial harm posed. On considering the revised scheme whilst it would result in a distinctive building, it is not considered to be an exemplary one to warrant the complete loss of the heritage asset.

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

From an Urban Design perspective the loss of the Locally Listed structure as a distinctive cultural landmark should be resisted. However, there is full agreement with comments provided by the City Design Group's Senior Conservation Architect about the loss of the building. That the loss, and substantial harm posed to the heritage asset, might be offset by the public benefit of a high quality architectural approach. On considering the revised plans there is no objection to the proposal subject to conditions that ensure a quality development is achieved.

**Bristol Waste Company** has commented as follows:-

I would urge at this stage of the planning process that the developers refer to the Planning Guidance for Waste and Recycling produced by Bristol Waste Company. On considering the original plans the size of bin storage was considered to be insufficient and the position not ideal in access terms [The applicant has subsequently addressed these issues following the submission of revised plans].

**Community Buildings Manager** has commented as follows:-

In the case of the former Speedwell Baths, the former leisure/community use has not been active for many years. We believe that it is unrealistic to expect the new owner to restore or replace the use, although it might be appropriate to request some form of mitigation. The loss of the 'community use' occurred many years ago, but is still a material factor.

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

Under the circumstances, the best we can hope for is that the applicant enters into a UU that guarantees a commuted sum towards the improvement of community facilities nearby [It is noted that the development is subject to CIL contributions if approved].

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

Following the submission of further information I am satisfied that the proposal would meet the requirements for sustainable drainage and that it has been designed appropriately. There are no objections to the application.

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

Legally protected badgers are present in the vicinity. Common pipistrelle bats were recorded foraging during the submitted bat emergence survey dated July 2016. There are some shrubs on the site. The use of green roofs should also be explored. Any approval should be subject to conditions and advices for the protection of badgers, bird and bat boxes and protection of birds and their eggs during any clearance.

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

Transport Development Management considers the proposals acceptable on highway safety grounds. This is providing parking is allocated, thereby clearly indicating to potential and future owners the availability of spaces. Measures to encourage residents to use sustainable travel need to include a week's worth of free bus tickets, personalised journey planning and cycling incentives. Works carried out to remove the existing crossover will require a S171 license. Double yellow lines must be provided along the full length of the site. The cost of this and the associated Traffic Regulation Order which must be met by the applicant.

Suitable drainage must be provided at the point of access. The car park must be suitably illuminated in the interest of resident's safety. Approve subject to conditions (please see background papers and key issue D).

**Sustainable Cities Team** has commented as follows:-

Following revisions to the plans and the submission of updated sustainability statement there is no objection subject to conditions including the installation of the heat system, PV system details and broadband connectivity.

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

The previous comments still hold to maintain safety and security for allotment tenants. The proposed building is much higher than the existing swimming pool building and the former proposal. This additional height will impact upon the allotments, putting them into shade. It will also dominate the allotments visually.

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

Our comments remain broadly similar to those made in 2016. The proposed development is sensitive to contamination and is situated on and adjacent to land which has been subject to land uses which could be a potential source of contamination. The area was subject to coal mining, industrial activities and land filling. Looking at the data the first substation dates from 1937 so they would need to consider the impacts from polychlorinated biphenyls in this area of the site when undertaking any investigation.

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

As this is a major application a minimum of a phase 1 desk study looking into contamination must be submitted to the local planning authority. If any information is already prepared we welcome submission prior to determination to reduce the burden of pre-commencement conditions. If not available we recommend the standard conditions are applied to any future planning consent.

**Wales & West Utilities** has commented as follows:-

Wales & West Utilities has pipes in the area. Our apparatus may be affected and at risk during construction works. Should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail before any works commence on site. Should diversion works be required these will be fully chargeable.

**RELEVANT POLICIES**

National Planning Policy Framework – March 2012

Planning (Listed Buildings and Conservation Areas) Act 1990

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.

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) IS THE PRINCIPLE OF DEVELOPMENT ACCETABLE?**

The site has no designation under the provisions of the Site Allocations and Development Management Polices (July 2014). However it can be regarded as previously developed land, with its last authorised use being a swimming pool. The use is therefore classified as a community facility (a use that falls within Class D1 of the Use Classes Order). As such the proposal should be assessed against policy BCS12 of the Core Strategy. This states that existing community uses will be retained, unless it can be 'demonstrated that there is no longer a need to retain the use or where alternative provision is made'. In addition, policy DM5 of the Site Allocations and Development Management Policies lists the criteria that will be taken into account when considering the loss of community facilities. These are as follows:

- The loss of the community facilities would not create a shortfall in such facilities, or where the use has ceased there is no need or demand for a community use that could make use of the building; or
- The building is no longer suitable to accommodate the use or is not appropriate for sensitive adaption to other community use; or
- The community use can be retained as part of the redevelopment of the site; or
- Appropriate replacement community facilities are provided in a suitable location

It is noted that objections have been received on the basis that the existing building should be retained as a swimming pool or other leisure/community use.

The former swimming pool closed in 2005 following the decision from the Council to reallocate funding to other modern pool facilities in the city. It was identified that the site was no longer capable of providing the continued use as a swimming bath. The site was subsequently put up for sale at auction to private developers. It was recognised that the cost of adapting the building for an alternative community use would not be viable and consequently Bristol City Council sold the site with an expectation that it would be re-developed for residential purposes. This is reflected in the

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

statement provided by the applicants who acknowledge and understand the desire for a new swimming facility in the local area; however the cost of renovating the existing building would be excessive and unrealistic. It is noted that the former swimming pool was nominated as an 'Asset of Community Value' by Bristol Civic Society, however this was not supported by Bristol City Council.

With regards to the issue of the loss of the facility and the matter of mitigation through the provision of alternative facilities, it is noted that there are a number of other community facilities within 1km of the application site. This includes the Bristol Brunel Academy and the Brunel Fitness Centre, where there are a range of leisure facilities including gymnasium and sporting pitches that are also available for use to the wider community. Other recreation establishments include the Bristol Titans Krav Maga Academy and the Barton Hill Rugby Club. It should also be noted that the two previous planning consents on the site involved the loss of the community facility with no mitigation (applications 07/00245/F & 09/02850/F). As such there is no justification for the proposed development to incorporate alternative community provision to offset the loss of the former swimming baths.

As mentioned alternative uses for the former swimming baths have been suggested by some residents and local amenity groups. However, this application has to be considered on the basis of the merits of the proposal as submitted. On considering the above, it is not considered that the proposal warrants refusal on the basis of the loss of the community use, and therefore there is no policy grounds to insist that the site is converted into an alternative community use.

Given the above factors, together with the fact that government guidance on housing contained within Paragraphs 47 to 55 of the National Planning Policy Framework (NPPF), encourages the use of brownfield land within urban areas for new quality residential development, the use of this site for residential development is considered to be acceptable. This accords with housing policy BCS5 of the Core Strategy which aims to deliver new homes for the growing number of people and households in the city and policy BCS18 which aims to ensure residential development contributes to the mix of available housing ensuring mixed, balanced and inclusive communities.

The majority of the surrounding area has a strong residential character and the redevelopment of this site for residential would accord with that character and result in a use that complements the surrounding area. Significant weight has been applied to the re-development of this (brownfield) site for a high-density residential scheme, which accords with the aims and objectives of the NPPF.

**(B) IS THE PROPOSED HOUSING MIX APPROPRIATE AND DOES IT PROVIDE AN ACCEPTABLE LEVEL OF AFFORDABLE HOUSING?**

The efficient use of land is integral to creating sustainable patterns of development and this is central to the focus on sustainable development in the NPPF. Indeed, the NPPF allows Local Planning Authorities to set their own approach to housing density to reflect local circumstances. Policy BCS20 of the Core Strategy sets a minimum development density of 50 dwellings per hectare. The density of the proposed development is around 219 dwellings per hectare which accords with the policy requirements. There are no policies which set a maximum density for residential developments and instead the impact of the density on the character of the area, residential amenity and highway safety has to be considered.

In addition, Policy BCS17 of the adopted Bristol Core Strategy (2011) requires affordable housing to be provided in residential developments of 15 dwellings or more at a percentage target of 30% in this part of east Bristol subject to scheme viability. Such residential developments should provide a mix of affordable housing units and reflect identified needs, site suitability and economic viability. Where scheme viability may be affected, developers are expected to provide full development appraisals to demonstrate an alternative affordable housing provision. Policy BCS18 also requires development to contribute to the mix of housing tenures, types and sizes in an area.

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As such this development should provide 9 affordable housing units in order to be fully policy compliant. However as mentioned, government policy and guidance is very clear in specifying that scheme viability is a key consideration in determining the level of affordable housing that a development can provide, and that Council's should not require a level of affordable housing that would render a development unviable. The government's Planning Practice Guidance states as follows:

Where affordable housing contributions are being sought, obligations should not prevent development from going forward. (Para 004 Reference ID: 23b-004-20140306).

In simple terms, a development is considered to be viable if the Residual Land Value (RLV) of the development is greater than the Site Value.

The RLV is calculated by ascertaining the value of the completed development, and subtracting from this all the costs involved in bringing the development forward (e.g. build costs, professional fees, legal costs, financing costs etc.) and the developers profit. All inputs are based on present day costs and values. The applicant has claimed that, to remain viable in planning terms, the proposed scheme is only able to provide two affordable dwellings, equating to 6% affordable housing. A viability statement has been submitted in support of this claim.

Officers have assessed the viability statement, and consider that the majority of inputs are at or just below industry standards and can therefore be accepted. However, officers consider that there is recent local evidence to support higher sales values for the apartments, and has included these higher sales values in their assessment. The applicant has accepted these higher figures.

The information and figures contained below reflect the agreed viability position.

The appraisal inputs can be summarised as follows:

Residential sales values	In line with the highest new build sales values currently being achieved for apartments in the Speedwell area
Build Costs	Build Costs are reflective of industry norms (as identified by the Build Cost Information Service (BCIS) for new build apartment blocks
Fees	Slightly lower than industry norms
Finance costs	Slightly lower than current returns required by lenders
Contingency	Reflective of industry norms
Developers profit	Reflective of industry norms

Site Value can be calculated by identifying the Existing Use Value of a site and applying a premium (usually 20% on brownfield sites) to incentivise the owner to bring the site forward for development. Alternatively, the price paid for the site can be considered as the Site Value, provided that the purchaser did not pay an overly inflated price.

The Existing Use Value of a former swimming pool is difficult to ascertain, as such buildings are rarely rented or sold for their existing use. Consequently the site needs to be considered as a development site. Small sites such as this one, which is approximately 0.4 acres in size, are difficult to value as the normal rules of a £ per acre that apply to large sites are less relevant. Officers are aware of brownfield sites of a comparable size (i.e. between 0.25 and 0.5 of an acre) in higher density areas of inner suburban Bristol, with Site Values of in the £500,000 to £850,000 range. The applicant has claimed a Site Value of £615,500 (including purchase costs), which is considered reasonable.

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When incorporating this Site Value and the agreed inputs, into the appraisal, a surplus of £178,833 is generated. This surplus means that the scheme is viable and able to provide an element of affordable housing. Officers have rerun the appraisal adding affordable dwellings in, and found that when four affordable dwellings are included the scheme returns a very small deficit of -£9,711.

The Council's Affordable Housing Manager has agreed the location of the affordable dwellings with the applicant and agreed with the applicant that they will all be provided for Social Rent.

Consequently officers are satisfied that the scheme is able to provide four affordable dwellings, which equates to 13%, and recommend that the proposed scheme is approved subject to the applicant entering into a Section 106 Agreement to secure the affordable dwellings.

With regard to the mix of accommodation proposed, the area around the application site is dominated by larger sized residential units. As of 2015 the census data shows that over 68% of the accommodation in the area comprised of houses rather than flats. Whilst the area immediately around the application site has a higher proportion of flats, particularly given recent development in the area such as Mallard Close and Parade Court, and the proximity of Roegate House to the south, there are still more houses than flats. The proposal is for a flatted development, which will add to the proportion of flats in the area. There is a mix of accommodation within the proposal, including one and two bedroom units. The census data for the Eastville ward shows that as of 2015 1 and 2 bed units made up 18% and 31% of the overall housing stock respectively, whilst 3 bedroom units still account for over 50% of the accommodation. It is noted that the size of the site and its restrictions does limit the scope for delivery of any high number of houses. Given these factors the proposed mix of unit sized proposed would be acceptable.

The proportion of social rented accommodation in this area and across the Eastville ward is significantly below the citywide average, and the provision of affordable housing on site will add to the mix of accommodation in terms of tenure. Given that family housing still makes up the majority of accommodation in the ward, it is not considered that the proposed flatted accommodation is unreasonable, and it would contribute to the mix and balance of accommodation in this area.

**(C) IS THE PROPOSED LOSS OF THE HERITAGE ASSET ACCEPTABLE AND IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN DESIGN TERMS?**

Section 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 states Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. It should be noted that the locally listed former swimming baths does not benefit from any designated heritage status; however its conservation as a non-designated heritage asset is an objective of the NPPF and a material consideration when determining the outcome of a planning application.

Paragraph 131 of the NPPF states in determining planning applications, local planning authorities should take account of:

- The desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- The desirability of new development making a positive contribution to local character and distinctiveness.



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Paragraph 135 of the NPPF 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 affect directly or indirectly 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.

Policy BCS22 of the Core Strategy requires development to safeguard or enhance heritage assets, which includes historic buildings, both nationally and locally listed, and conservation areas. In respect to new build, local planning policy accords with the NPPF. Policy BCS21 of the Bristol Development Framework Core Strategy aims to ensure that all new development in Bristol achieves high standards of design.

Policies DM27, DM29, DM30 and DM31 of the Site Allocations and Development Management Policies also apply. These all seek high quality design that takes account of context and does not cause harm to the character or appearance of an area.

**Loss of the Heritage Asset**

Speedwell swimming baths was one of two identical enclosed brick swimming pools erected in the city in 1937 by local architect C.F.W Denning as part of the Council's policy to encourage swimming among the city's residents. The allotments mean that the baths occupy a more open site with long distance views from the adjacent street towards the rather austere side and rear elevations. The front of the building is enclosed by railings between brick piers with stone copings and a low brick plinth. The other boundaries are characterised by railings on higher brick walls. Coupled with the glazed roof over the pool hall, the flat roof sections and art moderne style, these all provide a historic building of merit. In August 2016 the Council decided to add the existing swimming baths building to the Local List.

The Conservation Officer stated that the local listing affords the former baths a similar degree of protection as a character building in a Conservation Area. As such the relevant Council policies are designed to protect the city's heritage and distinctiveness. This part of the city has very few culturally distinctive landmarks and therefore the protection of the most significant elements of this asset for the community and the City as a whole are justified. It was therefore considered that the complete loss of this asset was neither desirable nor supportable. This is a view echoed by a number of third party comments and in particular The Bristol Civic Society, The Conservation Area Panel, the 20th Century Society, Save Britain's Heritage, Living Easton Heritage and the Historic Pools of Britain People's History Museum.

The applicant has provided a heritage statement and design and access statement covering the significance of the former pool along with details of the pre-application process in the period between the withdraw of the previous application (16/04574/F) and the submission of the current scheme. The heritage statement identifies the alterations that have been made to the building throughout the years the baths remained opened. These included alterations to the roof in terms of materials, whilst internally a number of historic fittings have been replaced or completely stripped out. The building has suffered from damage through a combination of vandalism, weathering and insensitive building modifications. The building suffered from some fire damage in the spring of 2016 resulting in a further deterioration. With regard to the local listing the statement concludes that of the three surviving swimming baths designed by Denning for the Council (the other two being Jubilee and South baths), the Speedwell baths are the least well preserved compared to the identical Jubilee baths in Knowle which is not locally listed. The conclusion is that even given the local listing, in its current state it lacks sufficient local significance to warrant retention, and its demolition would not be contrary to local planning policy in accordance with paragraph 135 of the NPPF.

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Whilst officers do not concur with the conclusion which seeks to dismiss the significance of the former swimming baths, it is accepted that consideration is given to paragraph 135 of the NPPF. It should be noted that the local listing provides no additional planning controls, as the building is not a designated heritage asset. The building could be removed without planning permission, and the local listing does not affect that. On considering the above the third criteria under paragraph 131 of the NPPF is material with regards to the desirability of the proposed development on this site and the contribution this would make.

The case for this development has already been set out under key issues A and B. The supporting documentation shows that the applicant's decision to demolish and replace the former swimming baths involved careful consideration. Following the withdraw of the previous planning application the applicant tabled the possible scheme variations, which included a scheme to retain the front part of the former swimming baths, as previously confirmed by the Local Planning Authority as the existing building's 'most architecturally important' element. Notwithstanding issues of viability, the applicant agreed to investigate an alternative scheme based on the principle of part retention of the existing building. On attempting to create a scheme that retained the key elements of the former pool this would create a maximum of 27 units, a reduction from the previous proposals and as such impacting on the viability of the scheme. Accepting the limitations of this alternative scheme it was agreed that further variations could be explored in an attempt to increase the scheme's viability. However these have proved difficult and, among other issues prevent the developer from delivering any affordable housing. Consequently it was concluded that the retention of the existing building is not viable in any reasonable form.

The Council's Conservation Officer acknowledges this and confirmed that the applicant sought to retain and reuse the existing building as part of a sustainable new development. It is acknowledged that the applicant sought to achieve this within the confines of the locally listed building, but it was demonstrated that the proposed development was not possible whilst maintaining viability. The Council's Conservation Officer concluded that the loss, and substantial harm posed to the heritage asset, might be offset by the public benefit of a high quality architectural approach.

**Character of the surrounding area**

In terms of the surrounding area the layout of the neighbouring streets is predominantly traditional in its form (terrace and semi-detached dwellings with small front and larger rear gardens that face onto streets that are capable of being used by two-way traffic); there are examples of other housing layouts in the near vicinity of this site. These include the high-rise tower block of Roegate House and the 4-5-storey block of flats opposite this site to Parade Court. Given the height and form of the existing swimming baths, together with the immediate context of Roegate House and the residential development to Parade Court opposite, it is considered that the proposal to the 5 storey building is appropriate and would not cause visual harm to the character or appearance of the surrounding area.

**Proposed building**

The above criteria also require the Local Planning Authority to take into account the merits of any proposed new development in considering whether the demolition of the locally listed former swimming baths is acceptable. This is of particular importance where the site is prominent, sensitively or centrally located and it also ensures that any replacement structure would preserve or enhance the character of the area and result in a wider public benefit outweighing the loss of the non-designated heritage asset.

The applicants are aware of design objections to the original proposal and subsequently sought to amend the design by lowering the overall height and reducing the palette of materials. The front elevation would comprise of reclaimed bricks and the fenestration has been amended in order to

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devise an appearance that would be more reflective of the existing former swimming baths. It should also be noted that some elements of the replacement building such as the design of the front windows, roof form and use of features such as stone were added to pay homage to the former swimming baths. Cladding and panels are proposed in order to give the upper levels a lightweight appearance, again in order to reflect the glazing elements of the former swimming pool. Further revisions included the retention of a front boundary wall with railings and the addition of some green infrastructure within the frontage and to the sides of the development.

The siting of the proposed building is in line with the existing former swimming baths and although the footprint of the proposed building would be larger, it is still considered to be acceptable. The proposed building would be contained within the site and would not encroach or overhang the allotments that border each side of the site. On this basis, the siting of the building is considered to be appropriate, as it would echo the form and siting of the existing swimming baths.

On considering the revisions, City Design removed their objection and considers the scheme to be acceptable subject to conditions for further details of key building elements, materials and retention of certain components such as the reclaimed bricks and existing railings. The City's Conservation Officer considered that whilst the revised design would result in a distinctive building on the site, it was still not considered to be "exemplary" to outweigh the loss of the locally listed building.

It should also be noted that officers have considered other iterations of the scheme, including those that retain elements of the existing building. However these would not deliver the level of benefits (i.e. affordable housing) that the current scheme achieves.

Therefore on balance and with regard to the provisions of the NPPF and in particular paragraphs 131 and 135, it is concluded the loss of locally listed building and therefore harm on the non-designated heritage asset would not be as significant. This is given the public benefits arising from the redevelopment of the site bringing the plot back into active use, providing much needed housing including affordable housing, and erecting a distinctive building in an area comprising of a mixed local vernacular. As such the demolition of the locally listed former swimming baths has been justified.

**(D) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?**

Development Plan policies are designed to promote schemes that are located where sustainable transport patterns can be achieved, which includes pedestrians as the highest priority and private cars as the lowest (BCS10). In addition, policy DM23 requires development to provide safe and adequate access to new developments. It also includes parking standards for residential and non-residential development.

The site is located on Whitefield Road (B4465), a busy link road and bus route that is within a 20mph zone. Although the site is on a bus route this is an infrequent service. The nearest regular bus services are situated to Bell Hill Road and Fishponds Road, where the nearest local amenities are also situated. As such the site is not considered to be in the most sustainable location meaning that there would be a higher car dependency. One of the main objections raised from residents was on grounds of insufficient parking and concerns that an increase in vehicular movements would compromise highway safety including adding to on-street parking pressures.

On the matter of vehicular movements it is noted that in applying TRICS which was provided as part of the applicant's Transport Statement, trip generation for the former use of this site as a swimming pool would generate more trips than a residential development of 31 flats (as a swimming pool it is estimated that this site would generate up to 448 two way trips per day whereas for 31 flats, it would generate just 64 trips over the same period). In terms of access

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arrangements the access to the parking would use a new crossover and require dropped kerbs which can be secured through a S171 license. To ensure there is clear visibility around the entrance, waiting restrictions (double yellow lines) would be required along the whole frontage of the site which would be secured via a Traffic Regulation Order (TRO). On that basis the highway safety aspects accords with the policies of the local plan and the Council's Transport Development Management raise no objections on grounds of highway safety.

The development proposes a total of 15 car parking spaces including one for disabled motorists. The analysis of the census details indicate that there is an average 0.51 cars per household in this area which equates to 16 cars generated for the 31 flats, meaning the displacement of just one car. Nonetheless the applicant was instructed to carry out a parking survey as part of their revised Transport Statement. This was carried out during school term time in order to get realistic figures. This showed that there were a number of available spaces to accommodate any additional vehicles the development would regenerate. The number of spaces proposed strikes an acceptable balance between the need to have access to a car in this suburban location and the need to encourage more sustainable forms of transport. Transport Development Management (TDM) advise that the spaces be allocated in order to establish which residents could park within the development. Allocated parking is not normally encouraged as on larger sites it can lead to an inefficient use of the spaces, however under these circumstances it would be appropriate and would be in-line with other similar developments according to TDM. Given the above, there is no objection to the level of parking proposed. The development also includes 54 cycle parking spaces which would be located in a large store within the building which would meet the standards under the Site Allocations and Development Management Policies.

Refuse storage is proposed to an internal store within the development and following clarification this would be put out to collection by the flat management company. Both the storage and means of collection would be acceptable. For a site of this size a Travel Plan Statement must be prepared and it is agreed that this can be secured through condition. Likewise proposals for charging points, lighting and anti-slip makings mentioned in the application but not shown on the plans can be secured through condition as part of any consent.

In conclusion of this key issue, it is considered that this development is acceptable on highway safety and accessibility grounds and accords with the requirements of policies BCS10 of Bristol Development Framework Core Strategy and DM23 of the Site Allocations and Development Management Policies, and paragraphs 21 to 41 of the NPPF.

(E) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE AMENITY OF THE AREA AND WOULD IT CREATE AN ACCEPTABLE ENVIRONMENT FOR THE FUTURE OCCUPIERS?

**Existing residents**

The closest building to the proposed site would be the residential flats opposite, on Whitefield Road which would be separated from the front elevation of the proposed building by over 30 metres. This distance, together with the fact that a main highway separates these sites is judged to be acceptable and would not cause harm by reason of overlooking or overbearing in respect of its scale. The closest properties to the east would be the terraced houses along Whitefield Avenue, which would be 55-60m away. Located to the west, the closest properties would be the terraced houses along Poplar Road which lie approximately 70m away. Situated to the south of the site is a terrace of modern properties to Whitefield Avenue and Roegate House (a high-rise block of flats) that is situated on land elevated above the application site at a distance of approximately 50 metres. Given the location of this site and its relationship with surrounding residential buildings, this proposal would not cause any harm to residential amenity by reason of overlooking, by virtue of the building being overbearing or by causing a loss of natural sunlight.

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It is noted that Speedwell Allotments adjoin the site on three sides and the Council's Allotments Team has raised a concerns regarding potential overshadowing to the allotments and the building appearing over dominant. The overall ridge height of the proposed building would be 17.5 metres which is approximately 3.5 metres higher than the ridge of the existing swimming pool. However the greatest mass of the proposed building is at eaves level which stands at 12 metres. On considering the issue and checking sun calculations any impact in terms of overshadowing would be restricted to the latter part of the day during spring and summer months to the parts of the allotments to the east of the building. This is comparable with the impact of the existing former swimming baths. The most significant impact would be during the winter (typically December) east of the building when the allotments are not expected to be in regular use. Given the above a refusal could not be justified on grounds of impact on the allotments.

**Future occupiers**

The quality of the proposed residential accommodation has to be assessed against the Nationally Described Space Standards, which sets out minimum standards for the size of proposed flats. It is noted that policy BS18 of the Bristol Development Core Strategy also requires residential accommodation to be flexible and adaptable, which normally discourages the provision of bed sits and single person accommodation, as this would not provide the level of flexibility that is required by the policy.

The size of the individual 31 flats range from 50 to 80 square metres, and which would meet the nationally Described Space Standards. All of the accommodation would have space for at least two persons, achieving the flexibility required under the space standards. All ground floor units, two of the first floor units and all of the fourth floor units would have their own private amenity space in the form of a small courtyard and terrace respectfully. A number of the units would also have dual aspect in terms of outlook. Given the above consideration the proposal would constitute an acceptable standard of living accommodation for its future occupiers.

**(F) WILL THE PROPOSED DEVELOPMENT MAKE AN ADEQUATE CONTRIBUTION TO THE CITY'S SUSTAINABILITY AND CLIMATE CHANGE OBJECTIVES AS SET OUT IN THE ADOPTED PLANNING POLICIES?**

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

The application includes a sustainability statement that was revised at the request of the Local Planning Authority. The document includes a number of measures that would be adopted as part of this development including materials, energy efficient heating and lighting, water and sustainable drainage, and broadband. The Energy Statement concludes that a minimum 20% reduction in regulated CO2 can be provided from on-site renewable energy. This will mainly be achieved through the use of PV system which would be sited on the southwest facing roof slope. The SAP calculations suggest that a total of 15.23kWp of PV will be required to meet the necessary requirements.

On considering the proposal the Council's Sustainable City Team were broadly satisfied with the plans however wanted further information regarding heat system proposed outside the heating hierarchy, further details of the PV system and evidence that the development will have high speed broadband connectivity. These can all be secured via condition.

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(G) WILL THE PROPOSAL HAVE A HARMFUL IMPACT ON WILDLIFE AND ECOLOGY IN THE SURROUNDING AREA?

Because the former swimming baths have been vacant for over 10 years, it is possible that bats could be using the building. The applicant previously provided a bat emergence and bat inspection survey which has been submitted as part of this planning application. The findings of the survey state that the demolition could result in the loss of potential external roosting sites for which the presence of bats cannot entirely be ruled out. If bats are found to be roosting in the building then a detailed mitigation strategy will need to be submitted to the local planning authority. But regardless consideration could be given to enhancing the site for bats by providing new roosting opportunities on or within the new building, which will be required in any case if bats are found to be using the potential roosting features identified during the survey.

On considering the application the City's Nature Conservation officer raises no objection subject to conditions for the provision of bird and bat boxes. The presence of badgers has also been identified and details of measures for their protection should also be conditioned.

(H) DOES THE PROPOSAL RAISE ANY LAND CONTAMINATION ISSUES?

The site is situated adjacent to land which has been subject to land uses which could be a potential source of contamination. Given these concerns the City's Land Contamination officer advises that a minimum of a phase 1 desk study looking into contamination must be submitted to the local planning authority. As this information has not been submitted for consideration to date, this would have to be secured via pre-commencement planning conditions.

(I) DOES THE PROPOSED DEVELOPMENT SECURE A PACKAGE OF PLANNING OBLIGATIONS TO OFFSET THE IMPACT OF THE DEVELOPMENT ON THE LOCAL INFRASTRUCTURE?

Policy BCS11 of the Core Strategy requires that planning obligations should be secured through the planning process in order to offset the impact of the proposed development on the local infrastructure. With the exception of site specific requirements, this policy is met through the application of the Community Infrastructure Levy, and in this case the CIL requirement for this proposal is £151,826.79. 80% of the money received through CIL would be spent on those items identified in the Regulation 123 list, which includes identified public transport projects, parks and green spaces and school projects. 15% is also delegated to the Neighbourhood Partnership who can then spend it on local priorities.

The other planning obligations that are being sought in relation to the application are then contributions to affordable housing and a Traffic Regulation Order, which are referred to in the key issues above.

#### OTHER ISSUES

Policy DM31 on heritage assets also states that archaeology is an important material consideration in the assessment of planning applications. Any sites that may have archaeological deposits or remains are usually subject to a minimum requirement for a watching brief to be applied. In this case, however, the development of the swimming baths is likely to have removed the majority of any potential archaeological remains. As such, no watching brief is required in this instance.

It is understood that gas pipes that are owned by Wales & West Utilities (WUU) are situated within the vicinity of the site and which may be affected by any resulting works from the construction of the building. Whilst WUU do not object to the application, they advise that the applicants to

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contact them directly to discuss matters prior to the commencement of works. This is subject of the standard advice.

The relocation of the electricity substation will also need to be discussed with Western Power Distribution who owns the infrastructure. Again this will be subject of an advice.

**CONCLUSION**

The loss of the leisure facility whilst regrettable is understood, it was recognised that the sale of this facility was being used to upgrade and improve existing baths. Moreover, the specific nature of this building means that it is highly unlikely to be capable of sensitive adaption to another community use. In balancing these facts, it is considered that the principle of developing this site for residential dwellings is acceptable. The proposed development would make an efficient use of a brownfield site, whilst not compromising the character or identity of the surrounding area.

The loss of the locally listed building is regrettable however on weighing this against the wider public benefit of bringing the site back into a viable use providing much needed housing and in particular affordable units, the loss is justified. The external appearance of the replacement building is considered to be distinctive, appropriate for this site and would not cause harm to the character of the area given the mix of development that surrounds it. It is also acknowledged that an attempt has been made within the design of the building to echo the architectural character of the former swimming baths.

The nature of the proposed development does not pose a highway hazard in its own right. The number of parking spaces proposed is considered to be acceptable with the levels of parking generated by this development. The internal parking layout proposed under this application is also considered to be acceptable. It has been demonstrated that the layout would work in terms of parking and manoeuvres, without causing any highway or pedestrian safety problems. For these reasons, the number and location of the internal parking are acceptable and accord with policies BCS10 and DM23 of the Bristol Local Plan

The provision of 4 units of affordable housing would result in 13% of the total dwellings provided. In this instance, given the findings of the viability statement is considered to be acceptable and as it accords with the policy tests under BCS17 and BCS18 of the Core Strategy in term of the mix of housing tenure.

The proposed development has also demonstrated that it would accord with the City's policies on sustainability and climate change with the measures secured through condition as part of any consent.

In conclusion, this application is acceptable and is recommended for approval. This is subject to conditions and a section 106 agreement that seeks financial contributions towards the provision of 4 affordable units of accommodation and securing a Traffic regulation Order.

**RECOMMENDED** GRANT subject to Planning Agreement

- (A) That the applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to cover the following matters:

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- i) The provision of 4 affordable housing units to be provided on site (final details to be agreed)
- ii) The provision of a financial contribution for alterations to waiting restrictions or other Traffic Regulation Orders to enable works (figures to be agreed).
- (B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).
- (C) That on completion of the Section 106 Agreement, planning permission be granted, subject to the following conditions:

**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 management plan

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

- Parking of vehicles of site operatives and visitors.
- Routes for construction traffic
- Hours of operation.
- Method of preventing mud being carried onto the highway.
- Pedestrian and cyclist protection.
- Proposed temporary traffic arrangements including hoardings and/or footway closures.
- Arrangements for turning vehicles.
- Arrangements to receive abnormal loads or unusually large vehicles.
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

## 3. Land affected by contamination - Site Characterisation

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



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findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority. The report of the findings must include:

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

(ii) an assessment of the potential risks to:

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

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

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

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

#### 4. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase 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.

#### 5. Land affected by contamination - Implementation of Approved Remediation Scheme

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

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

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

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

## 6. Further details of before relevant element started

Detailed drawings at the scale of 1:20 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. This shall include elevations and sections through the elements and the detail thereby approved shall be carried out in accordance with that approval.

- a) All window units including reveal and surrounds
- b) All doors and frames including reveals
- c) Rooflights
- d) Metal doors to cycle and bin stores
- e) Glass balustrade
- f) Boundary walls and railings

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

## 7. Sample panels before specified elements started

Sample panels of the external materials for the development, plus any reclaimed material from the historic building, including brick, stone, render, roof tiles, window frames, cladding, railings, and rainwater goods, demonstrating the colour, texture, face bond and pointing are to be erected on site and 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 details before the building is occupied.

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

## 8. Further details of car park lighting before relevant element started

Detailed drawings of the lighting layout to the parking area shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

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

## 9. Protection of badgers

Prior to the commencement of the development hereby approved, details of measures to protect badgers from being trapped in open excavations and/or pipes and culverts shall be submitted to and approved in writing by the local planning authority. Measures shall include cover-plating, chain link fencing or the creation of sloping escape ramps for badgers by edge profiling of trenches/excavations or placing a plank in the bottom of open trenches at the end of each working day to allow any trapped badgers to escape. This is to prevent foraging badgers falling into trenches during the construction phase of the development. Open pipework larger than 150 mm outside diameter should be blanked off at the end of each working day. The development shall be carried out in full accordance with the approved details.

Reason: To prevent harm to legally protected badgers.

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## 10. Bird and bat boxes

No development shall commence until details provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include four built-in bird and four built-in bat boxes, bricks or tubes. Development shall be undertaken in accordance with the approved details

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

## 11. Renewable energy further details of PV system

Prior to implementation, details of the proposed PV system (including the exact location, dimensions, design/ technical specification) together with calculation of energy generation and associated CO<sub>2</sub> emissions to achieve 20% reduction on residual emissions from renewable energy in line with the approved energy statement should be submitted to and be approved in writing by the Local Planning Authority. The details shall also specify:

- That the Shading Factor is calculated using the MCS Standard Estimation Method, based on proposed layout, and results provided to the Local Planning Authority.
- That the annual yield of the PV system is recalculated to take account of the Shading Factor, tilt and orientation of the PV system.
- That if required the size of the PV system is increased, to take account of any loss of yield due to shading etc., to ensure that system is capable of delivering a 20% reduction in residual emissions. This should be supported by calculations which should be provided to the Local Planning Authority.

The PV system shall be installed in full accordance with the approved details prior to first occupation of the development 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.

## 12. Submission and approval of landscaping scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The approved scheme shall be implemented so that planting can be carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

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

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ****Pre occupation condition(s)**

## 13. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 4 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 5, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 6.

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.

## 14. Artificial lighting (external)

Prior to occupation a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and approved in writing by the Local Planning Authority.

Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005.

Reason: In order to safeguard the amenities of adjoining residential occupiers.

## 15. 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 sustainability statement and energy strategy (Merlin Consultants, dated 27th September 2017) prior to first occupation. A total 20.18% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 20% reduction/or other agreed % 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),

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

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans.

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

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

17. Completion of 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.

18. Installation of vehicle crossover - Shown on approved plans

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

Reason: In the interests of highway and pedestrian safety, and accessibility

19. Reinstatement of Redundant Accessways - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the existing accesses to the development site has been permanently stopped up and the footway reinstated in accordance with the approved plans.

Reason: In the interests of pedestrian safety.

20. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

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

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

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

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

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

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

## 22. Electric Vehicle Charging Points

Prior to occupation of the development details of three electric vehicle charging points shall be submitted and approved in writing by the Local Planning Authority.

Reason: in order to promote sustainable travel and aid in the reduction of air pollution levels.

## 23. Allocated Parking

All parking spaces with the exception of the disabled space are to be allocated and evidence of this shall be submitted and approved in writing by the Local Planning Authority prior to occupation.

Reason: to prevent overspill parking within the surrounding streets

## 24. Travel Plans - Not submitted

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

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

## 25. 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 Drainage Strategy. 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.

**Post occupation management**

## 26. Protection of parking and servicing provision

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

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

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ****List of approved plans**

## 27. List of approved plans and drawings

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

2376 L01 A Site Location Plan, received 31 March 2017  
 2376 P.110 D Proposed Site Plan, received 20 September 2017  
 2376 E01 A Existing Basement Plan, received 31 March 2017  
 2376 P.111 F Proposed Floor Plans 1 of 2 (Grd to 3rd Floors), received 24 October 2017  
 2376 P.112 G Proposed Floor Plans 2 of 2 (4th Fl & Roof Plan), received 24 October 2017  
 2376 P.113 D Proposed Site Section, received 3 October 2017  
 2376 P.114\_1 D Proposed Front Elevation, received 3 October 2017  
 2376 P.114\_2 D Proposed Side Elevation, received 3 October 2017  
 2376 P.114\_3 A Proposed Rear Elevation, received 31 March 2017  
 2376 P.114\_4 D Proposed Side Elevation, received 3 October 2017  
 2376 P.115 B Proposed Sections, received 3 October 2017  
 B 11274 04 Existing Elevations, received 31 March 2017  
 B 11274 03 A Existing Ground Floor Layout, received 31 March 2017  
 B 11274 01 Existing Roof Plan & Topographical Survey, received 31 March 2017  
 B 11274 04 Existing elevations, received 31 March 2017  
 Sustainability Statement & Energy Strategy, received 3 October 2017  
 B 11274 02 Existing site section, received 31 March 2017  
 D02-A Overland flow routes, received 18 September 2017  
 D03-A Existing survey, received 18 September 2017  
 P.116 C Detailed bay elevation, received 3 October 2017  
 D01-C Drainage and SUDS strategy, received 18 October 2017

**Advices**

1. If built-in bird and bat boxes cannot be provided within built structures, they should be provided on trees (with no more than one bird box per tree). Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators and at least 3.5 metres high on publicly accessible sites. For small hole-nesting species bird boxes should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings should be placed as close to the eaves as possible.

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

<http://www.ibstock.com/sustainability-ecozone.asp>  
[http://www.nhbs.com/brick\\_boxes\\_for\\_birds\\_eqcat\\_431.html](http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html)

2. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No site clearance or tree or hedge removal shall be carried out on site between 1st March and 30th September inclusive in any year, unless a check has been carried out beforehand by a qualified ecologist as agreed with the local planning authority.
3. All species of bats and their roosts are legally protected. If bats are encountered all demolition or construction work should cease and the Bat Conservation Trust (Tel 0845 1300 228) should be consulted for advice.

**Development Control Committee B – 8 November 2017****Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

## 4. Advisory Note PV design guidance

The applicant is reminded that evidence that the PV design has been approved by an MCS (Microgeneration Certification Scheme) accredited installer to ensure shading is taken into account within the energy generation calculations should be submitted within energy statements and PV details.

5. Minor works on the public highway: The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking the work on the highway you must enter into a highway agreement under s171, s184 or s278 of the Highways Act 1980 with the council. You will be required to pay fees to cover the council's costs in undertaking the approval and inspection of the works. You should contact TDM - Strategic City Transport (CH), Bristol City Council, PO Box 3176, Bristol, BS3 9FS, telephone 0117 903 6846 or email TransportDM@bristol.gov.uk.
6. Traffic Regulation Order (TRO): In order to comply with the requirements of the consent you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.
7. The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures, or temporary parking restrictions. Please call 0117 9036852 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.
8. Wales and West Utilities gas pipelines may be at risk during construction and you should contact PlantProtectionEnquiries@wwutilites.co.uk before starting any work.
9. The proposal includes moving an existing electricity supply. Service alterations to the electricity supply require planning and processes. The applicant is advised to consult with Western Power Distribution prior to commencement of works. More details for the applicants are available through Western Power Distribution's website.

<https://www.westernpower.co.uk/Connections/Service-Alterations.aspx>

## 10. Broadband

The applicant is advised that evidence should be provided that the development will have high speed broadband connectivity, as follows:

- Either by registering the development on the BT Openreach website - <http://www.ournetwork.openreach.co.uk/property-developers/site-registration.aspx> and providing BCC with a copy of the connectivity assessment. Or

- Providing evidence of high speed broadband from Virgin Media (<https://keepup.virginmedia.com/networkexpansion>) may be provided or similar from an alternative broadband provider.



**Development Control Committee B – 8 November 2017**

**Application No. 17/01967/F : Speedwell Swimming Baths Whitefield Road Bristol BS5 7TJ**

11. Please note that this planning application has been assessed against current planning legislation only. The applicant (or any subsequent owner or developer) is therefore reminded that the onus of responsibility to ensure the proposed cladding installation meets current fire safety regulations lies fully with them and that they are legally obliged to apply for the relevant Building Regulations.

S106DELEG  
V1.0111

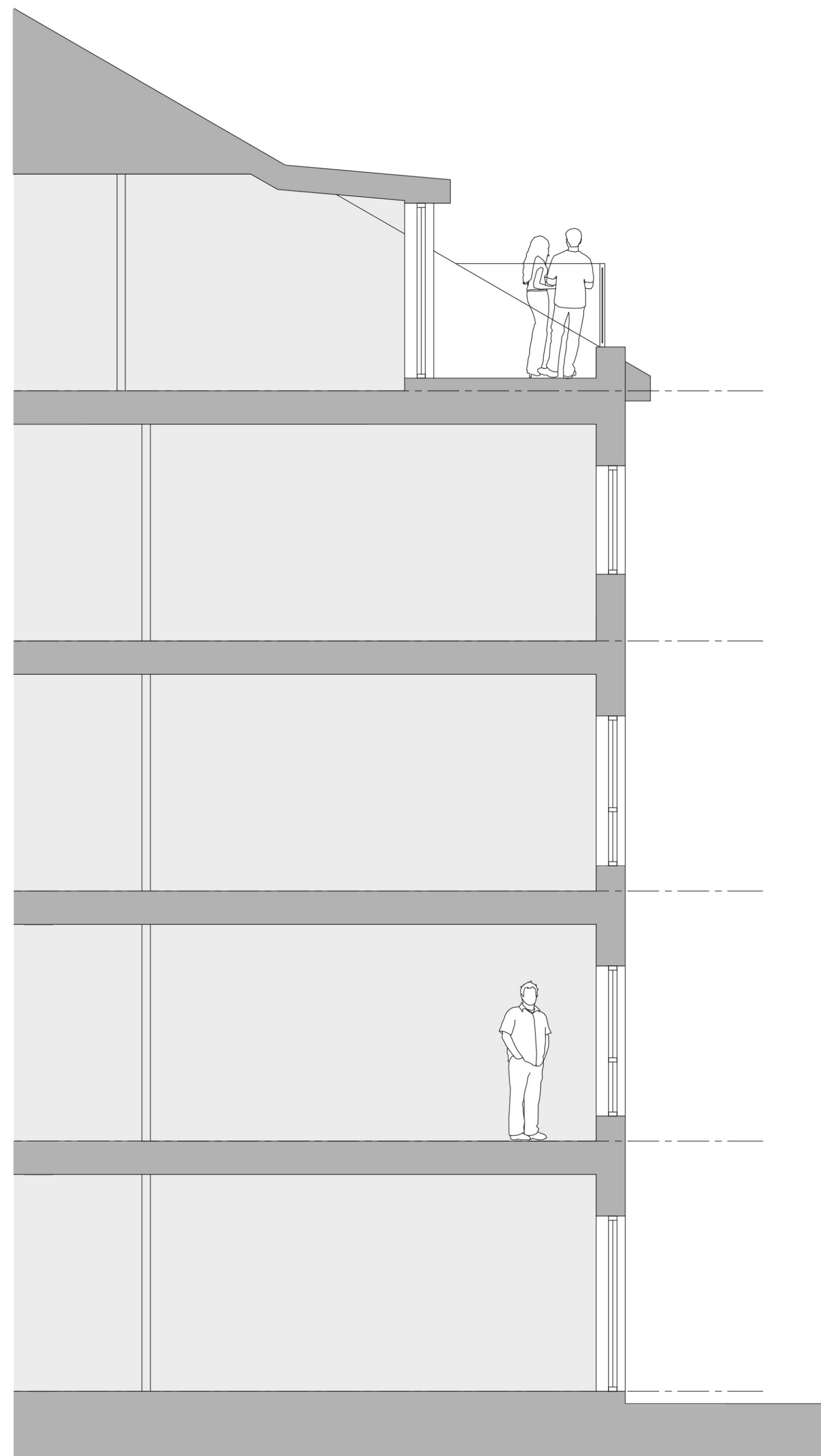
## Supporting Documents

### **2. Speedwell Swimming Baths, Whitefield Road**

1. Detailed bay elevation
2. Front elevation
3. Proposed ground & first floor
4. Proposed rear elevation
5. Proposed second, third & roof plans
6. Proposed site layout
7. Proposed site section
8. Side elevation

PROPOSAL SUBJECT TO:  
 SITE SURVEY;  
 STATUTORY APPROVALS;  
 DESIGN DEVELOPMENT.

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**Section A-A**  
 1 : 50

- SLATE EFFECT ROOF TILES TO MAIN ROOF  
(E.G MARLEY DUO EDGEMERE)
- DARK GREY PPC METAL CLADDING TO DORMERS  
(E.G EUROCLAD VIEO)
- NATURAL FINISH TIMBER CLADDING  
(SPECIFICATION OF TIMBER TBC)
- TOUGHENED GLASS AND STAINLESS STEEL  
BALUSTRADE GUARDING TO EXTERNAL TERRACES
- DARK GREY PPC ALUMINIUM  
RAINWATER GOODS
- DARK GREY THROUGH-COLOUR RENDER  
(E.G PAREX OR K-REND)
- RECONSTITUTED STONE COPING  
TO TOP OF BRICKWORK
- NEW FACING BRICK COLOUR SELECTED TO  
COMPLIMENT EXISTING RECLAIMED BRICKS
- NATURAL FINISH TIMBER CLADDING  
(SPECIFICATION OF TIMBER TBC)
- NEW FACING BRICK PROJECTING HEADER  
AND SILL DETAILS TO WINDOWS
- DARK GREY DOUBLE GLAZED  
WINDOWS AND PATIO DOORS
- EXISTING BRICKS FROM SWIMMING POOL  
BUILDING RECLAIMED, CLEANED AND REUSED  
ON FRONT ELEVATION AND SIDE RETURNS



**Bay Elevation showing indicative proposed materials**  
 1 : 50

Project Title  
**Speedwell Swimming Baths**  
 Speedwell, Bristol  
 Drawing Title  
**Detailed Bay Elevation**

Date  
**July 2017**  
 Scale  
**1:50 @ A1**

Drawn  
**AL**  
 Checked  
**AT**

Not to be reproduced in part or whole, without consent. Any discrepancies to be reported to the architect. Contractors to verify all dimensions and sizes on site.

PLANNING			
Date	Description	Drawn	Checked
03.10.17	Front gable lowered.	DM	JJ C
19/09/17	Amended to urban design comments	AT	AT B
17/08/17	Amended to urban design comments	AT	AT A

**ANGUS MEEK**  
**ARCHITECTS**

Cedar Yard, 290A Gloucester Road, Bristol, BS7 8PD  
 T 0117 942 82 86 E architecture@angusmEEK.co.uk

Project No.	Drawing No.	Rev.
2376	P.116	C



**FRONT ELEVATION**

- MATERIALS KEY:**
1. RECLAIMED BRICK FROM EXISTING BUILDING
  2. NEW FACING BRICK TO COMPLEMENT RECLAIMED BRICK
  3. DARK GREY THROUGH COLOUR RENDER
  4. DARK GREY PPC METAL CLADDING
  5. DOUBLE GLAZED WINDOW UNITS INCLUDED DARK GREY WINDOW AND DOOR FRAMES TO MATCH METAL CLADDING, LOOK-A-LIKE PANELS INCORPORATED TO FRONT ELEVATIONS
  6. DARK GREY ALUMINIUM RAINWATER DOWNPIPES AND HOPPERS
  7. TOUGHENED GLASS BALUSTRADE
  8. SLATE EFFECT ROOF TILES
  9. DARK GREY SINGLE PLY ROOF MEMBRANE TO MATCH CLADDING
  10. DARK GREY PPC METAL DOORS TO REFUSE AND BIKE STORE
  11. TIMBER CLADDING
  12. DARK GREY FASCIAS AND VERGES
  13. BATH STONE FEATURE BAND & DETAILING

**PLANNING**

Date	Initial	Checked	Rev.
03.10.17	Front gable lowered.	DM	JJ D
20.09.17	Amended to suit design comments	DM	AT C
16.08.17	Amended to suit design comments	AP	AT B
16.03.17	PLANNING ISSUE	AT	- A

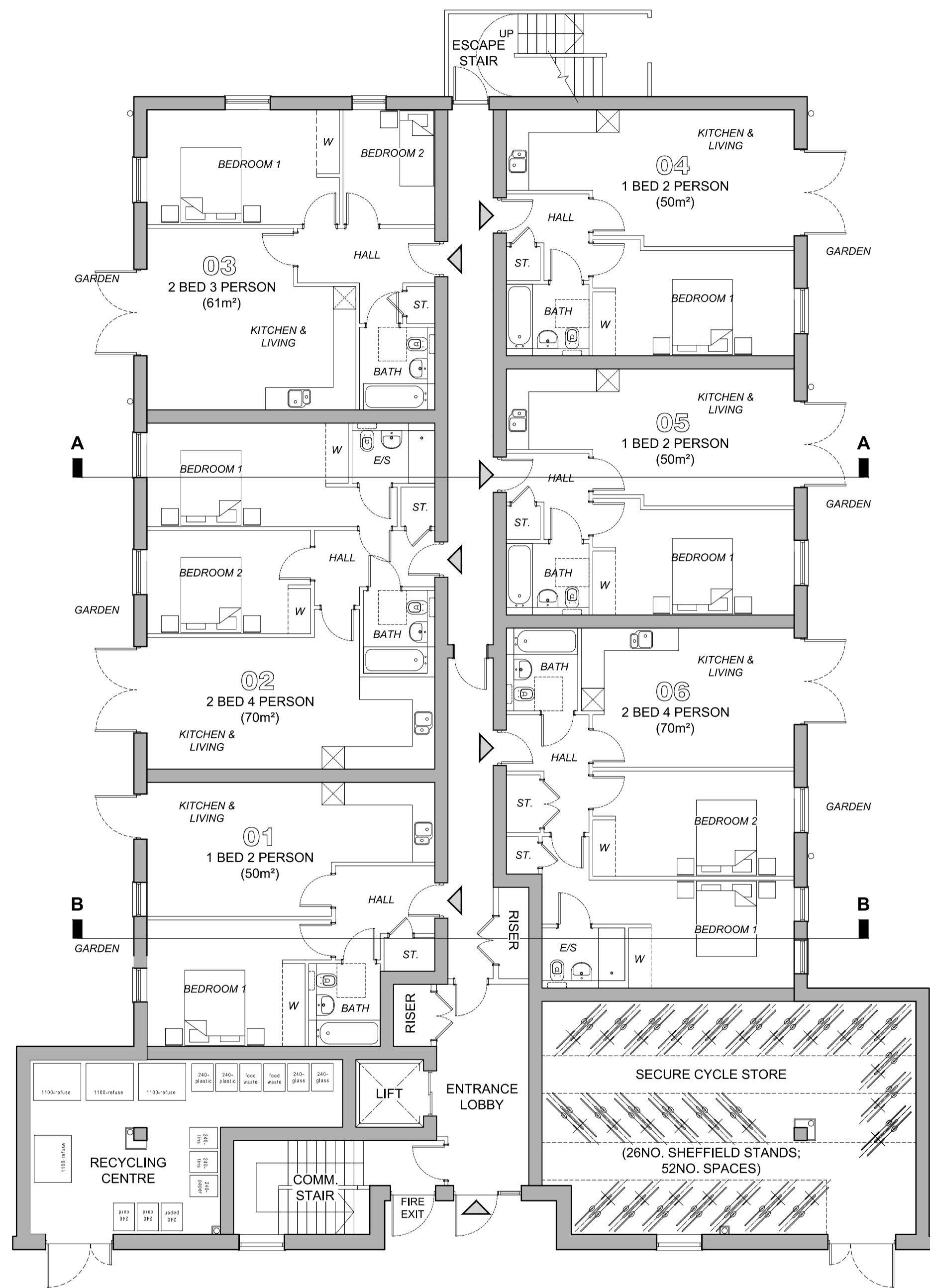


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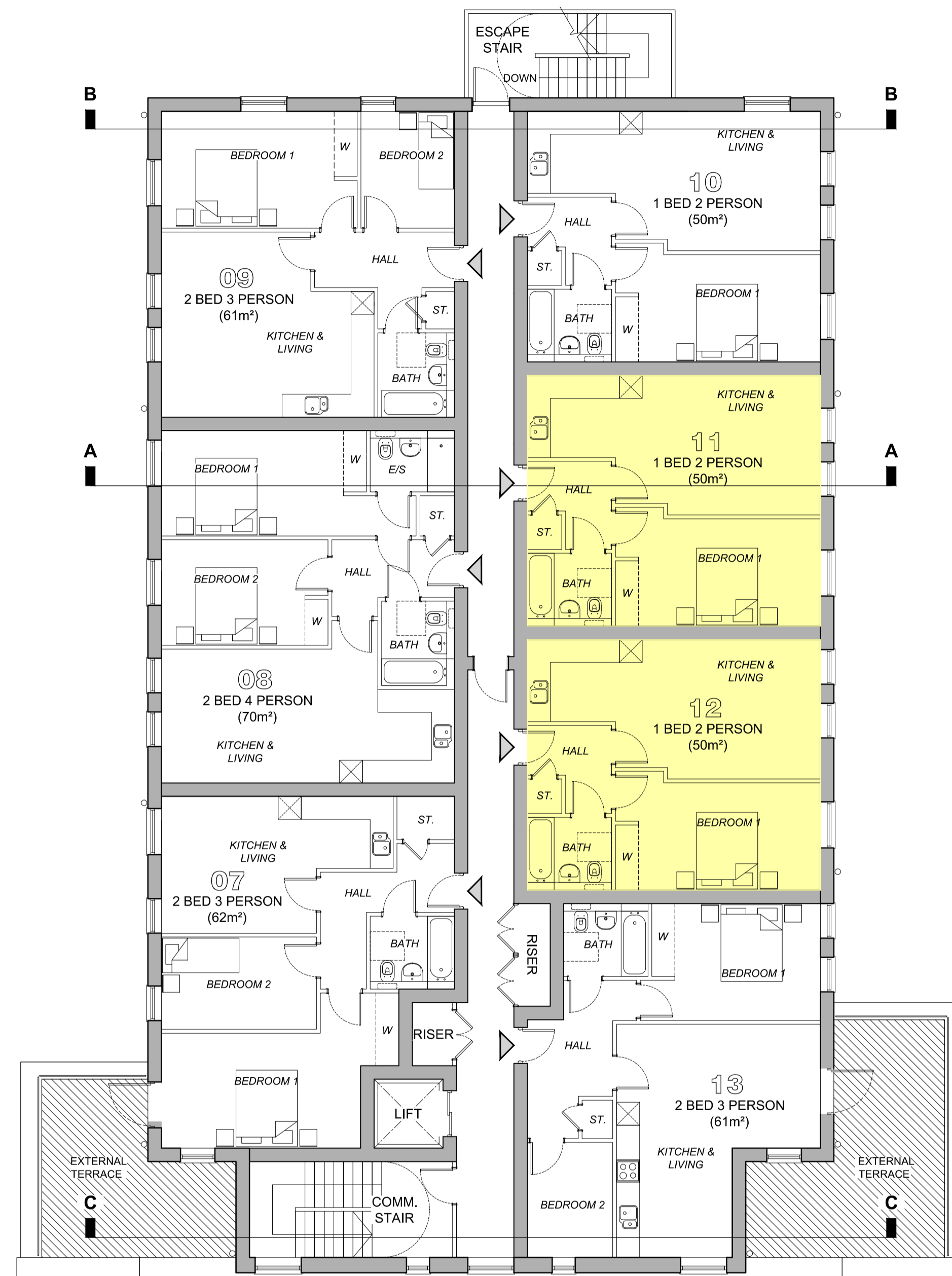
NOTE:  
 PROPOSALS BASED ON TOPOGRAPHICAL SURVEY BY R&J  
 CONSULTANTS. DRAWING NO B11274 - SHEET 03 - REV A,  
 DATED SEPTEMBER 2006.  
 PROPOSALS SUBJECT TO UPDATED SITE SURVEY,  
 STATUTORY CONSENTS AND DESIGN DEVELOPMENT

Job  
**Speedwell Swimming Baths**  
 Speedwell, Bristol  
 Drawing Title  
**Front Elevation**  
 Scale  
**1:100 @ A1**  
 Date  
**February 2017**  
 Drawn  
**DEB**  
 Checked  
**AT**  
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 Any discrepancies to be reported to the architect  
 Contractors to verify all dimensions and sizes on site

Job No.	Drawing No.	Rev.
2376	P.114_1	D



GROUND FLOOR PLAN



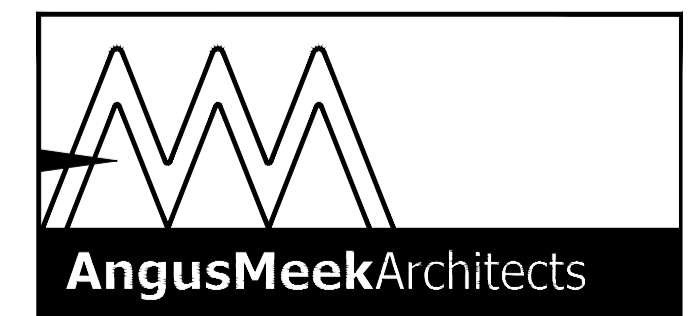
FIRST FLOOR PLAN

DENOTES AFFORDABLE UNITS

NOTE:  
PROPOSALS BASED ON TOPOGRAPHICAL SURVEY BY R&J CONSULTANTS. DRAWING NO B11274 - SHEET 03 - REV A, DATED SEPTEMBER 2006.  
PROPOSALS SUBJECT TO UPDATED SITE SURVEY, STATUTORY CONSENTS AND DESIGN DEVELOPMENT

24.10.17 North point corrected.	AT	AT	F
19.09.17 Amended to suit design comments	DM	AT	E
16.08.17 Amended to suit design comments	AP	AT	D
27.06.17 Affordable Units indicated.	AT	-	C
16.03.17 PLANNING ISSUE.	AT	-	B
21.02.17 Stairs updated	DEB	-	A
Date	Initial	Checked	Rev.

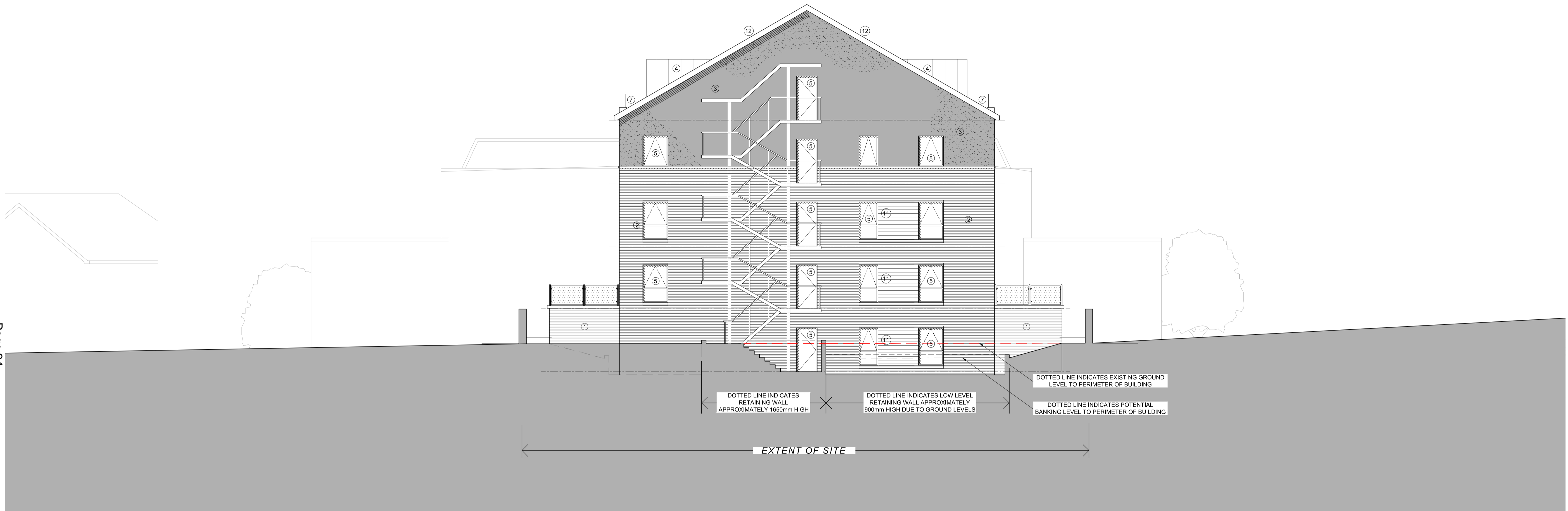
Job  
**Speedwell Swimming Baths**  
Speedwell, Bristol  
Drawing Title  
**Proposed Floor Plans Sheet 1**  
Ground & First Floor  
Scale  
**1:100 @ A1**  
Date  
**February 2017**



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Job No.	Drawing No.	Rev.
2376	P.111	F



REAR ELEVATION

NOTE:  
PROPOSALS BASED ON TOPOGRAPHICAL SURVEY BY R&J CONSULTANTS. DRAWING NO B11274 - SHEET 03 - REV A, DATED SEPTEMBER 2006.  
PROPOSALS SUBJECT TO UPDATED SITE SURVEY, STATUTORY CONSENTS AND DESIGN DEVELOPMENT

Job  
Speedwell Swimming Baths  
Speedwell, Bristol  
Drawing Title  
Rear Elevation  
Scale  
1:100 @ A1  
Date  
February 2017  
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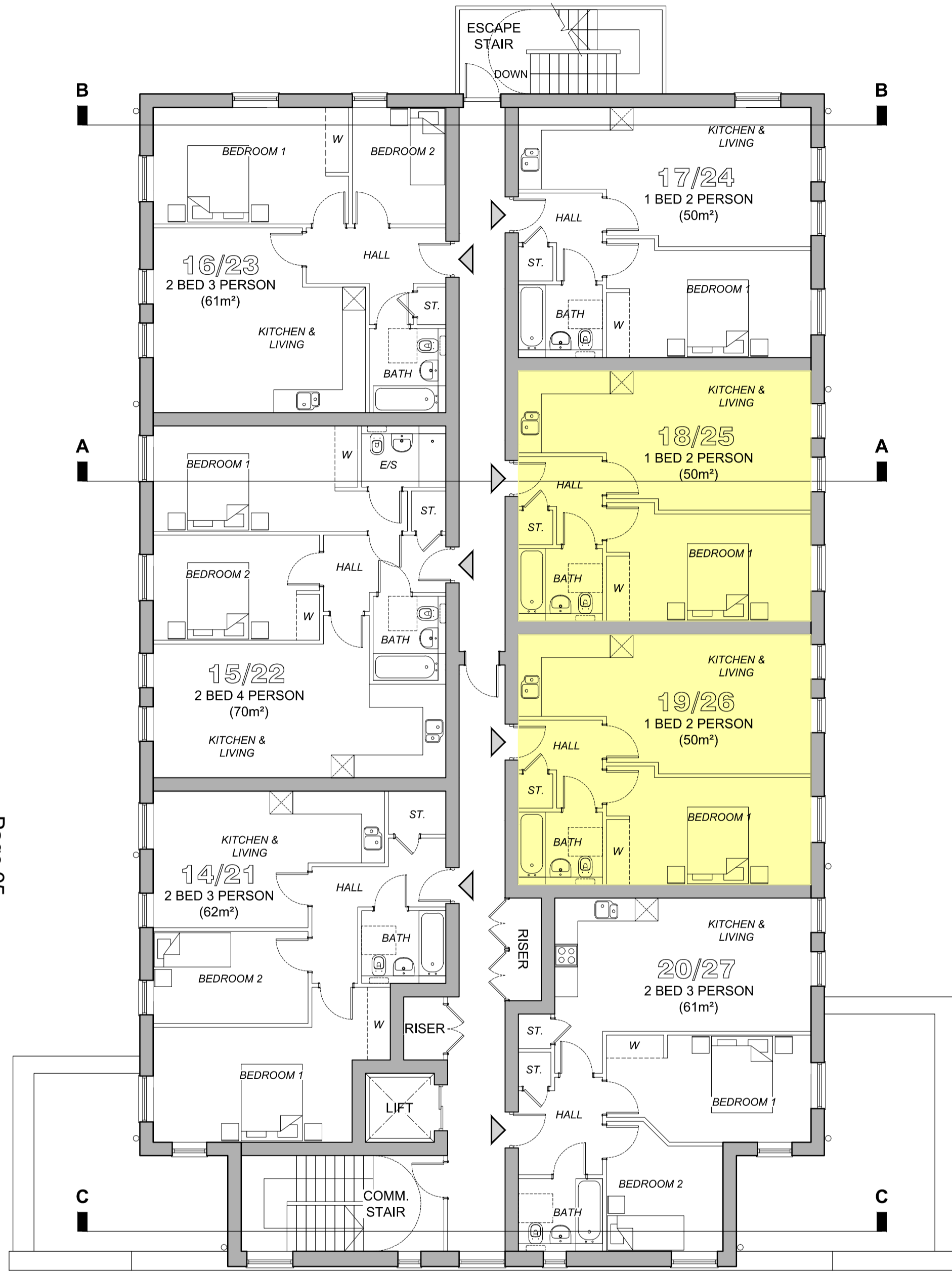
- MATERIALS KEY:**
1. RECLAIMED BRICK FROM EXISTING BUILDING
  2. NEW FACING BRICK TO COMPLEMENT RECLAIMED BRICK
  3. DARK GREY THROUGH COLOUR RENDER
  4. DARK GREY PPC METAL CLADDING
  5. DOUBLE GLAZED WINDOW UNITS INCLUDED DARK GREY WINDOW AND DOOR FRAMES TO MATCH METAL CLADDING. LOOK-A-LIKE PANELS INCORPORATED TO FRONT ELEVATIONS
  6. DARK GREY ALUMINIUM RAINWATER DOWNPIPES AND HOPPERS
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  11. TIMBER CLADDING
  12. DARK GREY FASCIAS AND VERGES
  13. BATH STONE FEATURE BAND & DETAILING

PLANNING			
20.09.17	Amended to suit design comments	DM	AT C
16.08.17	Amended to suit design comments	AP	AT B
16.03.17	PLANNING ISSUE	AT	- A
Date		Initial	Checked Rev.



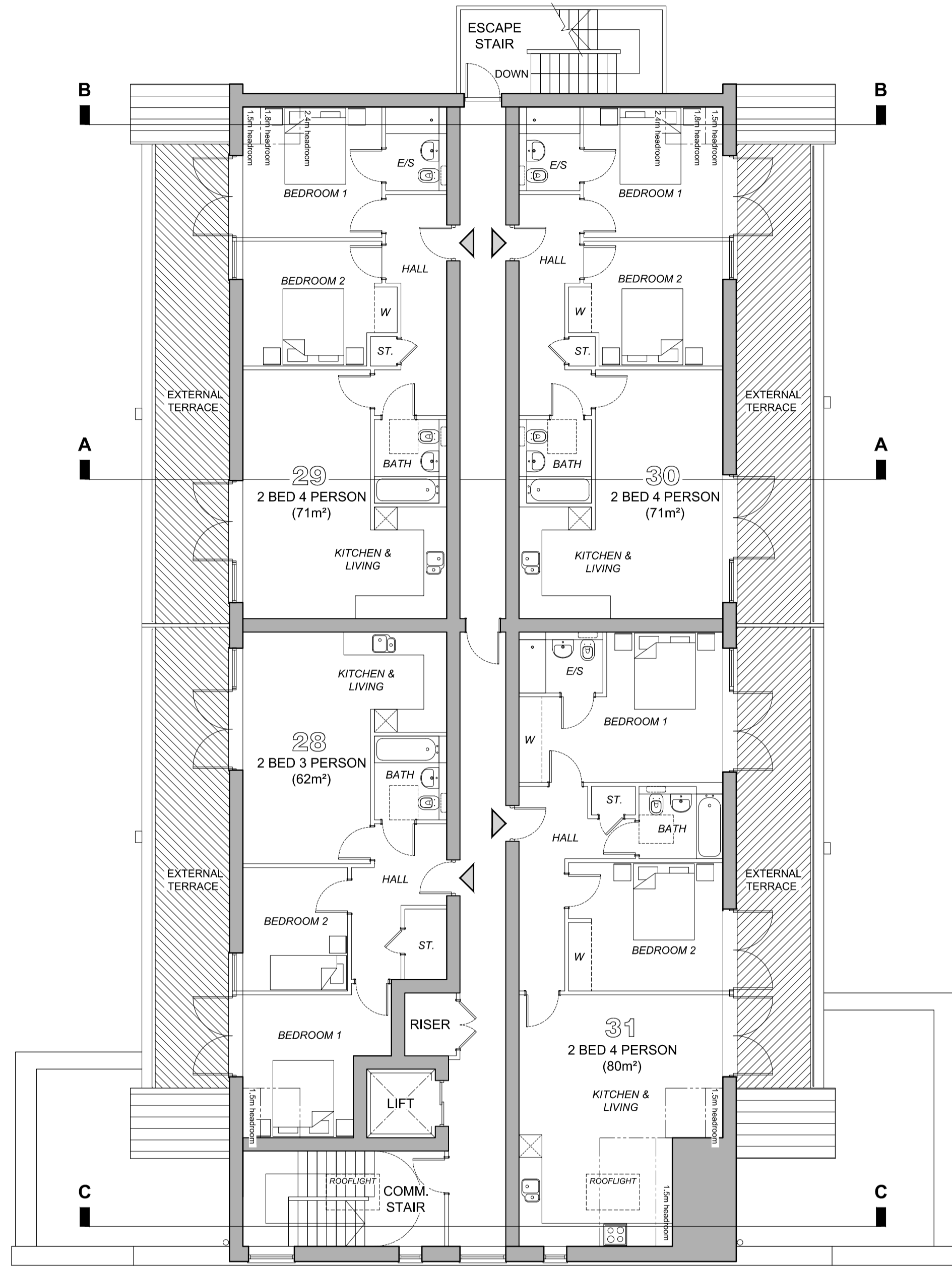
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Job No.	Drawing No.	Rev.
2376	P.114_3	C

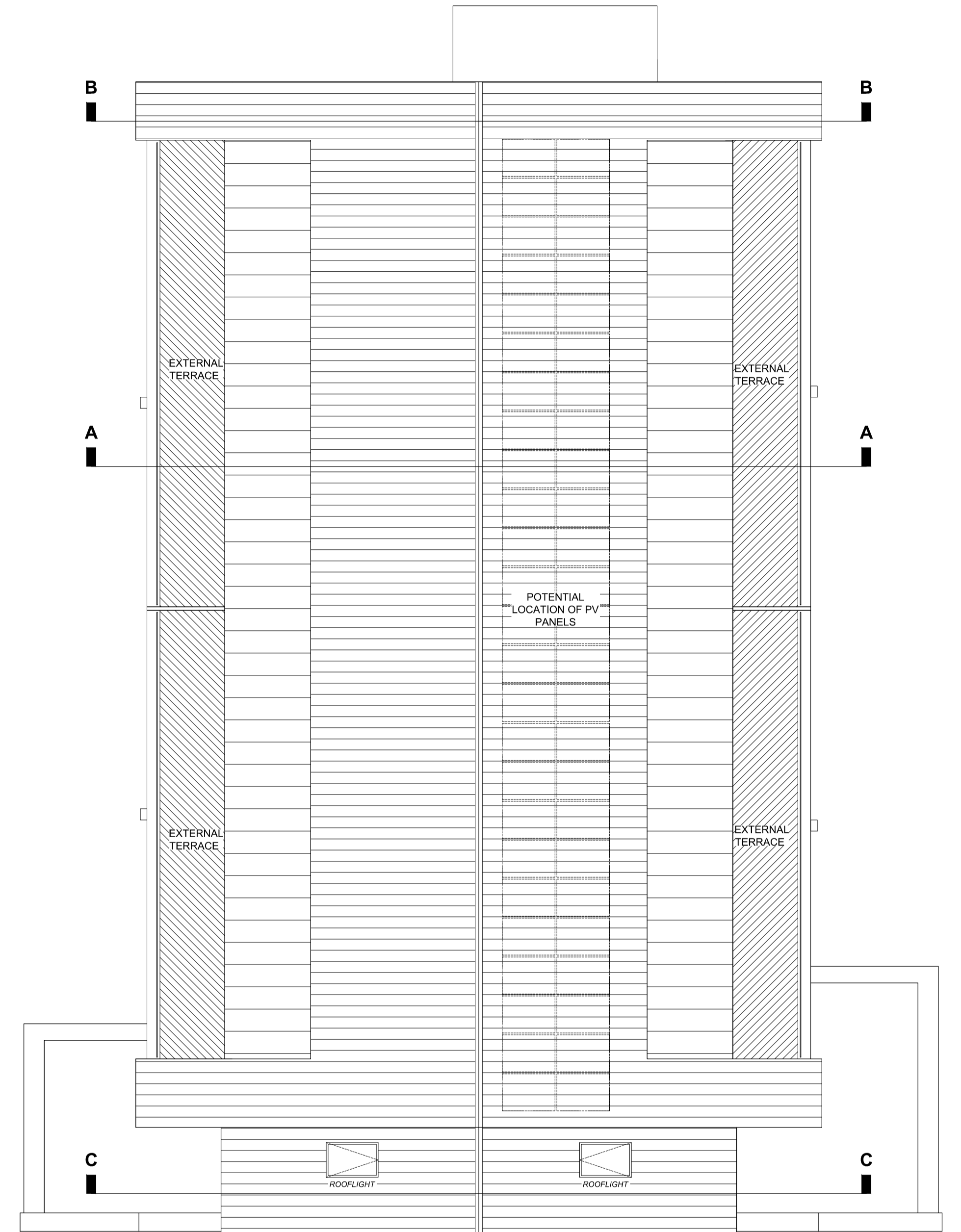


**■** DENOTES AFFORDABLE UNITS  
SECOND FLOOR ONLY

**SECOND & THIRD FLOOR PLAN**



**FOURTH FLOOR PLAN**



**ROOF PLAN**

NOTE:  
PROPOSALS BASED ON TOPOGRAPHICAL SURVEY BY R&J CONSULTANTS. DRAWING NO B11274 - SHEET 03 - REV A, DATED SEPTEMBER 2006.

PROPOSALS SUBJECT TO UPDATED SITE SURVEY, STATUTORY CONSENTS AND DESIGN DEVELOPMENT

Job  
**Speedwell Swimming Baths**  
Speedwell, Bristol

Drawing Title  
**Proposed Floor Plans Sheet 2**  
Second, Third & Roof Plans

Scale  
**1:100 @ A1**

Date  
**February 2017**

Drawn  
**AT**

Checked  
**JJ**



Date	Initial	Checked	Rev.
24.10.17	AT	AT	G
03.10.17	DM	JJ	F
19.09.17	DM	AT	E
16.08.17	AP	AT	D
27.08.17	AT	-	C
16.03.17	AT	-	B
21.02.17	DEB	-	A











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Job No.	Drawing No.	Rev.
2376	P.112	G



**LEGEND:**

-  BLOCK PAVING TO MAIN CAR PARK (COLOUR: BUFF)
-  BLOCK PAVING PARKING SPACES (COLOUR: RED/BRINDLE)
-  BLOCK PAVING PEDESTRIAN AREAS (COLOUR: RED/BRINDLE)
-  PAVED PATIO AREAS TO PRIVATE GARDENS
-  GRAVEL MARGINS AND LANDSCAPED AREAS
-  SOFT LANDSCAPED AREAS
-  PROPOSED NEW TREE (SET WITHIN TREE GRILLE WHERE SHOWN)
-  PROTECTIVE BOLLARDS

**NOTE:**  
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PROPOSALS SUBJECT TO UPDATED SITE SURVEY, STATUTORY CONSENTS AND DESIGN DEVELOPMENT

# P L A N N I N G

Page 96

Job  
**Speedwell Swimming Baths**  
 Speedwell, Bristol  
 Drawing Title  
**Site Layout**


Scale  
**1:200**  
 Sheet  
**A3**  
 Date  
**February 2017**

Drawn  
**DEB**  
 Checked  
**AT**

0 4m

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19.09.17 Pedestrian footpath omitted to North West, Landscaping added to apartments entrance approach	DM	AT	D
16.08.17 Landscaping & hard surfaces amends	AT	-	C
16.03.17 PLANNING ISSUE	AT	-	B
21.02.17 Site Layout levels and access updated	DEB	-	A
Date	Initial	Checked	Rev



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Job No. Drawing No. Rev.  
**2376 P.110 D**





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PROPOSALS SUBJECT TO UPDATED SITE SURVEY, STATUTORY CONSENTS AND DESIGN DEVELOPMENT

PLANNING

03.10.17	Front gable lowered.	DM	JJ	D
20.09.17	Amended to suit design comments	DM	AT	C
16.08.17	Amended to suit design comments	AP	AT	B
16.03.17	PLANNING ISSUE.	AT	-	A
Date		Initial	Checked	Rev.

Job  
**Speedwell Swimming Baths**  
 Speedwell, Bristol  
 Drawing Title  
**Site Section**



Scale  
**1:200**  
 Sheet  
**A1**  
 Date  
**February 2017**

Drawn  
**DEB**  
 Checked  
**AT**

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Job No.	Drawing No.	Rev.
<b>2376</b>	<b>P.113</b>	<b>D</b>

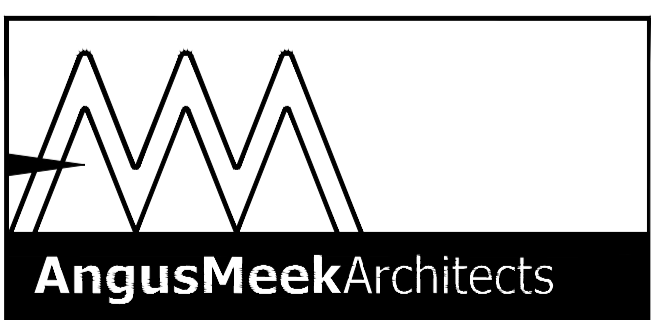


**SIDE ELEVATION**

- MATERIALS KEY:**
1. RECLAIMED BRICK FROM EXISTING BUILDING
  2. NEW FACING BRICK TO COMPLEMENT RECLAIMED BRICK
  3. DARK GREY THROUGH COLOUR RENDER
  4. DARK GREY PPC METAL CLADDING
  5. DOUBLE GLAZED WINDOW UNITS INCLUDING DARK GREY WINDOW AND DOOR FRAMES TO MATCH METAL CLADDING, LOOK-A-LIKE PANELS INCORPORATED TO FRONT ELEVATIONS
  6. DARK GREY ALUMINIUM RAINWATER DOWNPIPES AND HOPPERS
  7. TOUGHENED GLASS BALUSTRADE
  8. SLATE EFFECT ROOF TILES
  9. DARK GREY SINGLE PLY ROOF MEMBRANE TO MATCH CLADDING
  10. DARK GREY PPC METAL DOORS TO REFUSE AND BIKE STORE
  11. TIMBER CLADDING
  12. DARK GREY FASCIAS AND VERGES
  13. BATH STONE FEATURE BAND & DETAILING

**PLANNING**

Date	Initial	Checked	Rev.
03.10.17	DM	JJ	D
20.09.17	DM	AT	C
16.08.17	AP	AT	B
16.03.17	AT	-	A



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 PROPOSALS SUBJECT TO UPDATED SITE SURVEY, STATUTORY CONSENTS AND DESIGN DEVELOPMENT

Job  
**Speedwell Swimming Baths**  
 Speedwell, Bristol  
 Drawing Title  
**Side Elevation**  
 Scale  
**1:100 @ A1**  
 Date  
**February 2017**  
 Drawn  
**DEB**  
 Checked  
**AT**



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Job No.	Drawing No.	Rev.
2376	P.114_2	D

**WARD:** Windmill Hill                      **CONTACT OFFICER:** Thomas Wilkinson  
**SITE ADDRESS:** Victoria Park Nutgrove Avenue Bristol

**APPLICATION NO:** 17/03958/FB                      Full Planning (Regulation 3)

**DETERMINATION DEADLINE:** 15 November 2017

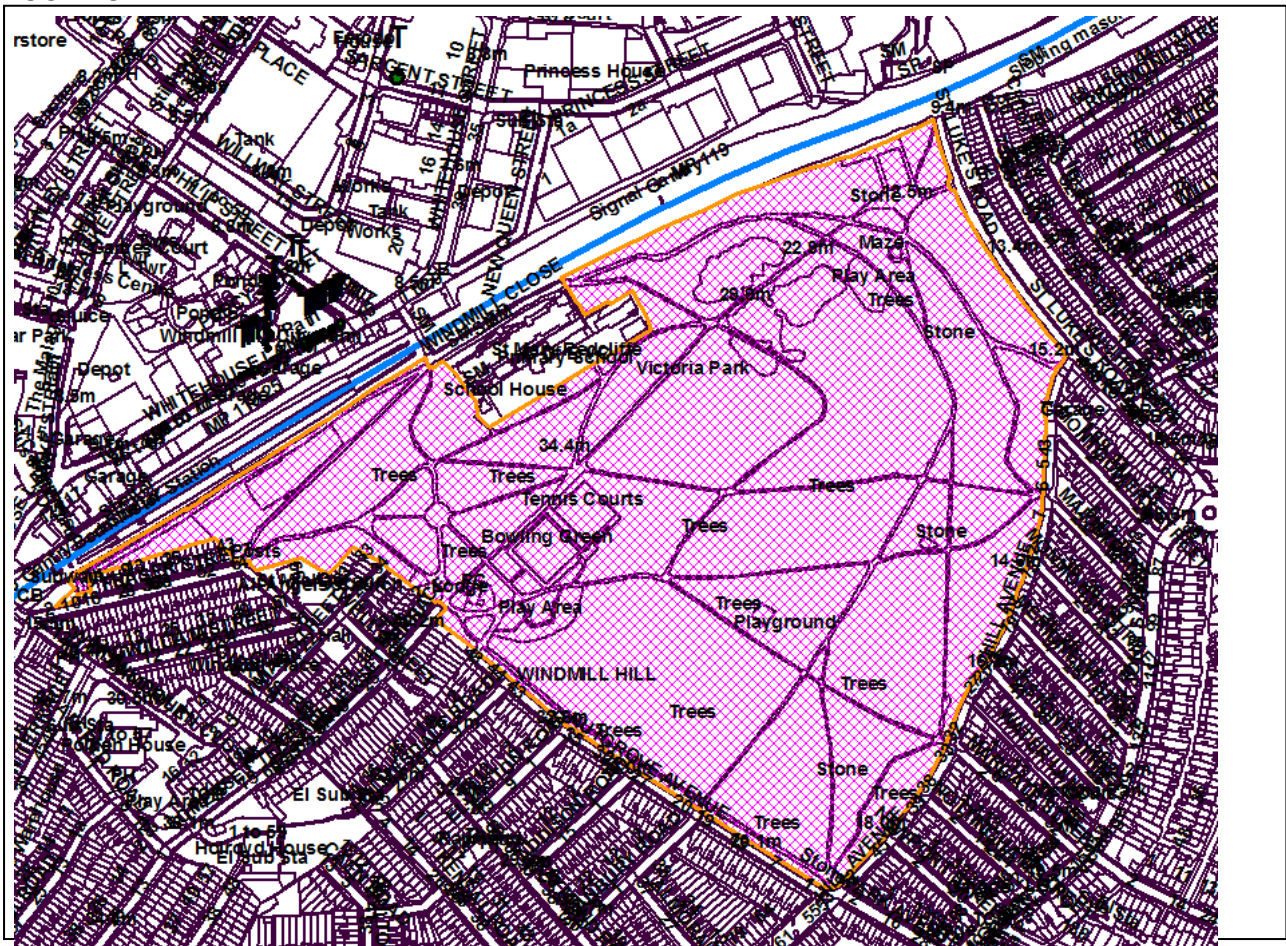
**Improvements to a walking and cycling route, comprising; widening 455m approximately of existing paths to 3.0m; resurfacing/reconstruction 220m approximately of existing 3.0m path; and 120m approximately of new path at 3.0m width; new intelligent LED lighting on existing north section path only, operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 5:30 the following day. Reinstatement of historic gateways at 2 no entrances and replacement of 7 existing A-frame barriers with new, adjustable, K-frame barriers.**

**RECOMMENDATION:** Grant subject to Condition(s)

**APPLICANT:** Bristol City Council  
 City Hall  
 College Green  
 Bristol  
 BS1 5TR

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

**LOCATION PLAN:**



**Development Control Committee B – 8 November 2017**  
**Application No. 17/03958/FB : Victoria Park Nutgrove Avenue Bristol**

## SUMMARY AND BACKGROUND

This application relates to pathways through Victoria Park. The proposal seeks consent to widen and resurface existing paths and create new paths, whilst also installing new entrances, street lighting and signage.

The development will be funded by central government, who in 2015 awarded Bristol City Council additional funding to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018, and includes a number of projects throughout the city that seek to improve the infrastructure of sustainable transport provision. The proposal will form part of the Filwood Quietway route; a new cycling route that will link Filwood Park and Hengrove to the City Centre. This application is closely linked to another application that proposes improvements at Glyn/Wedmore Vale (ref: 17/03959/FB), which has also been put before this Committee.

The current application follows the withdrawal of a previous application for a similar development (reference: 16/06497/F). This previous application was withdrawn due to the significant number of public comments and objections received. Following withdrawal of the previous planning application, Bristol City Council CAF team (the applicant) undertook further consultation with the local community and redesigned the scheme in an attempt to address the previous comments and objections. The redesigned proposal has been progressed in co-operation with local residents and community groups Victoria Park Action Group and Forward Together.

The outcome of this consultation was a redesigned scheme which took an alternative (shorter) route, involved less widening of pathways and loss of soft landscaping, proposed a shared surface as opposed to segregated, involved no loss of trees, proposed alternative adjustable entrance barriers and proposed lighting to the northern section of the path only (as opposed to the entire route as previously proposed) which will be switched off the majority of the night.

In terms of the current planning application, 101 representations have been received, 52 in objection, 44 in support and 5 neutral comments. The responses include comments from Victoria Park Action Group, Bristol Walking Alliance and Bristol Cycling Campaign. These were predominantly in relation potential dangerous cycle speeds and conflict between park users, the impact of the development on the character/appearance of the park, the impact of the development on wildlife/ecology and the potential increased access/use of park by motorbikes/mopeds given the alteration to the entrances (see full detail below).

The application has been carefully considered following advice from several internal consultees including the Council's Transport Development Management, Pollution Control, Arboriculture and Nature Conservation teams. Overall it is the view of officers that the proposed development following the design amendments will enhance the existing transport infrastructure, giving benefits to all users of Victoria Park and promoting more sustainable modes of travel in accordance with local and national planning policy. It is considered that the development will not give rise to unacceptable traffic conditions or result in highway safety/security issues, the impact on the character and appearance of the historic park will be acceptable and the development would have no adverse impact on wildlife/ecology, trees or surrounding residential amenity.

On the basis of all of the material considerations related to this application, approval of the application is recommended to Members, subject to conditions.

**Development Control Committee B – 8 November 2017**  
**Application No. 17/03958/FB : Victoria Park Nutgrove Avenue Bristol**

#### SITE DESCRIPTION

The application site relates to Victoria Park, a substantial formal open public park space within the Windmill Hill/Totterdown area, south of Bristol City Centre. The park is designated as Important Open Space and is also designated as a Local Historic Parks and Gardens within the adopted Site Allocations and Development Management Policies Local Plan (July 2014).

The park is bounded by a number of residential streets; Fraser Street, Nutgrove Avenue and Hill Avenue to the east and south, St. Luke's Road to the west and a railway line to the north. The main landscape characteristic of the site is the undulating topography with large grassed areas and many winding paths and steps of varying widths providing access throughout. Some of the paths and boundaries are lined by mature tree.

There are a number of facilities in the park, including a bowling green, two tennis courts, football pitches, a skatezone, a children play area and a watermaze. There are areas of more informal woodland and scrub planting along the northern boundary adjacent to the railway line. There are a number of buildings in the park- the lodge, which currently accommodates the public toilets, the bowling club building, and St Mary Redcliffe Primary School buildings, which are all situated in the northern section of the park.

#### RELEVANT HISTORY

16/06497/F: Improvements to a walking and cycling route, comprising; intelligent LED lighting, operating at standard brightness until 7pm, with reduced output thereafter unless activated by movement sensor; re-instatement of historic gateways at 2no entrances; 155m approx. new path; 645m approx. path reconstruction to widen and improve path drainage. APPLICATION WITDARWN.

11/03082/FB: Extension to an existing play area. To involve realigning of boundary fencing and a new gate, additional tarmac path, landscaping works and installation of 6 items of play equipment, 2 new benches and a bin. GRANTED on 06.10.2011

10/05245/FB: The proposal is to remove the existing redundant and largely derelict play equipment, safety surfacing and tarmac and return the area to grassland. APPLICATION CANCELLED.

09/04851/FB: To develop an area of sloping park land as a play area (for children aged between 5 and 12) using predominantly natural materials along with fixed, (wooden) play equipment. Surfacing to include grass and safety surfacing. The area will be fenced with a timber and mesh/willow fence. GRANTED on 04.02.2010

09/02785/FB: Creation of an area of sloping park land as a play area for children between 5-12 using predominantly natural materials along with fixed (wooden) play equipment. Surfacing to include grass and sand and boulders/rocks and tree stumps to be incorporated into the design. The area will be fenced with a timber and mesh/willow fence. APPLICATION CANCELLED.

09/01743/F: Installation of new artwork for Victoria Park, comprising a temporary structure/pavilion constructed from a timber frame and clad with scorched timber. GRANTED on 07.07.2009

#### EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities 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.

**Development Control Committee B – 8 November 2017**  
**Application No. 17/03958/FB : Victoria Park Nutgrove Avenue Bristol**

Overall, it is considered that the refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

Further assessment is made in Key Issue J below

#### APPLICATION

Consent is sought to construct/develop a walking and cycling route through Victoria Park, compromising the following:

- The widening of approximately 455 metres of existing paths to 3.0m
- The resurfacing/reconstruction of approximately 220 metres of existing 3.0m path
- The construction of approximately 120 metres of new path at 3.0 metres width
- The installation of intelligent LED lighting on existing north section path operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05.30 the next day.
- The reinstatement of historic gateways at 2 no entrances and replacement of 7 existing A-frame barriers with new, adjustable, K-frame barriers.

As previously set out, the development will be funded by central government, who in 2015 awarded Bristol City Council additional funding to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018. The proposal will form part of the Filwood Quietway route; a new cycling route that will link Filwood Park and Hengrove to the City Centre.

#### STATEMENT OF COMMUNITY INVOLVEMENT

##### a) Process

The proposed development is classed as 'minor' development; therefore there is no requirement for the applicant to demonstrate community engagement prior to submitting the application. However, the applicant has provided evidence to demonstrate that extensive public consultation was undertaken with the local community prior to the application being submitted, which included:

- Local residents consulted via individual leaflets (over 800) delivered in June 2017, who were invited to comment via the Commonplace website, email or letter
- Public meeting held on 19 June 2017 where the applicant (Council) presented the redesigned scheme
- Advertised on the Travelwest website, Commonplace website, Bristol City Council Twitter feed, Better By Bike Twitter feed
- Direct email to interested stakeholders, interest groups and contacts obtained from previous engagement process

##### b) Outcomes

- Alternative (shorter) route
- No removal of trees
- Less widening of pathways and loss of soft landscaping
- Proposed shared surface, as opposed to segregated
- Alternative adjustable entrance barriers
- Lighting to the northern section of the path only (as opposed to the entire route as previously proposed) which will be switched off the majority of the night.

The applicant has stated that they believe the revised proposal to overall represent a compromise solution which has sought to address the concerns of local residents and community groups, whilst

**Development Control Committee B – 8 November 2017**  
**Application No. 17/03958/FB : Victoria Park Nutgrove Avenue Bristol**

also deliver an improvement to existing transport infrastructure and promote more sustainable modes of travel.

**RESPONSE TO PUBLICITY AND CONSULTATION**

The application was advertised via a press advert and multiple site notices. Neighbours were consulted via individual letters sent on 31st July 2017.

The deadline for comments was the 23rd August 2017.

52 objections to the application received, which in summary stated that:

- The development would encourage speeding cycle traffic through the park, to the detriment of other park users safety
- The shared nature of the development would create conflict between different park users
- The replacement of the existing barriers will allow mopeds/motorbikes to enter the park which will result in safety, noise and anti-social behaviour issues
- The proposed lighting will have an adverse impact on wildlife
- The proposed path is too wide and will change the character and appearance of the park
- The development would destroy valuable habitats for wildlife
- The proposed lighting will be expensive to run and would not be environmentally friendly
- The proposed lighting will facilitate crime (i.e. potential muggers would be able to see people coming)
- The proposed lighting will result in light pollution and would impact on the parks Dark Sky status
- The proposed lights are visually intrusive to the detriment of the character and appearance of the park
- The proposal offers no benefit to cyclists
- The police will not be able to monitor motorbike access to the park and their time should not be wasted on such tasks
- The proposed cycle route is flawed, illogical and over-engineered
- The development would result in the creation of dangerous pinch points on narrow sections at gates near a school entrance
- Not enough cyclists use the park currently to make the proposal worthwhile
- The proposal represents an unnecessary expenditure - money used to fund the proposal would be better of used elsewhere (both within the park and wider across the city)
- Signage and design elements should indicate clearly that pedestrians on the path have priority over cyclists
- The consultation process has been inadequate
- The development could set a unwelcome precedent for further redesigning of the park

44 letters of support to the application received, which in summary stated that:

- The proposal represents a compromise and improvement on the previously withdrawn scheme and is welcomed
- The proposal will improve walking and cycling through the park of the benefit to all users
- The proposal would support and encourage more sustainable modes of travel which will be of benefit to the environment and public health
- The proposed lighting will improve safety and security for park users
- The removal of the existing barriers will allow greater access to the park for people with mobility issues
- The proposal will improve the character of the park and its utility as a public space
- The proposed shared path will encourage sensible cycling speeds
- The development would improve traffic congestion and air quality by taking more motorists off the roads

**Development Control Committee B – 8 November 2017**  
**Application No. 17/03958/FB : Victoria Park Nutgrove Avenue Bristol**

- Restoring the historic gateways will result in a visual improvement which will be of benefit to the character and appearance of the park
- The resurfacing of the existing paths is welcomed as they are in a poor state of repair

5 representations received neither supporting nor objecting to the scheme, which in summary stated that:

- Generally much improved to previous scheme, however could speed bumps be used to reduce cycle speed
- Much improved to previous scheme however money could be better spent elsewhere
- The development will result in neither noticeable benefits nor problems for cycling

#### AMENITY GROUPS

**Victoria Park Action Group** has commented as follows:-

'This response is on behalf of Victoria Park Action Group (VPAG) a group comprising of hundreds of residents of Victoria Park.

VPAG believe that an 'out of park' solution would work best for all concerned. Given that this option is not feasible at this moment in time, we as a group can accept this proposal as it is in keeping with existing path arrangements within the park. Specifically:

- It is routed along existing paths.
- Paths will be no wider than 3m.
- They will be shared use paths.
- It will be clear pedestrians will have priority
- Entrances will be more accessible, but still restrict motorized vehicle access.

It is imperative that there is a budget in the application for monitoring the effect of this proposal on the park users and wildlife. In particular:

- Does the change in entrances result in increased motorbike nuisance in the park?
- Does the lighting have impact on the bat population and other wildlife.
- Is the path being heavily used so other solutions need to be sought?
- Is there serious conflict between pedestrians and cyclists, particularly around the school?

VPAG is concerned about the question of lighting, but we welcome the high level of customization that can be set on the proposed lighting scheme and hope the final settings will be a good compromise for all with minimal impact on wildlife.

VPAG also would like to highlight the need for other parts of the routes to the city centre to be finished if this project is going to be worthwhile. Particularly the Bedminster Bridge roundabout and the St Luke's Rd underpass. Without these developments, the value of this project will be extremely limited, however we can accept it as a step towards an integrated route to the city centre.

We also acknowledge that if the route proves to be busier than first envisioned, the council have committed to seek an out of park solution for cycle users.'

**Bristol Walking Alliance** has commented as follows:-

'BWA submitted our response to the consultation on 'Filwood Quietway - Victoria Park and Northern Slopes' in June 2017.

In that submission we noted the problem for pedestrians, who are hoping for a relaxed walk in a



**Development Control Committee B – 8 November 2017**  
**Application No. 17/03958/FB : Victoria Park Nutgrove Avenue Bristol**

space designed for leisure, relaxation, and a relief from the urban environment, of a 3m-wide path being shared with cyclists. There are different views on path widths. We accept that this choice of width is a compromise that enables shared use while minimising the impact on the green space.

We are pleased to see that the Victoria Park proposal accepts our request for signage that communicates expected behaviour on shared use paths. In particular, cyclists using them as a through route should be required to show consideration of park users by giving way to those who wish to use the park for recreation. We reiterate our request that similar signage be used for Northern Slopes.'

**Bristol Cycling Campaign** has commented as follows:-

'The Campaign considers that the proposed development of a wider path with cycling permission in Victoria Park creates neither noticeable benefits nor problems for cycling. Consequently we neither oppose nor support the development, but are disappointed that an opportunity to improve cross town cycling has been lost, in particular that there is no useful contribution to the Filwood Quietway cycle route by creating a more direct route on adjacent streets. Our general view is that the Filwood Quietway is a disappointment and a lost opportunity.

The development may be beneficial for strictly local purposes but whether it has sufficient relevance to cycling to make a claim on the Cycling Ambition Fund or any other cycling infrastructure budgets is a matter on which we do not comment.'

#### OTHER COMMENTS

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

##### *Principle*

The application proposes to construct an enhanced walking/cycling route through Victoria Park. Transport Development Management considers this proposal acceptable.

##### *Principle of Cycle Route / Promotion of Cycling*

The need to provide improved cycle and walking routes throughout Bristol is clearly supported by:

West of England Joint Local Transport Plan 3 2011-2016 March 2011 Chapter Six : Support Economic Growth which states "Our broad aims are to:

- Maximise the role of cycling and walking as alternatives to the use of private cars by raising their status and promoting them as low cost, low carbon, economic, healthy and energy efficient means of transport;
- Improve walking and cycling networks with links within developments and to surrounding areas.
- Improve the cycling and walking environment by reducing danger from speed and volume of traffic;
- Develop and maintain safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking;
- Recognise the needs of people who have personal mobility problems;
- Use the Rights of Way Improvement Plans to develop a coherent network of multi user routes in and between communities including proposals for the new National Coastal Path.

West of England Joint Local Transport Plan 3 2013 refresh and supplementary documents which states:

**Development Control Committee B – 8 November 2017**  
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- Cycling Supplementary Document - 1. Vision "A safe and attractive road environment for cycling, including quality off-road routes, will be the foundation of a vibrant cycling culture throughout the area. Children will be regularly cycling to school and employees regularly cycling to work and using their bikes for short business trips. There will be '...more people cycling, more safely, more often...'"
- Cycling Supplementary Document - 2. Cycling Strategy 2.1 "Over the life of the Joint Local Transport Plan (JLTP3) 2011 to 2026 our cycling strategy is:  
 Policy Framework C1 - Develop and maintain safe, convenient, efficient and attractive infrastructure.  
 Quality Environment for Cycling C4 - Continuous, high quality route networks will be identified and provided."

Bristol Development Framework Core Strategy - Policies - Adopted June 2011 - Policy BSC10 Transport and Access Improvements which states "The council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development. In particular it will support, subject to environmental impact assessment where appropriate: A network of routes to encourage walking and cycling".

In particular the need to improve routes connecting South Bristol to the City Centre and beyond is supported by:

- 2011 Census Topic Report Who cycles to work? July 2014 which states "3.5 In the more peripheral areas of Bristol, the proportion of people in employment varies across different parts of the city. More people commute to work by bicycle from peripheral wards in the north east of the city, with 6-8% of all people in employment cycling to work, compared to 4-5% in the peripheral north/north west and 2-3% in the peripheral south of the city.
- Transport Map Book (Bristol, City of / E06000023) September 5, 2014 - Figure 56: Method of travel to work: Bicycle (WP703EW0010) (WZ)

Based on Census 2011 the number of residents using cycles to travel to work in South Bristol is well below the Bristol average of 7.7% with just 2.4% in Hengrove and Whitchurch Park.

*Route - Conflict with Motorised Traffic*

A number of routes were explored, the principal being Hill Avenue which was rejected due to its width, the conflict that would be caused with motorised traffic and the risks associated with the number of raised tables and St Luke's Road which would have required signalisation in order to provide sufficient carriageway width for both a cycle lane and one way motorised traffic, which was rejected due to the delays this would cause.

Local Transport Note 1/12 September 2012 - Shared Use Routes for Pedestrians and Cyclists - 4. Hierarchy of provision - 4.6 states "The road network is the most basic and important cycling facility available. In general, cyclists need only be removed from the road where there is an overriding safety requirement that cannot be met by on-carriageway improvements, or where providing an off-carriageway cycle route is an end in its own right."

As there is clearly a safety risk associated with both Hill Avenue and St Luke's Road making improvements to the existing highway network is not possible. The proposed segregated route through Victoria Park is therefore the only acceptable solution. This would be in line with Manual for Streets - 4.5 Layout considerations - 4.5.1 which states "Streets are the focus of movement in a neighbourhood. Pedestrians and cyclists should generally share streets with motor vehicles. There will be situations where it is appropriate to include routes for pedestrians and cyclists segregated from motor traffic, but they should be short, well overlooked and relatively wide to avoid any sense of confinement".

**Development Control Committee B – 8 November 2017**  
**Application No. 17/03958/FB : Victoria Park Nutgrove Avenue Bristol**

*Width and Design of Route*

Following a previous application in which a large volume of objections raised concerns regarding the segregated nature of the proposed path and subsequent cycle speeds, designs have been resubmitted outlining a 3.0m wide shared surface. The existing paths are already shared use and will be improved by being widened. The 3.0m width is the recommended minimum for shared-use, as set out in Sustrans guidance.

The proposed path will be re-profiled to provide a crossfall and to raise it above the surrounding soft areas. This will improve drainage on the path, which currently floods in some places, although additional drainage measures must be considered as part of the detailed design. Verges on either side of the raised path will be tapered back with topsoil and grass seed to ensure a natural looking profile.

Providing this meets the specification as set out within Bristol City Council's Engineering Standard Details TDM deem the design and width to be acceptable and in line with Bristol Local Plan - Site Allocations and Development Management Policies - Adopted July 2014:

- Policy DM23: Transport Development Management which states "Development should not give rise to unacceptable traffic conditions and will be expected to provide: iv for pedestrians and cyclists, including, where appropriate, enhancing the pedestrian and cycle network."
- Policy DM25: Greenways which states "Any new sections of Greenway routes or spurs should be appropriately designed and landscaped to optimise use by pedestrians and cyclists, ensure the safety and security of users and protect or enhance the location's character and nature conservation value.

To ensure that the route is safe and accessible the application proposes to provide lighting along the Northern section that will consist of Philips Luma Mini LED units, with black coloured poles and black luminaires. The columns must be sited according to Bristol City Councils Engineering Standard Details. TDM notes alternatives to standard lighting columns were considered by lighting engineers, including solar- powered stud lighting, bollard lighting and shorter columns. However, all had significant technical issues and were rejected. TDM finds the proposal to be acceptable.

*Signage*

Signage must be provided at the main entrances to Victoria Park indicating that pedestrians have priority over cyclists. It is recommended that in addition to these signs periodically along the route wooden bollards or signs, whichever is most acceptable in design terms, should be provided to indicate that pedestrians have priority. In addition signage should be provided at the start and end of the route to indicate that it forms part of the Filwood Quietway and distance markers should be provided to indicate the distance to key destinations in either direction such as the City Centre etc that meets standards set out within Traffic Signs Regulations and General Directions 2016. It is proposed to use rumble strips, constructed using setts, at approaches to entrances/exits and also at crossing paths to encourage users to take care.

*Access Points*

In order to provide better and easier access for people cycling, disabled people using mobility scooters or specially adapted cycles at three of the entrances (Park Avenue, St Luke's Road and Windmill Close) the existing A frames and barriers will be removed and replaced with K-frames that can be adjusted to provide a slightly wider gap for legitimate users whilst still restricting access by motorbikes and scooters. Evidence suggests it is police enforcement that has stopped this issue and not access restrictions. The proposed K frames are therefore acceptable on highways/transport grounds.

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

'This proposal affects part of a designated Wildlife Corridor site, Victoria Park.

Page 41 of policy DM 19: Development and Nature Conservation in the Site Allocations and Development Management Policies, adopted July 2014, states that: 'Development which would have a harmful impact on the connectivity and function of sites in Wildlife Corridors will only be permitted where the loss in connectivity, or function, of an existing Wildlife Corridor is mitigated in line with the following hierarchy:

- a. Creation of a new wildlife corridor within the development site;
- b. Enhancement of an existing corridor or creation of a new corridor off-site to maintain the connectivity of the Bristol Wildlife Network.'

Section 2.19.21 on page 43 adds 'Development should integrate existing wildlife corridors. Where this is not practicable it should provide suitable mitigation in the form of on-site, functional Wildlife Corridor(s). Development should also provide mitigation for any habitats, species or features of value associated with the Wildlife Corridors, where they are harmed or lost. This should take place on the development site wherever possible.'

Accordingly the following comments are provided and ecological mitigation is recommended.

The submitted lux contour plan is acceptable and should be secured as part of the list of approved plans and drawings planning condition. It is recognised that new lighting could potentially impact upon bat and wildlife activity however it is also recognised that the lighting is only proposed to the northern section of the park and is proposed to operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off. Two separate lux contour plans (at 100% luminance, and dimmed to 30%) have been provided to demonstrate the proposed light-spill from the new lighting. I am satisfied that the proposed light emitted from the new route lighting would have no detrimental impact on bats as there would remain suitable dark corridors which bats could use and the lighting itself will be of a level (even at 100% luminance) that would be unlikely to deter even light-sensitive bat species.

The provision of bird boxes, including owl boxes, and bat boxes is recommended and should be secured by condition. Eight general bird boxes, plus two owl boxes and eight bat boxes are recommended.

Shrubs and trees may be removed as a result of the widening of the existing footpath in the north-western part of the proposed route. Accordingly a bird nesting condition should be applied. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged.

A pre-clearance of vegetation condition is recommended for a Precautionary Method of Working method statement to be submitted to and approved in writing by the Local Planning Authority to avoid impacts on hedgehogs, a priority species, and therefore a material planning consideration.

A landscape and ecological mitigation strategy should also be conditioned which includes new native tree and shrub planting including berry-bearing species and where possible the enhancement and management of remaining shrubs, trees and scrub within the Park.'

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

'It is understood that the proposal prejudices the use, or leads to the loss of use, of land being used as a playing field or has been used as a playing field in the last five years, as defined in The Town and

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Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement.

Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy, which is presented within its Planning Policy Statement titled 'A Sporting Future for the Playing Fields of England' (see link below):  
[www.sportengland.org/playingfieldspolicy](http://www.sportengland.org/playingfieldspolicy)

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

Having assessed the application for improvements to a walking and cycling route, we note that the junior football pitch is not affected by the new route and the small informal recreation pitch (which is under 0.2ha in size) is being relocated.

Therefore Sport England are satisfied that the proposed development meets the following Sport England Policy exception:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

This being the case, Sport England does not wish to raise an objection to this application.'

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

'No comments or objections'

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

'All existing trees within the park will be retained, which is welcomed, however it is recognised that the development will take place in close proximity to a number of mature trees which hold high amenity value. It is subsequently important that the proposed new, extended and resurfaced pathways have no detrimental impact on any of these trees.

The submitted Arboricultural Assessment Report and Method Statement are acknowledged. These reports set out that temporary fencing will be installed prior to development commencing and will be used throughout the construction period to protect all of the trees situated near work areas. I am happy with the proposed tree protection measures as set out, which is considered sufficient to protect the trees. To ensure the protection is installed prior to development taking place I would advise a condition be attached to any approval requiring that 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 visit the site and verify in writing that the approved tree protection measures are in place before the work commences.

There are certain areas of the pathway where a cellular confinement system will be used to create the new shared surface beside a tree. Again, this is acceptable; subject to arboricultural supervision taking place throughout the key stages of development to ensure no harm will be caused to any trees within the site. This can be secured via condition.'

**BCC Landscape** has commented as follows:-

'The proposals overall will provide a net improvement to the appearance and fabric condition of

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Victoria Park. Providing the surface construction works in relation to existing trees meet with the approval of the Arboriculture Officer the application is supported in terms of landscape impact.'

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

'The proposed cycle routes will be designed with a cross fall to shed rain water off them directly on to the surrounding green space which, given the large area in comparison to a relatively small increase in impermeable area is acceptable. We therefore have no objection to or further comments on the proposals.'

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

'Lighting is proposed (in the form of lampposts) to the northern section of the new path only. This lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off.

Overall I am happy with the level of detail provided, as any light emitted will be of level commonly found in inner city locations, and the lampposts themselves will not be sited in close proximity to any residential properties (being directly adjacent the rail line). The submitted lighting contour plans confirm that there is no predicted light spill from the lights at any time (at full luminance and 30% reduction) on to neighbouring residential buildings. Following the above, and subject to a condition to ensure the lighting will be in compliance with the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting I raise no objection to the application.

Although it is the intention of the development to increase the capacity of the route with the result of additional users, given the existing context of the site and the popular use of Victoria Park, this likely will not significantly increase noise and disturbance nor lead to a further lack of privacy felt by nearby occupiers above that already experienced.'

**Avon and Somerset Constabulary Crime Reduction Unit** has commented as follows:-

'No comments or objections'

#### RELEVANT POLICIES

Planning (Listed Buildings & Conservation Areas) Act 1990  
 National Planning Policy Framework – March 2012  
 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.

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) IS THE DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

The application site (Victoria Park) is identified as an area of Designated Important Open Space as defined within the Policies Map associated within the Council's Site Allocations and Development Management Policies Local Plan (2014). Policy DM17 in this document states that development on part, or all of an important open space as designated will not be permitted unless the development is ancillary to the open space use. Policy BCS9 of the Bristol Development Framework Core Strategy (2011) is also applicable, and states that the integrity and connectivity of the strategic green

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infrastructure network should be maintained, protected and enhanced. Open spaces which are important for recreation, leisure and community, townscape and landscape quality and visual amenity should be protected.

In this instance it is considered that the overall structural works and physical development associated with the construction of the proposed pedestrian/cycle route would be relatively minimal when considering the wider function and character of Victoria Park as an important open space. Both the new and widened paths, alongside the associated lighting, entrances and signage will appear ancillary to the ongoing use of the park and will thus form an ancillary relationship with it. The overall function and primary character of the open park space therefore would not be materially or detrimentally impacted upon by the proposals.

Following the above, the overall principle of the construction of a cycling/walking route is considered acceptable in this instance.

**(B) WOULD THE DEVELOPMENT IMPACT UPON THE CHARACTER OR APPEARANCE OF THE LOCAL AREA AND WOULD IT SAFEGUARD OR ENHANCE THE CHARACTER AND SETTING OF DESIGNATED HERITAGE ASSETS?**

The application site (Victoria Park) is identified as a Local Historic Park and Garden as defined within the Policies Map associated within the Council's Site Allocations and Development Management Policies Local Plan (2014). Policy BCS22 of the Bristol Development Framework Core Strategy (2011) states that development proposals should safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including historic parks and gardens both nationally and locally listed. In addition, Policy DM31 in the Site Allocations and Development Management Policies (2014) states that development will be expected to have no adverse impact on the design, character, appearance or settings of registered historic parks and gardens and to safeguard those features which form an integral part of their character and appearance.

Section 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 further 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 133 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 loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Further, Para 134 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.

Bristol Core Strategy Policy BCS21 (2011) also 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. Policy DM26 in the Site Allocations and Development Management Policies (2014) expresses that the design of development proposals will be expected to contribute towards local character and distinctiveness by responding appropriately to and incorporating existing land forms, green infrastructure assets and historic assets and features and reflecting the predominant materials, colours, textures, landscape treatments and boundary treatments in the area. Development will not be permitted where it would be harmful to local character and distinctiveness. Policy DM28 in the same document states that development will be expected to sensitively integrate and priorities appropriate levels of movement infrastructure for different modes, including provision for convenient pedestrian and cycle movement, whilst also incorporating appropriate street furniture, lighting and surface materials.

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The proposed development seeks to undertake the following works within Victoria Park:

- The widening of approximately 455 metres of existing paths to 3.0m
- The resurfacing/reconstruction of approximately 220 metres of existing 3.0m path
- The construction of approximately 120 metres of new path at 3.0 metres width
- The installation of intelligent LED lighting on existing north section path operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05.30.
- The reinstatement of historic gateways at 2 no entrances and replacement of 7 existing A-frame barriers with new, adjustable, K-frame barriers.

In principle visual and design terms, no objections are raised to the construction of a cycle route through Victoria Park. It is evident that alternative route options were investigated which could take the route outside of Victoria Park (thus resulting in no impact on the historic character and appearance). However these options following full scrutiny were rejected and deemed unacceptable for various reasons including gradient, cost/budget, lack of space, required timescales, safety, impact on listed structures and ease of connectivity to the wider Filwood Quietway route. As a result, options to improve walking and cycling provision in Victoria Park were progressed. Within Victoria Park itself the proposed route will follow the outer edge of the park on the north east side which is considered appropriate in this instance in order to avoid the steep topography on the western side and centre of the park (which would be challenging for people using bicycles). The route will largely conform to existing path routes through the park (aside from the creation of 120 metres of new path to avoid trees) which will visually limit the extent of the works on the landscape and have a limited impact on the overall function and open, green character of the park space.

The existing path to be resurfaced consists of a black asphalt finish and is in a poor state of repair. No objections are subsequently raised to the resurfacing/reconstruction of this existing path, with the Council's Landscape Officer confirming that the works as a whole would represent a net improvement to the appearance and fabric condition of the surfacing. The use of reclaimed stone rumble strips at certain points within the paths to encourage slower speed of cycle travel will further appear appropriate and acceptable within the context of the park. It is recognised that the widening of the existing path and construction of new path will result in the loss of some soft landscaping. This is not ideal, however the amount of soft landscaping removed would only equate to a very small proportion of the total soft landscaping within the park. The new and widened paths will measure 3 metres in total width, which is consistent with the width of existing pathways within the park and is the recommended minimum width for shared use pathways. Verges on either side of the raised paths will be tapered back with topsoil and grass seed to ensure a natural looking profile. It is subsequently considered that the amount of soft landscaping removed in this instance and construction of the new/widened paths will not significantly or detrimentally impact upon the design, character, appearance, setting or function of the registered historic park.

All existing trees within the park will be retained. It is recognised that the development will take place in close proximity to a number of mature trees which hold high visual amenity value. Subsequently an Arboricultural Assessment Report and Method Statement has been prepared and submitted. The Council's Arboricultural Officer confirmed that subject to temporary protection fencing being installed ahead of any construction as set out in the report, and subject to the installation of the proposed cellular confinement system adjacent to tree as set out in the report the application is considered acceptable and will have no adverse impact on any trees within the park. See Key Issue E below for more specific assessment regarding trees.

New lighting is proposed to the northern section of the path only (adjacent the railway line) in the form of lampposts. These will consist of black aluminium poles with black luminaires. These lights will be of a scale similar to other lampposts within the park and are of a relatively simple design and will be spaced at reasonable distances apart. It is subsequently considered that the lighting will not appear incongruous or of a design, siting or appearance which will significantly or detrimentally impact upon the design, character, appearance, setting or function of the registered historic park.



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At two entrances to the park (Windmill Close and Nutgrove Avenue) it is proposed to repair/restore two historic gateway pillars with stone to match adjacent, existing pillars. It is considered that this will significantly improve the historic character of the park and provide a higher quality, more welcoming entrance for users. It is also proposed to widen the entrance at Nutgrove Avenue by approximately 0.5 metres (following a request by both the Council's Parks Department and VPAG to help larger vehicles access the park more safely). Whilst the loss of traditional boundary wall is not ideal it is considered that the amount of wall lost will be minimal and will not detrimentally impact upon the overall design and character of the historic entrance and means of enclosure. The benefits associated with creating safer access for vehicles is further considered to outweigh any impact associated with the loss of boundary wall in this instance. The replacement of 7. no existing A-frame barriers with new, adjustable, K-frame barriers will have no material impact on the visual appearance of the entrance points given the similarity of design.

Signage is also proposed at entrances to the cycle route and at intervals along the path to inform users to be considerate on the shared paths and inform that pedestrians have priority. It is considered that the amount of signs proposed and location will not result in visual clutter which will detrimentally impact upon the design or character of the park. Final detail of the signage has been secured via condition to ensure it will appear a suitable quality for the historic setting.

Following the above, it is overall considered that the development a whole will form an ancillary relationship with the park and whilst it will result in some harmful impact on the overall character this harm is considered less than substantial, and is outweighed by the wider public benefits of encouraging more sustainable modes of travel (which will reduce both emissions and congestion), providing an higher quality surface for park users and improving/repairing the existing historic entrance pillars.

### (C) HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES

The National Planning Policy Framework (NPPF - 2012), with a strong emphasis on sustainable development running throughout the text, states that the "transport system needs to be balanced in favour of sustainable transport modes" (para 29) to give people a "safe and suitable" (para 32) choice in how they can travel and to encourage transport solutions that reduce both emissions and congestion.

Bristol Core Strategy (2011) Policy BSC10 states that the Council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports levels of development and transport infrastructure improvements that includes a network of routes to encourage walking and cycling. Moreover, section 3 of this policy seeks to make the best use of the existing infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist in regeneration and place shaping. This policy further states that developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. There is subsequently no objection to the principle of the construction of a cycling/walking route in this respect.

Policy DM25 in the Site Allocations and Development Management Policies (2014) states that any new sections of greenway routes or spurs should be appropriately designed and landscaped to optimise use by pedestrians and cyclists, ensure the safety and security of users and protect or enhance the location's character and nature conservation value. Policy DM23 in same document also states that development should not give rise to unacceptable traffic conditions (such as unsafe conditions both on the highway and for pedestrians) and will be expected to provide safe and adequate access for all sections of the community and provide for pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network.

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Bristol Core Strategy (2011) Policy BSC21 in addition explicitly identifies several key points in delivering development in the public realm, in that development will be expected to:

- 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.
- Create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing.

The need to provide improved cycle and walking routes throughout Bristol is also clearly supported by the West of England Joint Local transport Plan 3 2011-2026 (March 2011) which states that the broad aims of the joint region are to:

- Maximise the role of cycling and walking as alternatives to the use of private cars by raising their status and promoting them as low cost, low carbon, economic, healthy and energy efficient means of transport;
- Improve walking and cycling networks with links within developments and to surrounding areas.
- Improve the cycling and walking environment by reducing danger from speed and volume of traffic;
- Develop and maintain safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking;
- Recognise the needs of people who have personal mobility problems;
- Use the Rights of Way Improvement Plans to develop a coherent network of multi user routes in and between communities including proposals for the new National Coastal Path.

The West of England Joint Local Transport Plan 3 2013 refresh and supplementary documents also states that 'a safe and attractive road environment for cycling, including quality off-road routes, will be the foundation of a vibrant cycling culture throughout the area. Children will be regularly cycling to school and employees regularly cycling to work and using their bikes for short business trips. There will be '...more people cycling, more safely, more often...'

In this specific instance the need to improve routes connecting South Bristol to the City Centre and beyond is supported by the 2011 Census Topic Report Who cycles to work? (July 2014) which states that 'in the more peripheral areas of Bristol, the proportion of people in employment varies across different parts of the city. More people commute to work by bicycle from peripheral wards in the north east of the city, with 6-8% of all people in employment cycling to work, compared to 4-5% in the peripheral north/north west and 2-3% in the peripheral south of the city.' Based on the 2011 census the number of residents using cycles to travel to work in South Bristol is well below the Bristol average of 7.7% with just 2.4% in Hengrove and Whitchurch Park.

Following the above, it is evident that one of the key themes running through national and local planning policy texts is the promotion of sustainable modes of transport and the need to provide/enhance a network of walking and cycling routes throughout the city. The application is subsequently considered acceptable in this respect. However, any new cycle route must not give rise to unacceptable traffic conditions.

The Council's Transport Development Management Team has confirmed that the proposed route through Victoria Park is acceptable in principle. Following a previously withdrawn application (16/06497/F) in which a large volume of objections raised concerns regarding the width and segregated nature of the proposed path and subsequent cycle speeds the scheme has been amended so a 3.0 metres wide shared surface is proposed to the entire cycle route through the park. It should be noted that a 3.0m width is the recommended minimum width for shared-use routes, as set out in Sustrans guidance.

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The proposed cycle route will largely conform to the existing path routes through the park which are already shared and used by both pedestrians and cyclists. The upgrade of the surfacing and widening of the existing paths at certain areas will improve the quality of shared space and provide increased space for cyclists and pedestrians. Whilst the widening of the path may allow faster movement of both cyclists and pedestrians, which could potentially increase the possibility of conflict with different users the Council's Transport Development Management Team have advised that this likely wouldn't lead to a significant degradation of highway safety. The extended width to 3.0 metres would give adequate space for cyclists and pedestrians to negotiate safe movement and the shared nature of the surface would likely discourage the majority of cyclists from travelling at excessive speeds. The 3.0m width and shared nature of the route also replicates other shared routes where similar pavement widths are used for cycling and pedestrians when highway widths/routes are narrow and restrictive for cycle use, for example sections of Coronation Road and Merchants Road Harbourside.

To further reduce the risk of conflict between cyclists and other users of the park raised rumble strips are proposed where the route is bisected by footpaths to encourage/enforce slower speeds of travel. In addition, as set out in Key Issue B above, signage is proposed at park entrances to the route, and at intervals along the route to inform users of the shared nature of the path and to inform that pedestrians have priority. Further detail of these signs has been secured via condition.

It is recognised that some concerns have been raised by local residents that dangerous pinch points will be created at the entrances/exits to the park given the presence of barriers. The Council's Transport Development Management Team has noted that this situation already exists at the park entrances given the presence of A-frame barriers. It is considered that the proposed new K-frame barriers at the entrances/exits to the park will slow cycle speeds and subsequently reduce any highway safety issues at these entrance/exit points.

Finally, a Construction Management Plan is secured by condition to ensure the works carried out do not compromise highway safety.

Overall the width of the cycle path and shared nature of the surface, alongside the proposed speed calming techniques and signage is considered sufficient to maintain safety and reduce conflict among users and it is the view of officers that the development would not give rise to any unacceptable traffic conditions. It is therefore considered that the proposals will provide an improvement to transport infrastructure and would promote/encourage alternative, more sustainable methods of travel, of wider public benefit.

**(D) WOULD THE PROPOSAL HARM THE AMENITY OF NEARBY OCCUPIERS?**

Policy BCS23 in the Bristol Core Strategy (2011) 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 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. Where necessary, the council will request a lighting plan setting out how light pollution resulting from a proposed development will be minimised.

Lighting is proposed (in the form of lampposts) to the northern section of the new path only. This lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05:30 the following day. Given that the lighting will operate at a reduced luminance between 19:00 and 22:00 and will then be turned off completely afterwards until the following morning

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it is considered that no harm will be caused to surrounding properties by virtue of light pollution. Any light emitted will be of a level commonly found in inner city locations, and the lampposts themselves will not be sited in close proximity to any residential properties (being directly adjacent the rail line). The submitted lighting contour plans confirm that there is no predicted light spill from the lights at any time (at full luminance and 30% reduction) on to neighbouring residential buildings. In addition, the Council's Pollution Control Team confirmed that the lighting will be in compliance with the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting. Given the above, it is also considered that the proposed lighting (given the siting to the very edge of the park and limited luminance) will have no detrimental impact on the Dark Sky status of Victoria Park.

Although it is the intention of the development to increase the capacity of the route with the result of additional users, given the existing context of the site and the popular use of Victoria Park, this is not expected to significantly increase noise and disturbance nor lead to a further lack of privacy felt by nearby occupiers above that already experienced.

**(E) WOULD THE PROPOSED DEVELOPMENT RAISE ANY ARBORICULTURE ISSUES?**

Policy BCS9 in the Bristol Core Strategy (2011) 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 DM17 in the Site Allocations and Development Management Policies (2014) states that where tree loss of damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard.

All existing trees within the park will be retained. It is however recognised that the development will take place in close proximity to a number of mature trees which hold high amenity value. It is subsequently important that the proposed new, extended and resurfaced pathways and any other works proposed have no detrimental impact on any of these trees.

An Arboricultural Assessment Report and Method Statement has been prepared and submitted to support the application. These reports set out that temporary fencing will be installed prior to development commencing and will be used throughout the construction period to protect all of the trees situated near work areas. The location of the necessary tree protection fencing is indicated on the approved Tree Protection Plans (TPP-1, TPP-2, TPP-3 and TPP-4). The Council's Arboricultural Officer has confirmed that the tree proposed tree protection measures are acceptable, however to ensure they are installed prior to development taking place a condition is added requiring that 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 visit the site and verify in writing that the approved tree protection measures are in place before the work commences. There are also certain areas of the pathway where a cellular confinement system will be used to create the new shared surface beside a tree. The Council's Arboricultural Officer again confirmed that this is acceptable; subject to arboricultural supervision taking place throughout the key stages of development to ensure no harm will be caused to any trees within the site (again secured via condition as set out below).

Following the above, the impact of the development on any trees within the site has been considered acceptable by the Council's Arboricultural Officer.

**(F) WOULD THE PROPOSAL HAVE ANY ECOLOGICAL IMPLICATIONS?**

The application proposal affects part of a designated Wildlife Corridor site: Victoria Park. Policy DM19 in the Site Allocations and Development Management Policies (2014) states development which would have a harmful impact on the connectivity and function of sites in Wildlife Corridors will only be permitted where the loss in connectivity, or function, of an existing Wildlife Corridor is mitigated in line with the following hierarchy:

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- a. Creation of a new wildlife corridor within the development site;
- b. Enhancement of an existing corridor or creation of a new corridor off-site to maintain the connectivity of the Bristol Wildlife Network.'

The supporting text of this policy further states that development should integrate existing wildlife corridors. Where this is not practicable it should provide suitable mitigation in the form of on-site, functional Wildlife Corridor(s). Development should also provide mitigation for any habitats, species or features of value associated with the Wildlife Corridors, where they are harmed or lost. This should take place on the development site wherever possible.

Policy DM19 also 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:

- i. Be informed by an appropriate survey and assessment of impacts; and
- ii. Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance; and
- iii. Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.

Prior to the submission of the application, the applicant undertook a Bat Activity Surveys and Tree Assessment for Bats, alongside an Extended Phase 1 Ecology Survey. Both these documents have been provided as part of the current application.

The bat surveys recorded at least five different bat species within the park. It is recognised that new lighting could potentially impact upon bat and wildlife activity. Subsequently to limit the impact of the proposed new lighting on all wildlife within the park the lighting is proposed to the north section path only, and will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off. Two separate lux contour plans (at 100% luminance, and dimmed to 30%) have been provided to demonstrate the proposed light-spill from the new lighting. Following consultation, the Council's Nature Conservation Officer confirmed that the proposed light emitted from the new route lighting would have no detrimental impact on bats as there would remain suitable dark corridors which bats could use and the lighting itself will be of a level (even at 100% luminance) that would be unlikely to deter even light-sensitive bat species.

The proposed physical development of the new and extended pathways will result in only a very small proportion of the total soft landscaping within the park being removed. None of the soft landscaping removed is considered to provide habitat for any species to warrant the refusal of the scheme on ecology grounds. To ensure that no wild birds, their eggs, nests and chicks are impacted upon through the removal of any small trees/shrubs a condition is attached requiring that there should be no clearance of vegetation or structures suitable for nesting birds between 1st March and 30th September (nesting season) without the prior written approval of the local planning authority. A pre-clearance of vegetation condition is also attached requiring the submission of a Precautionary Method of Working method statement to avoid impacts on hedgehogs, which are a designated priority species, and therefore a material planning consideration.

To further enhance wildlife within the park, the provision of bird boxes, including owl boxes, and bat boxes has been secured via condition, alongside a landscape and ecological mitigation strategy which includes new native tree and shrub planting including berry-bearing species and where possible the enhancement and management of remaining shrubs, trees and scrub within the Park.

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Following the above, it is considered (subject to suitable conditions as set out below) that the proposal would have no detrimental impact upon any habitat, species or features within the designated Wildlife Corridor site (Victoria Park).

**(G) DO THE PROPOSALS RAISE ANY SPORTS AND LEISURE PROVISION ISSUES?**

The proposed development prejudices the use of land currently being used as a playing field, as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015 (Statutory Instrument 2015 No. 595). The consultation with Sport England is therefore a statutory requirement and has been undertaken.

Following consultation, Sport England commented that the existing junior football pitch within Victoria Park will not be affected by the new cycle/walking route; however a small informal recreation pitch (which is under 0.2ha in size) will be relocated. The relocation of this small informal recreation pitch is considered acceptable, and the development as a whole will not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site. The application is subsequently considered acceptable on this basis subject to a condition requiring the relocation of the recreation pitch prior to the first use of the new cycle path(s).

**(H) SAFETY AND SECURITY**

It is recognised that a number of objections have been raised by local residents in relation to the replacement of the existing A-frame barriers with new, adjustable K-frame barriers. It is suggested that the adjustable K-frames will allow access to Victoria Park for motorbikes/mopeds which will result in anti-social behaviour, safety and security issues. Whilst it is acknowledged that the K-frames will allow an increased width of access this is proposed to provide better and easier access for people cycling, disabled people using mobility scooters or specially adapted cycles. The proposed new K-frame barriers give flexibility and can be adjusted to provide a slightly wider gap for legitimate users whilst still restricting access by motorbikes and scooters.

The concerns raised in relation to motorbike access to the park is acknowledged, however it is considered that police enforcement will primarily respond to this issue and it is not considered reasonable to refuse the application on planning grounds for this reason. The applicant however has confirmed that if the proposed K-frames are acceptable they can undertake regular monitoring and if motorbike access becomes a problem the gap width can be reduced further by BCC Parks Department. This is set out in the approved Management Statement.

In relation to the proposed new lighting, it is considered that this will improve the safety and security of park users (both cyclists and pedestrians) at the northern section of the park when travelling at night/evening.

Finally, it is noted that the Avon and Somerset Constabulary Crime Reduction Officer has reviewed the proposals and raised no objections or comments.

**(I) FLOOD RISK**

Bristol Core Strategy (2011) Policy BCS16 states that all development should incorporate water management measures to reduce surface run-off.

Many of the existing tarmac paths through Victoria Park are quite steep, in poor condition and retain standing water. Following consultation, the Council's Flood Risk team confirmed that the proposed new, resurfaced and extended cycle route paths will be designed with a cross fall to shed rain water off them directly on to the surrounding green space which, given the large area in comparison to a relatively small increase in impermeable area is acceptable.

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**(J) EQUALITY ISSUES**

It is acknowledged that some disability groups, especially those with visual or hearing impairments, do not like shared use paths and prefer segregation. However, in this instance it is recognised that given the previous levels of objections to the proposed segregated route under application reference 16/06497/F the applicant has attempted to reach a compromise solution. The existing paths through the park are already shared and used by both pedestrians and cyclists. The upgrade of the surfacing and widening of the existing paths at certain areas will improve the quality of shared space and provide increased space for cyclists and pedestrians, including those with disabilities.

It is considered that the new K-frame entrance barriers to the park will provide better and easier access to Victoria Park for people with mobility issues. The application is subsequently considered acceptable on this basis.

**(K) FUTURE MAINTENANCE AND MONITORING**

The applicant has provided a Management Statement which sets out how the improved walking and cycling route through Victoria Park, which will form part of the new Filwood Quietway route, is to be managed in the future. The statement includes detail in relation to which organisation(s) will be responsible for managing, maintaining and monitoring the facility, together with financial provision.

It is noted that the application has been developed and submitted by Bristol City Council Cycling Ambition Fund (CAF) and managed by BCC Sustainable Transport Department. Upon completion of construction of the improved path route, its management will be passed onto BCC Parks Department, who will become responsible for its future maintenance.

As there are financial implications for BCC Parks, with regard to its management role and associated maintenance liabilities, a sum of money is to be transferred from the CAF Project budget (received from central government) to BCC Parks to cover future liabilities for approximately 15 years. The financial settlement shall be transferred from the CAF Project budget into the BCC Parks budget, being placed in a specific sub-budget account for Victoria Park. This amount is effectively ring-fenced and BCC Parks will draw down an appropriate amount each year to cover maintenance of the path and its lighting.

It should be noted there is no formal transfer of management obligations between BCC Sustainable Transport and BCC Parks. The process is confirmed by an email exchange between relevant project managers concluded by the transfer of funds to cover future maintenance requirements.

This is set out in the approved Management Statement.

**CONCLUSION**

In accordance with policy, the proposed development is considered to enhance the existing transport infrastructure, giving benefits to all users of Victoria Park and promoting more sustainable modes of travel which will reduce both emissions and congestion.

It is considered that the development will not give rise to unacceptable traffic conditions or result in highway safety/security issues, the impact on the character and appearance of the historic park will be acceptable and the less than substantial harm caused has been given considerable importance and weight but is concluded to be outweighed by the identified wider public benefits.

The development would also have no adverse impact on wildlife/ecology, trees or surrounding residential amenity.

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As such the approval of the application is recommended to Members, subject to conditions.

RECOMMENDED GRANTED 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 management plan

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

- Parking of vehicles of site operatives and visitors.
- Routes for construction traffic
- Hours of operation.
- Method of preventing mud being carried onto the highway.
- Pedestrian and cyclist protection.
- Proposed temporary traffic arrangements including hoardings and/or footway closures.
- Arrangements for turning vehicles.
- Arrangements to receive abnormal loads or unusually large vehicles.
- How the delivery of construction materials and the collection of waste will be managed.
- Where construction materials and waste will be stored.
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

3. Highway Works

Prior to the commencement of development general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority

- The construction of a 3.0m wide cycle/pedestrian route, to be signed and marked accordingly to warn cyclists that pedestrians have priority, the restoration of two entrances at Windmill Close and Park Avenue and the removal of existing A frames to be replaced with K frames.

Indicating proposals for:

- Threshold levels of the finished highway and building levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Locations of lighting, signing, street furniture, street trees and pits



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- Structures on or adjacent to the highway
- Extents of any stopping up or dedication of new highway

These works shall then be completed prior to first use of the new walking and cycling route hereby approved to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority, and are completed before occupation.

4. Protection of Retained Trees During the Construction Period

No demolition or construction work of any kind shall begin on the site until the approved fences and protection has been erected around the retained trees in the position and to the specification detailed in the Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Bosky Trees and dated 3 July 2017 and as shown on the approved Tree Protection Plans referenced TPP-1, TPP-2, TPP-3 and TPP-4.

The Local Planning Authority shall be given not less than two weeks prior written notice of the completed installation of the protective fencing by the developer prior to the commencement of works on the site in order that the Local Planning Authority may verify in writing that the approved tree protection measures are in place when the work commences.

The approved fences and ground protection shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of demolishing or 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 Local Planning Authority.

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 and in recognition of the contribution which the retained trees give and will continue to give to the amenity of the area.

5. Arboricultural Supervision

Prior to the commencement of any development (including demolition) 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.

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Subsequently and until the completion of all site works, site visits should be carried out on a fortnightly basis or at the key stages of the development by the developer's arboricultural consultant.

Key stages:

- Installation of tree protection/fencing identified within the Tree Protection Plans referenced TPP-1, TPP-2, TPP-3 and TPP-4.
- Removal of existing/old tarmac as detailed in the Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Bosky Trees and dated 3 July 2017 and in the location as set out within the Tree Protection Plans referenced TPP-1, TPP-2, TPP-3 and TPP-4.
- Installation of the cellular confinement identified to the specification detailed in the Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Bosky Trees and dated 3 July 2017 and in the location as set out within the Tree Protection Plans referenced TPP-1, TPP-2, TPP-3 and TPP-4.

Copies of written site notes and/or reports detailing the results of site supervision and any necessary remedial works undertaken or required shall be submitted to and approved in writing by the Local Planning Authority. 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.

6. Vegetation Clearance

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

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

7. Landscape and Ecological Mitigation Strategy

Prior to the commencement of development (including clearance of vegetation) and notwithstanding any approved plans or documents a landscape and ecological mitigation strategy prepared by a suitably qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority. The strategy should include the following provisions:

- (a) The provision 8 bat boxes, 8 general bird boxes and 2 owl boxes
- (b) A method statement for the avoidance of impacts on nesting birds (birds typically nest between March and September inclusive) as well as hedgehogs

The development shall then be undertaken in full accordance with the approved strategy prior to the first use of the new walking and cycling route hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: To conserve legally protected and priority species.

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8. Submissions of samples before specified elements started

Samples of the stone to the historic entrance pillars 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 then be completed in accordance with the approved samples before the first use of the new walking and cycling route hereby approved.

Reason: In order that the appearance is satisfactory.

9. Further details of signage before relevant element started

Detailed drawings at the scale of 1:10 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) Proposed signage (including full design details, exact location and method of fixing)

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

**Pre occupation condition(s)**

10. 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.

11. Relocation of sports pitch

Prior to the first use of the new walking and cycling route hereby approved the informal recreation sports pitch shall be relocated in full accordance with the position and to the specification shown on approved plan E15040 PA 04 REV E unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of the provision of sport and leisure facilities.

**Post occupation management**

12. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

Reason: In the interest of local ecology and in order to safeguard residential amenity.

13. Lighting - Time Restriction

The lighting hereby approved to the north section of the path shall only operate at standard brightness until 19:00pm, then dimmed to 30% brightness until 22:00pm and then be switched off entirely until 05:30am the following day.

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Reason: In the interest of local ecology and in order to safeguard residential amenity.

14. Arboriculture

The works shall be undertaken in full accordance with the Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Bosky Trees and dated 3 July 2017.

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.

15. Management Statement

The works shall be undertaken in full accordance with the Management Statement Version:2 submitted on 2 October 2017.

Reason: to ensure the future maintenance and monitoring of the approved development.

**List of approved plans**

16. 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.

E15040-PA 01 Site location plan, received 19 July 2017

E15040 WD01 A Proposed general sections with lightning option and tree protection, received 19 July 2017

E15040-PA 04 REV E Proposed footway and cycle way improvements, received 11 October 2017

TCP-2 Tree constraints plan, received 19 July 2017

TPP-1 Tree Protection Plan, received 19 July 2017

TPP-2 Tree Protection Plan, received 19 July 2017

TPP-3 Tree Protection Plan, received 19 July 2017

TPP-4 Tree Protection Plan, received 19 July 2017

E15040-PA 06 REV A Victoria Park Entrances Maintenance and Improvements, received 11 October 2017

E15040-PA 05 Proposed rumble strip detail, received 15 September 2017

E15040-L-1 A Proposed Lighting Full Lighting Level, received 4 September 2017

E15040-L-2 A Proposed Lighting 30% Dimmed Level, received 4 September 2017

E15040-PA E01 Victoria Park Entrance Elevations (Victoria Park East), received 11 October 2017

E15040-PA E02 Victoria Park Entrance Elevations (Victoria Park West), received 11 October 2017

E15040-PA E03 REV A Victoria Park Entrance Elevations (Victoria Park South), received 11 October 2017

Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Bosky Trees and dated 3 July 2017., received 19 July 2017

VERSION 2 Management Statement Version:2, received 19 September 2017

Reason: For the avoidance of doubt.

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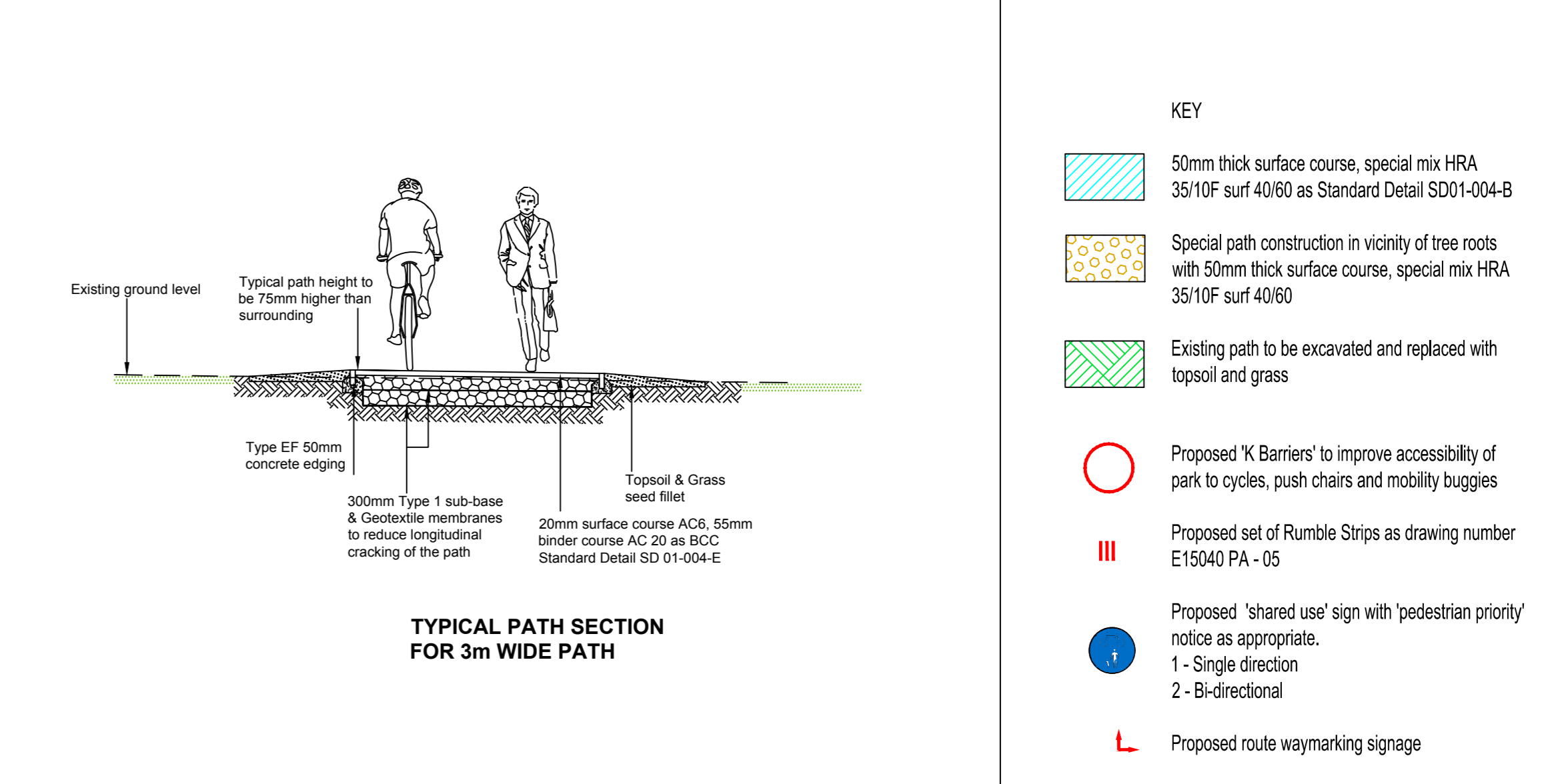
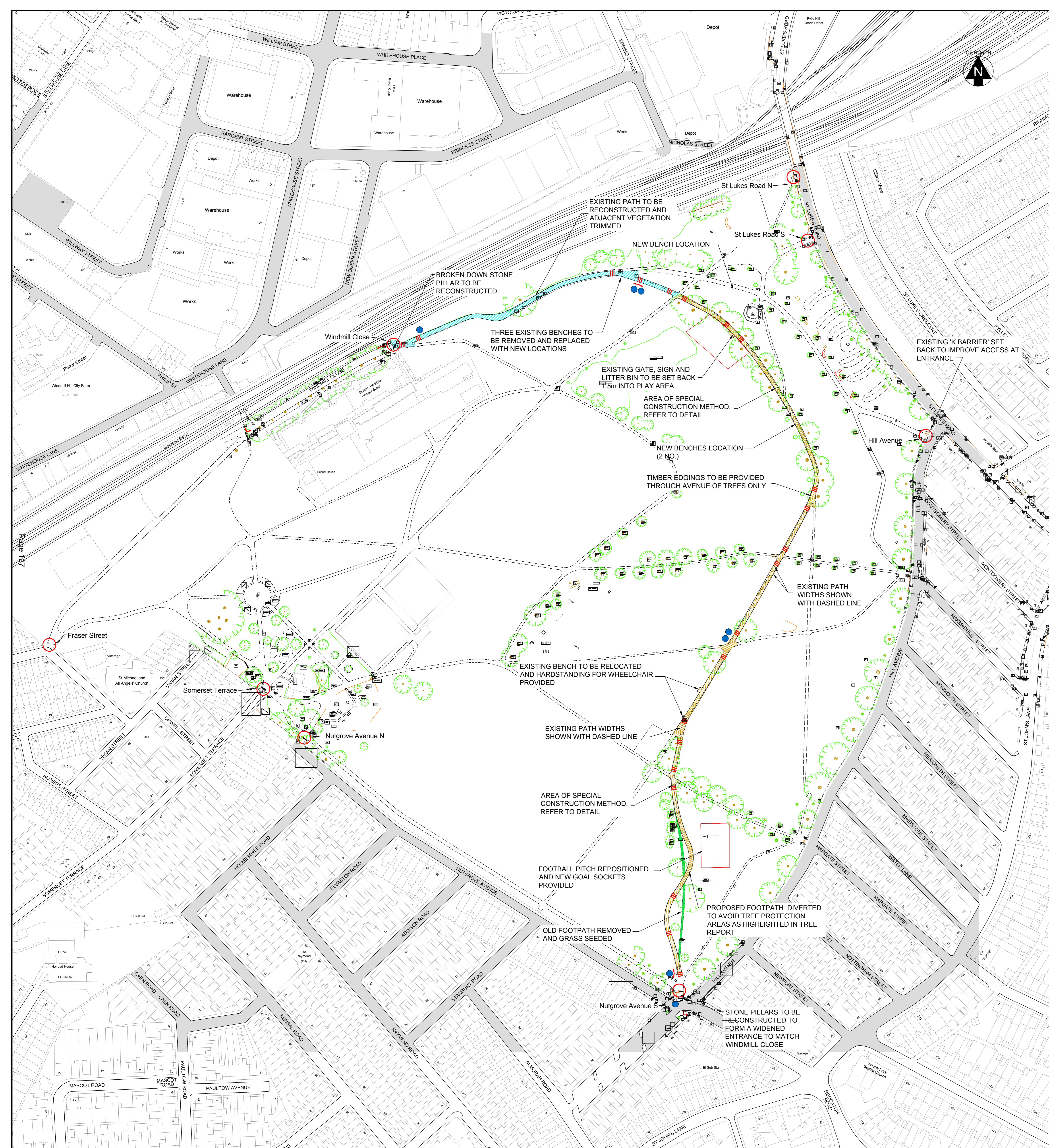
**Advices**

- 1 A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the City Council's technical approval and inspection fees paid before any drawings are considered and approved and formal technical approval is necessary prior to any works being permitted."
- 2 Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, Brunel House, Bristol City Council, PO Box 3176, Bristol BS3 9FS.

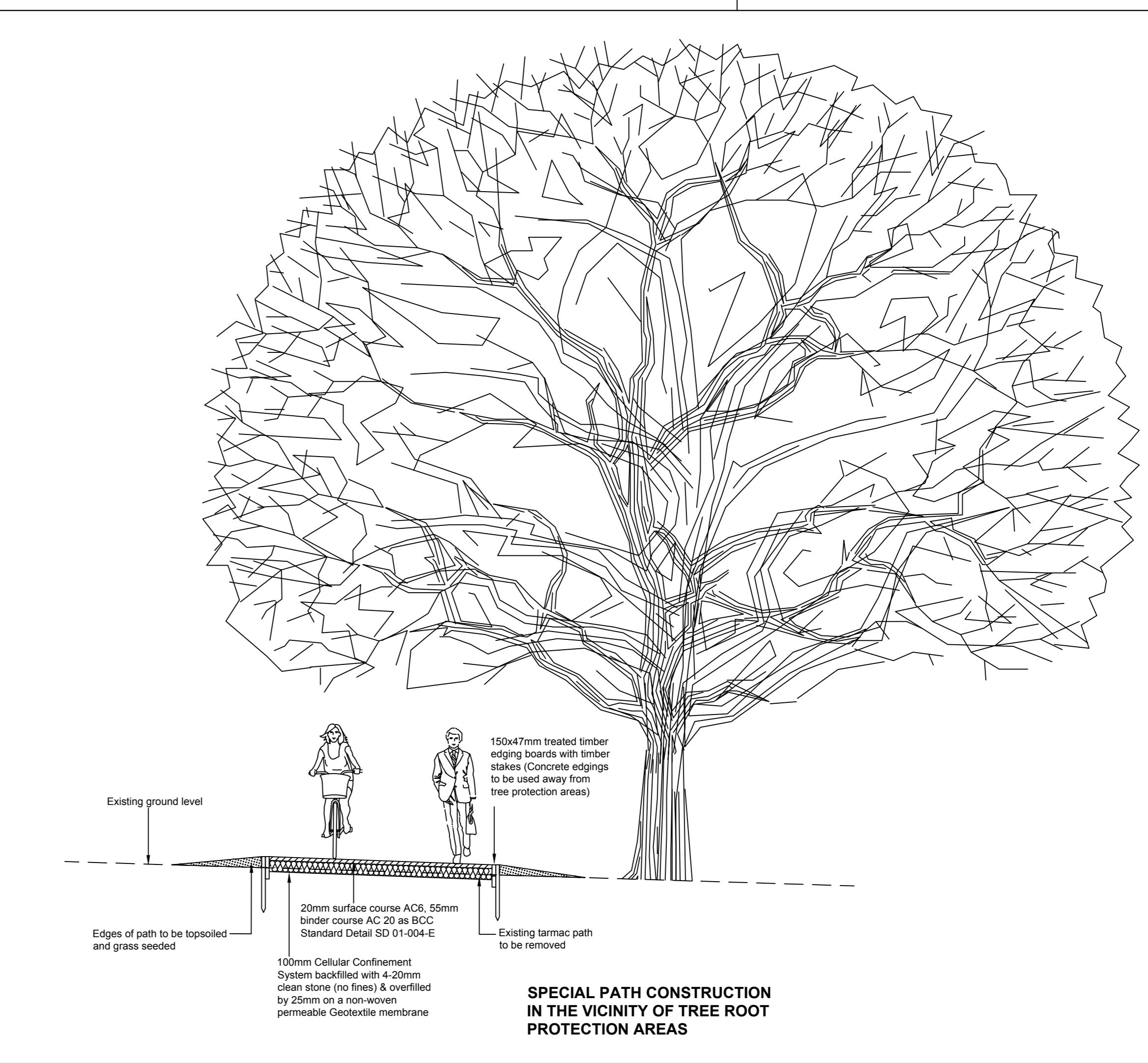
## Supporting Documents

### **3. Victoria Park, Nutgrove Avenue**

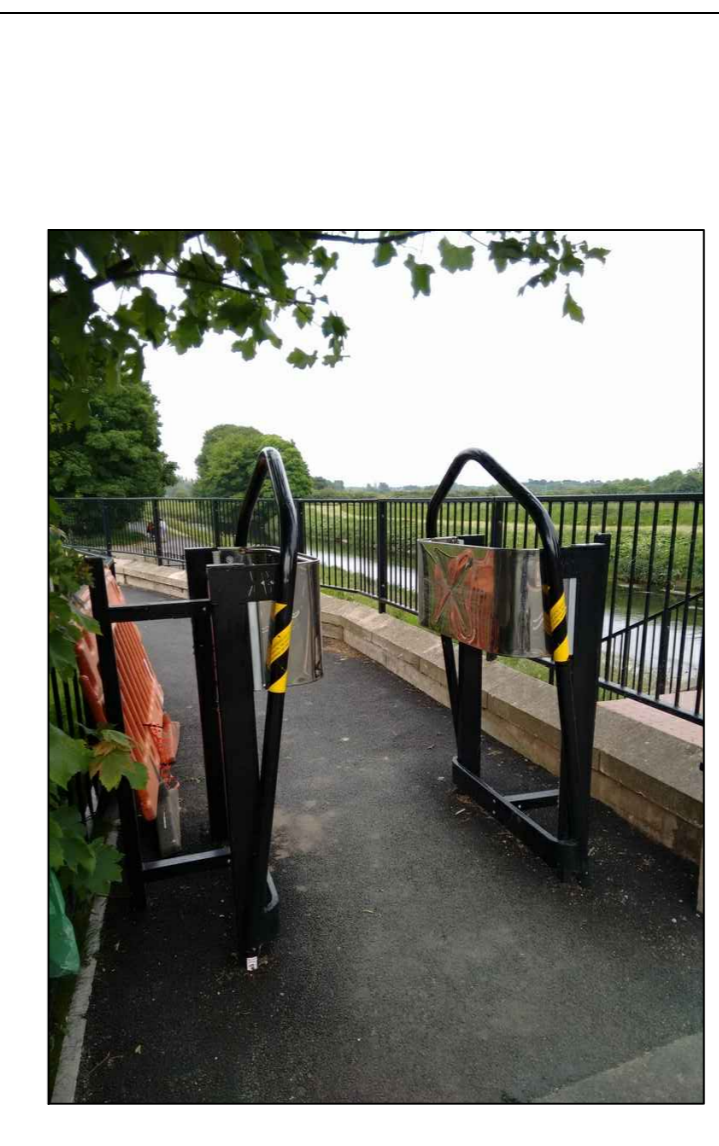
1. Proposed cycle route plan
2. Existing & proposed entrances 1
3. Proposed lighting to north section (100% luminance)
4. Section through path with street lighting
5. Management statement



- KEY**
- 50mm thick surface course, special mix HRA 35/10F surf 40/60 as Standard Detail S001-004-B
  - Special path construction in vicinity of tree roots with 50mm thick surface course, special mix HRA 35/10F surf 40/60
  - Existing path to be excavated and replaced with topsoil and grass
  - Proposed 'K Barriers' to improve accessibility of park to cycles, push chairs and mobility buggies
  - Proposed set of Rumble Strips as drawing number E15040 PA - 05
  - Proposed 'shared use' sign with pedestrian priority notice as appropriate.
    - 1- Single direction
    - 2- Bi-directional
  - Proposed route waymarking signage



CELLULAR CONFINEMENT CONSTRUCTION TO PROTECT TREE ROOTS



TYPICAL IMAGE OF 'K BARRIER'



HISTORIC ENTRANCE - WINDMILL CLOSE

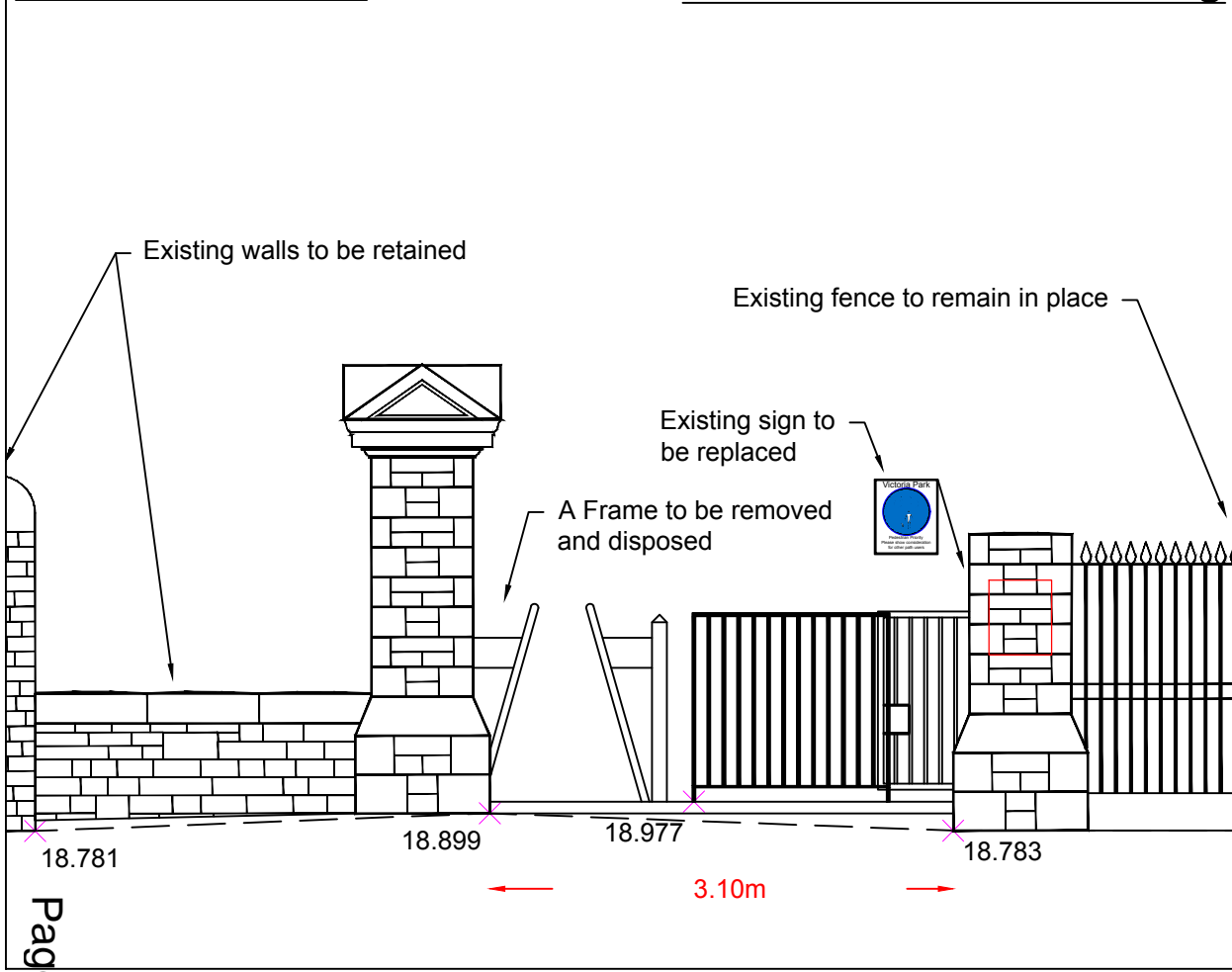
**CITY DESIGN**  
**ENGINEERING**  
**DESIGN TEAM**  
 (Brunel House, Floor 2, Brandon Wing)  
 Bristol City Council, PO Box 3176, BS3 9FS  
 Tel: 0117 92 2000

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E	10/10/2017	Entrance labels added	CW
D	15/09/17	Client comments included	JG
C	25/08/17	Title updated	JG
B	03/07/17	Tarmac Specifications Changed	JG
A	08/05/17	Client Comments	JG
Rev	Date	Description	By
Project			
<b>CAF2 REDCLIFFE WAY TO VICTORIA PARK - PLANNING APPLICATION</b>			
<b>FOOTWAY &amp; CYCLEWAY IMPROVEMENTS</b>			
Client: <b>Cycle Ambition Fund 2</b>			
Project Manager:	Scale:	1:1000 / NTS @ A0	
Jonathan Gall	Checked by:	JG	
Telephone Number:	Drawn by:	Jonathan Gall	
0117 922 2130	Date Issued:	05/05/17	
Drawn by:	Issued by:	JG	
Jonathan Gall	Date Drawn:	05/05/17	
Date Drawn:	STATUS		
05/05/17	<input checked="" type="checkbox"/> Preliminary	<input type="checkbox"/> Tender	<input type="checkbox"/> Construction
Project Number: Drawing: Revision			
<b>E15040 PA - 04 - E</b>			

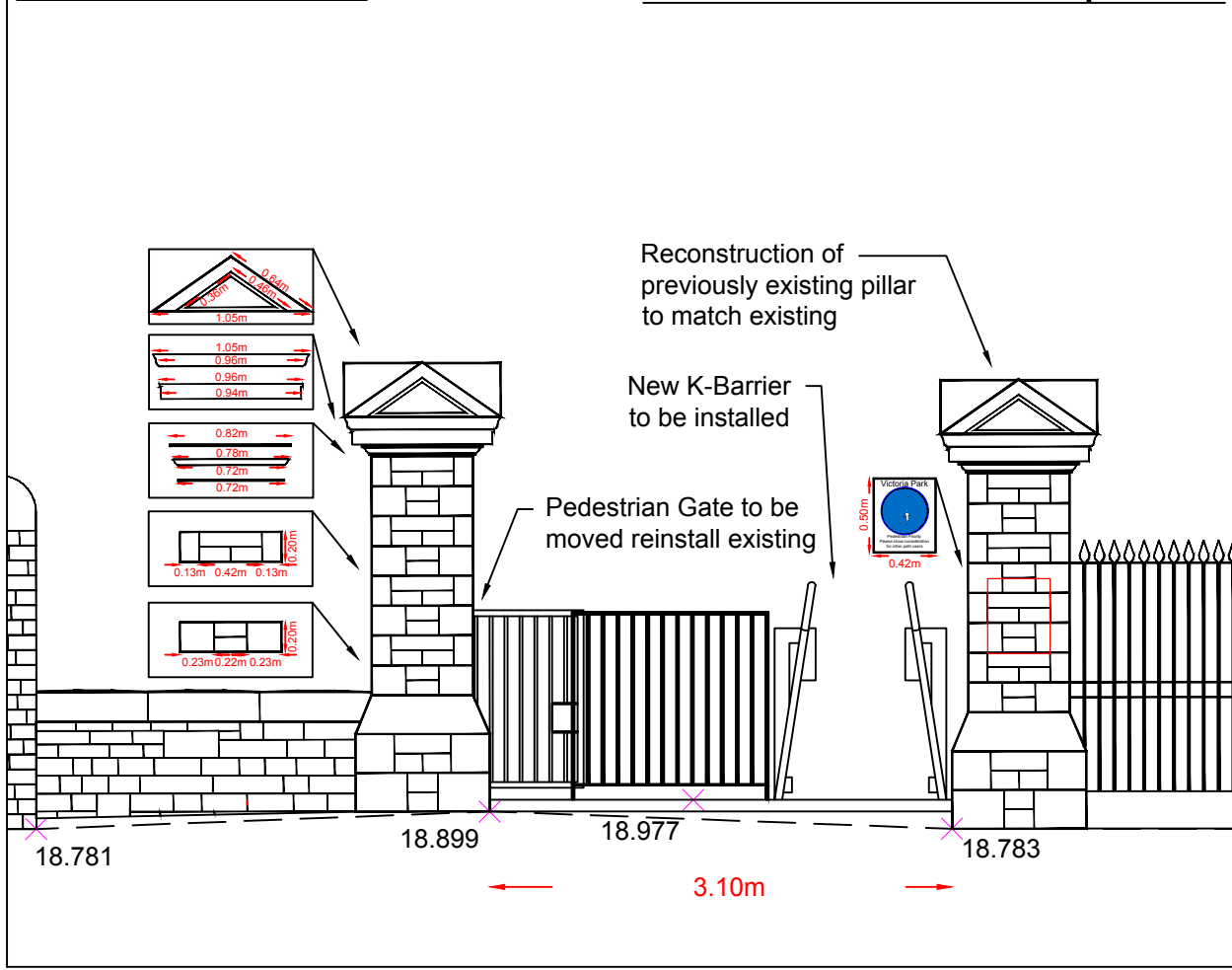
### Front Elevation

### Windmill Close Existing



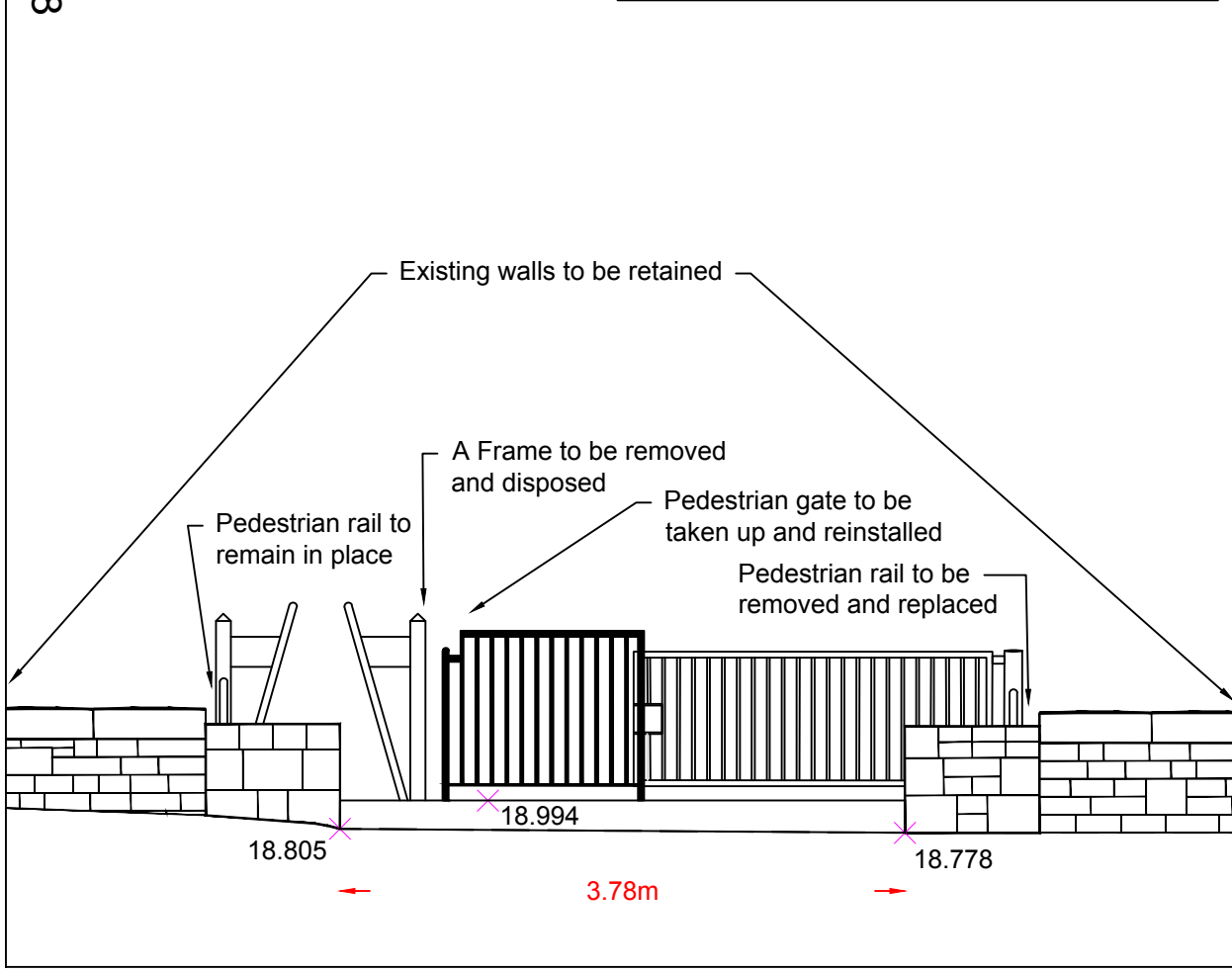
### Front Elevation

### Windmill Close Proposed



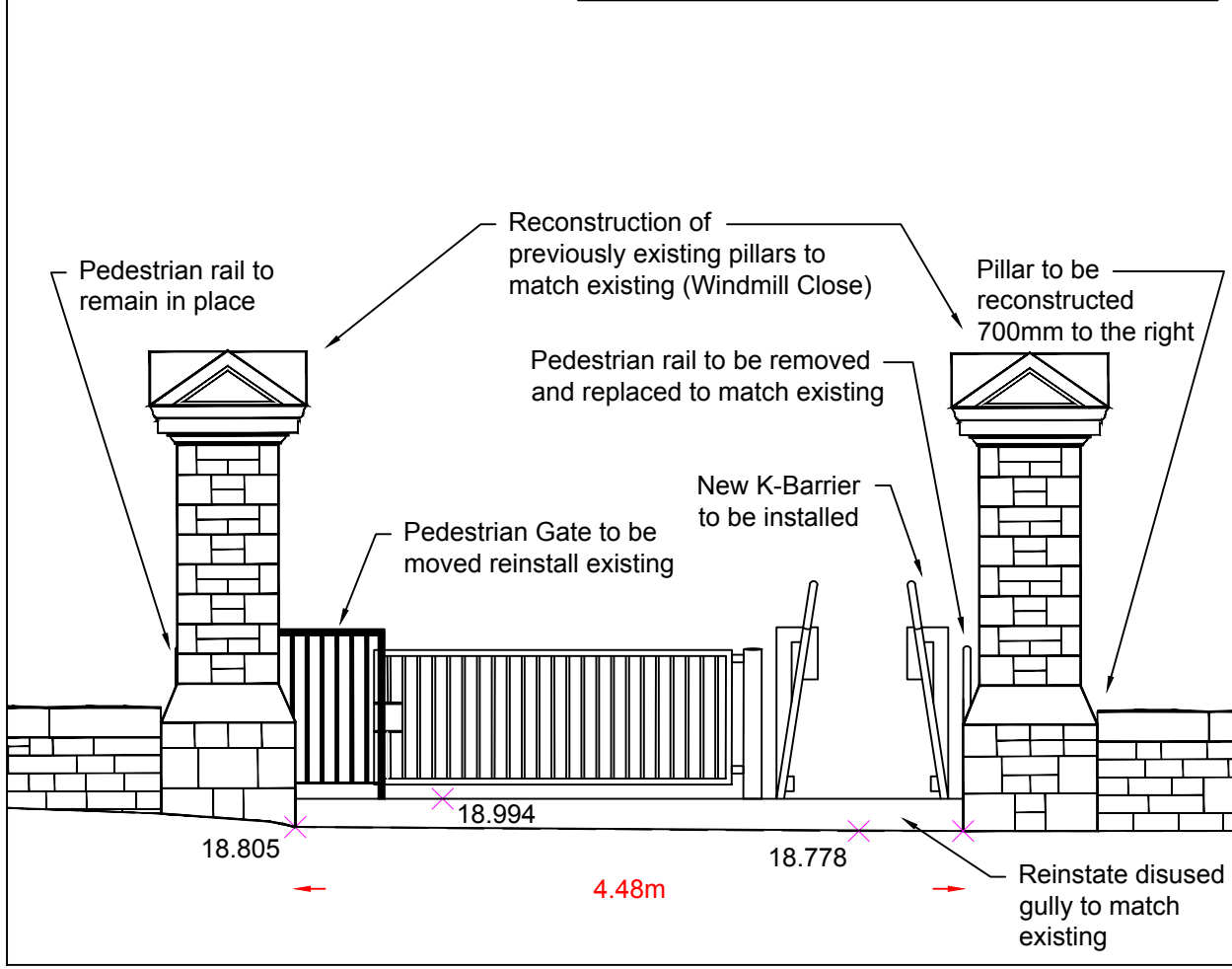
### Front Elevation

### Nutgrove Avenue Existing



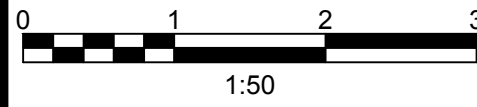
### Front Elevation


### Nutgrove Avenue Proposed



#### Notes

1. All dimensions are in meters. All levels are in meters above ordnance datum.
2. Do not scale from this drawing.




**CITY DESIGN  
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Rev.	Date	Description	By
A	15/09/2017	JG Comments	CJW

Project  
**CAF2 Redcliffe Way to Victoria Park - PLANNING APPLICATION**

Title  
**Victoria Park Entrances Maintenance & Improvements**

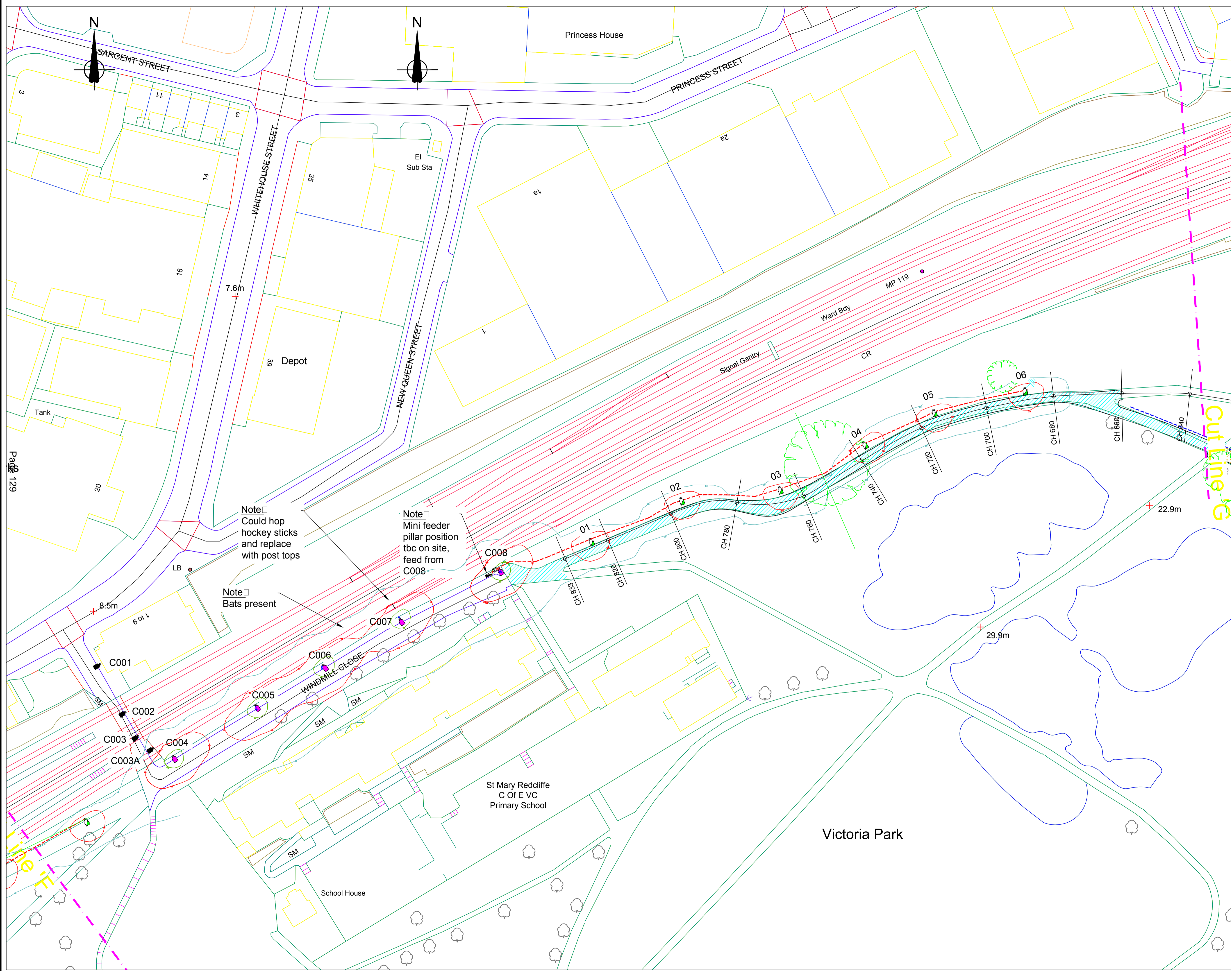
Client  
**Cycle Ambition Fund 2**

Drawn by <b>CJW</b>	Checked by <b>JG</b>
Date Drawn <b>14/09/2017</b>	Date Issued <b>14/09/2017</b>
Status <b>PRELIMINARY</b>	Issued by <b>CJW</b>

Scale  
**1:50 @ A3**

Project Number      Drawing      Revision  
**E15040-PA - 06 - A**





- KEY:**
- NEW 4.5M TUBULAR STEEL RAISE AND LOWER COLUMN WITH POST TOP MOUNTED PHILIPS LUMA MICRO 12 LED/7mA 13W 2 KLMS RS SETTINGS SET TO 0 DEGREE TILT. NEW SWA CONNECTION
  - NEW SIDE ENTRY BRACKET MOUNTED PHILIPS LUMA MICRO 12 LED/7mA 13W 2 KLMS RS LANTERN SET TO 0 DEGREE TILT. SWA CONNECTION USE EXISTING CONDUIT
  - NEW 5M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS MINI LUMA 40 LED/258mA 31W 5.40 KLMS BGP621 DX70 SETTING SET TO 5 DEGREE TILT. ONE FOR ONE REPLACEMENT WPD TRANSFER
  - NEW 5M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS MINI LUMA 40 LED/258mA 31W 5.40 KLMS BGP621 DX70 SETTING SET TO 5 DEGREE TILT. NEW WPD CONNECTION
  - NEW 6M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS MINI LUMA 40 LED/258mA 31W 5.40 KLMS BGP621 DX70 SETTING SET TO 5 DEGREE TILT. ONE FOR ONE REPLACEMENT WPD TRANSFER
  - NEW 6M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS MINI LUMA 40 LED/258mA 31W 5.40 KLMS BGP621 DX70 SETTING SET TO 5 DEGREE TILT. NEW WPD CONNECTION
  - NEW 10M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS LUMA 1 80 LED/414mA 91W 16.5 KLMS BGP623 DM10 SETTING. SET TO 5 DEGREE TILT. ONE FOR ONE REPLACEMENT WPD TRANSFER
  - NEW 10M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS LUMA 1 80 LED/414mA 91W 16.5 KLMS BGP623 DM10 SETTING. SET TO 5 DEGREE TILT. NEW WPD CONNECTION
  - NEW 8M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS LUMA 1 80 LED/414mA 91W 16.5 KLMS BGP623 DM10 SETTING. SET TO 5 DEGREE TILT. ONE FOR ONE REPLACEMENT WPD TRANSFER
  - NEW 8M TUBULAR STEEL COLUMN WITH POST TOP MOUNTED PHILIPS LUMA 1 80 LED/414mA 91W 16.5 KLMS BGP623 DM10 SETTING. SET TO 5 DEGREE TILT. NEW WPD CONNECTION
  - DISCONNECT AND REMOVE EXISTING COLUMN POT END CABLE
  - EXISTING COLUMN TO REMAIN
  - NEW MINI FEEDER PILLAR
  - NEW 6MM 3 CORE SWA CABLE IN 50MM DUCT
  - 50MM DUCT LAYED FOR FUTURE
  - OLD SWA CABLE ROUTE
  - EARTH ELECTRODE
  - DUCT CHAMBER 450 X 450
  - 1 LUX CONTOUR LINE
  - 5 LUX CONTOUR LINE
  - 15 LUX CONTOUR LINE
  - 20 LUX CONTOUR LINE

**CITY DESIGN ENGINEERING DESIGN TEAM**  
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Rev.	Date	Description	By

**WINDMILL HILL**  
 Title  
**PROPOSED LIGHTING**  
**FULL LIGHTING LEVEL**

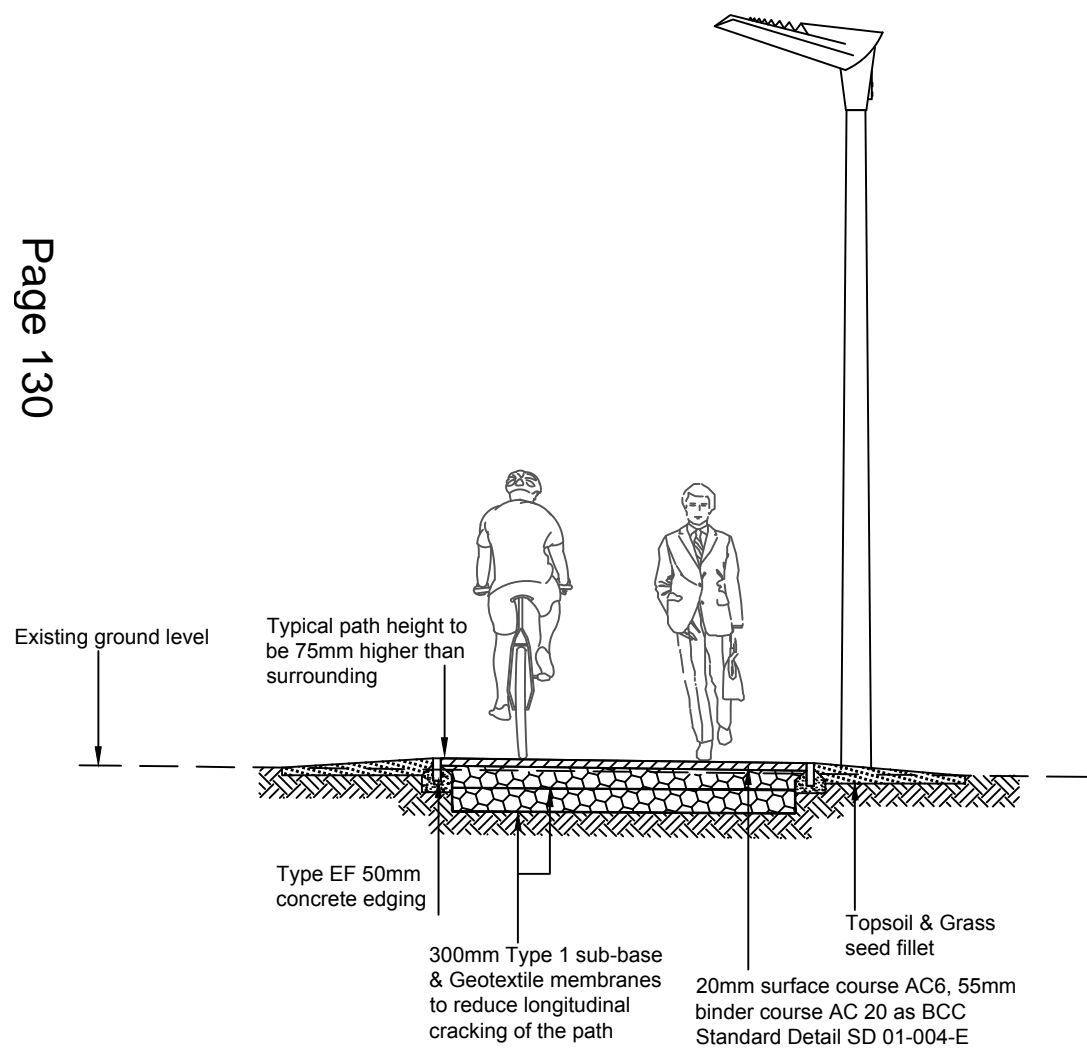
Project Manager	Scale
Telephone Number	1:1000
Drawn by	Checked by
Date Drawn	RP
04/09/17	Date Issued
	04/09/17
	Issued by

STATUS

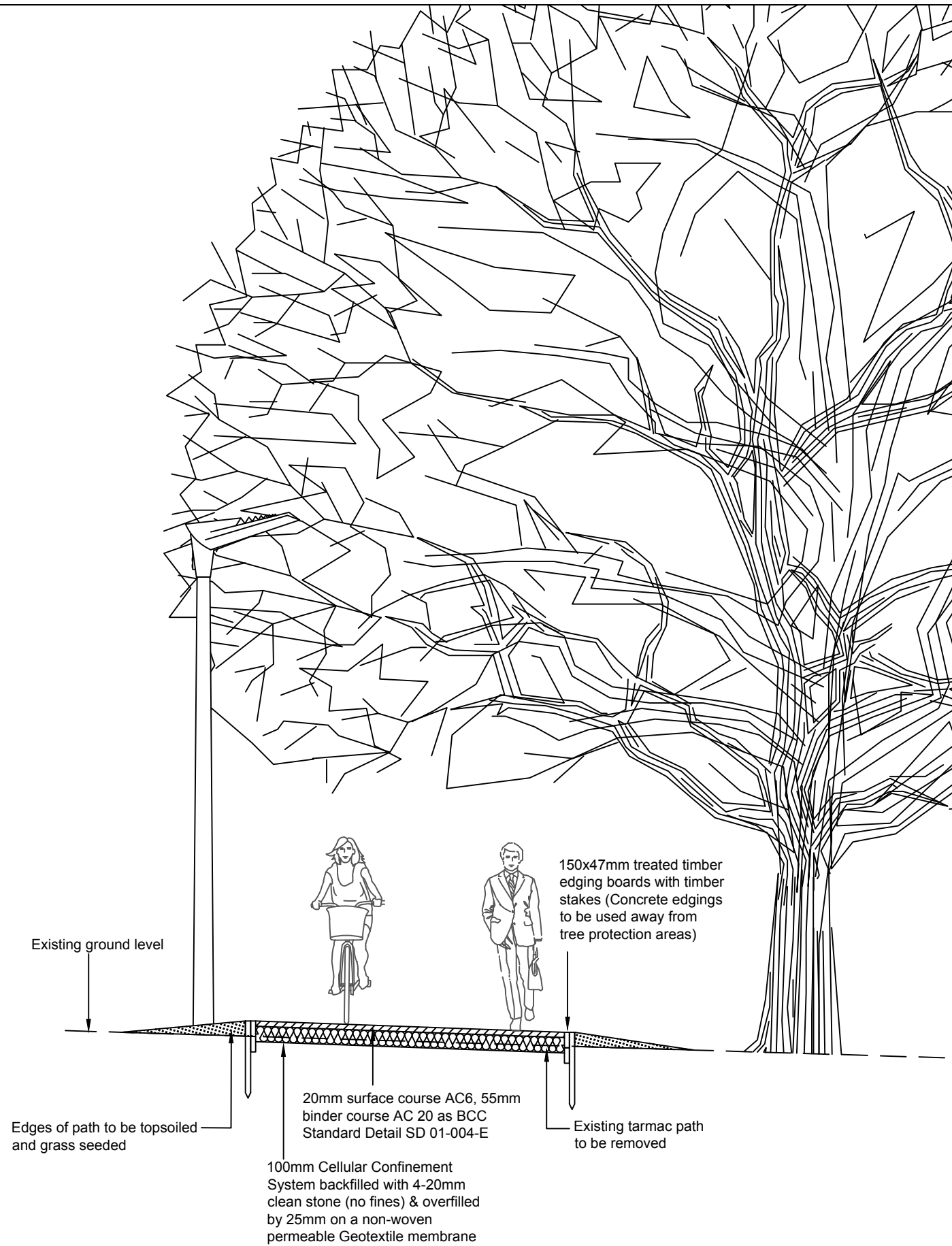
<input type="checkbox"/> Preliminary	<input type="checkbox"/> Tender	<input checked="" type="checkbox"/> Construction	<input type="checkbox"/> As Built
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DRAWING NUMBER

Project Number	Drawing	Revision
E15040-L-1	A	



**TYPICAL PATH SECTION FOR 3m WIDE PATH**



**SPECIAL PATH CONSTRUCTION IN THE VICINITY OF TREE ROOT PROTECTION AREAS**



**CITY DESIGN  
ENGINEERING  
DESIGN**

PO Box 3176, Bristol. BS3 9FS

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Rev.	Date	Description	By
A	03/07/17	Tarmac specification changed	JG

Project  
**CAF2 REDCLIFFE WAY  
TO VICTORIA PARK  
PATH IMPROVEMENTS**

Title  
**GENERAL SECTIONS  
WITH LIGHTING OPTION**

Client  
**Cycling Ambition Fund 2  
Strategic Transport  
Richard Bourne**

Drawn by  
**Jonathan Gall**  
Date Drawn  
**09/05/2017**  
Status  
**PRELIMINARY**

Checked by  
**JG**  
Date Issued  
**09/05/17**  
Issued by  
**JG**

Scale  
**NTS**

Project Number Drawing Revision  
**E15040 - WD01 - A**

# FILWOOD QUIETWAY VICTORIA PARK SECTION

## MANAGEMENT STATEMENT

Version: 2  
OCTOBER 2017



## **Introduction**

Bristol City Council (BCC) wants to improve cycle infrastructure in order to encourage more people to cycle, including new or inexperienced users, commuters or leisure riders, young or old. Often, better cycle infrastructure also improves facilities for pedestrians, for example, new surfacing, new/improved crossing points, traffic calming features or access alterations. More people who choose to walk, cycle, scoot or skate are helping to relieve traffic congestion and contribute to making the air cleaner. Walking and cycling are also good for personal exercise and health, so BCC wants to upgrade and extend its networks of walking and cycle routes across the city. Encouraging travel by sustainable transport is a Council policy, which is supported by regional and national transport policies.

In 2015, BCC was awarded additional funding from the UK government to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018. The CAF project is a range of schemes and initiatives that seek to encourage people of all ages and ability to cycle more to reduce traffic congestion, improve the health of citizens, and reduce carbon emissions for a cleaner environment for all.

One of the new routes being introduced is the Filwood Quietway, which is intended to connect Filwood with Bristol City Centre. This new route will give communities in South Bristol a proper, attractive and healthier alternative for travel. The route has a number of sections that are being progressed – (i) Whitehouse Street, (ii) Victoria Park, (iii) St John's Lane/Wedmore Vale and (iv) Northern Slopes.

The Victoria Park section of the Filwood Quietway is the subject of a planning application (Ref: 17/03958/FB) and to assist with consideration of the application, the Planning Authority requested a Management Statement be prepared.

## **Purpose of Management Statement**

The main purpose of the Management Statement is to set out how the improved walking and cycling route through Victoria Park, which forms part of the new Filwood Quietway route, is to be managed in the future. The Statement should set out which organisation(s) is responsible for managing, maintaining and monitoring the facility, together with financial provision.

This document has been prepared based on current and relevant information. It should be acknowledged that there may, in the future, be a need to amend and update the document to take account of any change that might affect a particular statement. An example would be BCC departmental reorganisation, which might affect responsibility allocation or budget holder.

## **Route Network**

BCC has a network of routes for pedestrians and cyclists across the city and these vary in their type and construction. The majority are located on street and form part of the adopted highway, being managed by BCC, as the Highway Authority. Other routes, such as those passing through parks and green open spaces, tend not to be adopted as highways but are still managed by BCC.

## **Management of Victoria Park section of the Filwood Quietway**

Victoria Park is a public open space and all paths within it are currently managed by BCC Parks. Pedestrians and cyclists already walk and cycle through the park and the CAF scheme is, therefore, effectively an improvement of one of the existing paths. The CAF scheme has been managed by BCC Sustainable Transport.

Upon completion of construction of the improved path, its management will be passed back to **BCC Parks**, who will become responsible for its maintenance. However, it should be noted that, as is standard practice with such construction projects, the contractor is liable for any related defects during the 12-month maintenance period following works completion.

The improved path will again form part of the network of paths within the park that BCC Parks manage and maintain. The maintenance covers the following main aspects:-

- Path surface and construction<sup>1</sup>
- Signage
- Weed control
- Litter control
- Path sweeping
- Grass verge cutting
- Tree & bush pruning
- Benches & bins<sup>2</sup>
- Lighting<sup>3</sup>

*(Note 1: the improved path should not require any repair maintenance for many years, unless affected by aggressive tree root growth)*

*(Note 2: Victoria Park Action Group often undertake bench maintenance and supply on a voluntary basis)*

*(Note 3: Lighting maintenance is undertaken by BCC Lighting, on behalf of BCC Parks)*

Victoria Park has dedicated park staff, being BCC Parks staff. These staff members maintain the park daily, during the week, and will regularly observe any maintenance issue. This supplements more formal maintenance inspections and helps inform and prioritise maintenance activities. Victoria Park Action Group (VPAG) is comprised of members of the local community who play an active role in the care of the park and its facilities, as volunteers. VPAG raises funds for minor maintenance and improvements, such as bench maintenance or replacement. Members regularly report maintenance issues.

Table 1 sets out the main maintenance elements associated with the Victoria Park cycle route.

It should be noted there is no formal transfer of management obligations between BCC Sustainable Transport and BCC Parks. The process is confirmed by an email exchange between relevant project managers concluded by the transfer of funds to cover future maintenance requirements.

<b>Element</b>	<b>Maintenance</b>	<b>Inspection Regime</b>	<b>Comment</b>
<b>Path surface &amp; construction</b>	Repair, as and when deemed necessary	5-year formal inspection, supported by informal observation by park staff, probably supported by VPAG reporting	New path construction should not require major maintenance for many years
<b>Signage</b>	As above	As above	Minimal requirement
<b>Weed control</b>	Spray herbicide	Twice a year	Current regular activity
<b>Litter control</b>	Removal	Weekly, during summer and fortnightly during winter	Current regular activity
<b>Sweep paths</b>	Ride-on sweep	Monthly	Current regular activity
<b>Grass verge cutting</b>	Cutting	Twice a year, adjacent to paths	Current regular activity
<b>Tree &amp; bush pruning</b>	Prune back low branches & overgrown bushes	5-year formal inspection of trees, supported by informal observation by park staff, probably supported by VPAG reporting	Pruning trees, as part of scheme, should not require maintenance for a number of years. Cutting back bushes is a current existing activity
<b>Benches &amp; bins</b>	Repair, as and when deemed necessary	Informal observation by park staff, probably supported by VPAG	Any new bench provided by scheme should not require maintenance for a number of years. Current activity
<b>Lighting</b>	Repair, as and when deemed necessary. Electrical safety test	Informal observation by park staff, probably supported by VPAG and public reporting faults. Safety test every 2 years by BCC Lighting	New lighting should not require maintenance for a number of years

*Table 1: Victoria Park cycle route maintenance requirements*

## **Funding**

As stated in the Introduction, funding for construction of the Victoria Park section of the Filwood Quietway is provided by the CAF Project, which is financed by capital funding from the UK Government, via a successful bid award from the Department of Transport. BCC Sustainable Transport is project managing delivery of the CAF Project. Following completion of the construction phase of the Victoria Park cycle route, its management and maintenance responsibility will pass to BCC Parks.

As there are financial implications for BCC Parks, with regard to its management role and associated maintenance liabilities, a sum of money is to be transferred from the CAF Project budget to BCC Parks to cover future liabilities for approximately 15 years. This is standard practice and applies when other BCC departments or third parties (such as developers) construct paths across parks or open spaces that are not to be adopted as public highways but maintained by BCC Parks.

BCC Parks have a set contribution rate, which is based on the surface area of the new path, together with an allowance for cost of lighting and its maintenance, which is calculated by BCC Lighting, based on the number of lighting columns and their type. For the Victoria Park cycle route, the total required budget is **£xx,000 (tbc)**, being the sum of £4,119 for path maintenance and £zz,000 (tbc) for lighting maintenance.

The financial settlement shall be transferred from the CAF Project budget into the BCC Parks budget, being placed in a specific sub-budget account for Victoria Park. This amount is effectively ring-fenced and BCC Parks will draw down an appropriate amount each year to cover maintenance of the path and its lighting.

### **Monitoring**

A condition of the CAF Project financial award is the requirement to undertake some post-construction monitoring. This monitoring is mainly in the form of manual counts to record the increase in user numbers, but a number of schemes, including the Filwood Quietway, also allow for a user survey.

As part of representations to the planning application, BCC Transport Development Management recommends a user survey be undertaken to establish user satisfaction and identify if any changes might be appropriate. In addition, VPAG has suggested some monitoring is required to establish the impact of the cycle route on various aspects, including (i) bats; (ii) anti-social motorbike use; (iii) pedestrian/cycle conflict in the vicinity of the school and (iv) usage of the route.

Manual counts are proposed to be undertaken during 2018 and 2019, respectively, and will record user numbers. A user survey is also to be undertaken, with its date subject to agreement but likely to be during 2019. Consideration has to be given to what sort of user survey is undertaken. A survey of users of the path – being pedestrians and cyclists, is likely to give a different set of results to a survey of users of the park. Some users of the park are likely to continue to be against the principle of the cycle route and give negative comments. It is suggested, therefore, that prior to any user survey being undertaken, a discussion between key stakeholders, such as BCC Sustainable Transport, BCC Parks, ward councillors and VPAG be held to agree the remit and objectives of the survey.

It has always been envisaged that, were the scheme to be implemented, then there would be regular contact and dialogue between BCC officials, Ward Councillors and VPAG, as is currently the case for wider park issues. It is likely VPAG members and the wider community will informally monitor the impact of the scheme themselves and readily inform Councillors and BCC of any perceived problems. From discussions with VPAG, any problems can be reviewed and appropriate actions agreed. In regard to specific topics raised:-

- K-frame barriers will be installed, as part of the scheme. It has been suggested that a site meeting is arranged between various parties including BCC officials, ward Councillor, VPAG representatives and a number of wheelchair users to assess the K-frame settings and make any adjustments. BCC Sustainable Transport can facilitate this meeting, as required.
- Any increase in motorbike nuisance is likely to be quickly reported by the local community to BCC, probably via VPAG, to BCC Parks and BCC Sustainable Transport. If a K-frame barrier is the cause, then its gap can be adjusted by BCC Parks. It is acknowledged that the Police have very limited resources available to undertake such monitoring.
- Lighting is now limited to the northern section. Whilst it is possible to undertake a follow-up bat survey in 2019 (selected to allow for one full winter period of lighting) to try and assess any change, such surveys are just snapshots at that time (according to the bat consultants). It is known that VPAG has a member who

regularly undertakes bat surveys within the park and who is likely to contact BCC if they consider there is a potential issue. A discussion of possible changes to illumination timings could then take place.

- The school, parents, local community members, path users and VPAG are all likely to contact BCC if they feel there are significant conflict problems between pedestrians and cyclists occurring around the school, as a result of the scheme. A single survey may not readily pick this up. It is probably helpful if people were encouraged to use the CAF email address ([CAF@bristol.gov.uk](mailto:CAF@bristol.gov.uk)) to report concerns.
- BCC would like to make use of VPAG's ongoing involvement in Victoria Park, as it is effectively a voluntary monitoring group. This is more effective than undertaking one or two surveys on specific dates with limited remits.

The CAF Project is setting up a budget to fund required monitoring activities during the 2018/19 and 2019/20 financial years. This budget can be topped up to cover additional surveys, such as the Victoria park bat survey in 2019. The budget would be funded by a transfer from the CAF Project budget.

The CAF Project is funding the capital cost of constructing the Victoria Park cycle route. BCC Sustainable Transport is currently considering how best to set up a budget to fund any subsequent necessary alterations or changes that might be required after March 2018, although these are likely to be minor in nature. Such a budget could fund small measures such as (i) alterations to K-barriers or (ii) additional signage or altering sign locations. Thereafter, BCC Sustainable Transport would consider any further proposed changes to identify future funding to resolve any outstanding issues.

## **Summary**

This Management Statement sets out how the Victoria Park section of the Filwood Quietway will be managed, maintained and monitored following construction of the scheme, together with information on related budgets.





**Development Control Committee B – 8 November 2017**  
**Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

## SUMMARY AND BACKGROUND

This application relates to footpaths through Northern Slopes/Glyn Vale. The proposal seeks consent to widen and resurface existing paths and create new paths, whilst also installing new entrances, street lighting and signage.

The development will be funded by central government, who in 2015 awarded Bristol City Council additional funding to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018, and includes a number of projects throughout the city that seek to improve the infrastructure of sustainable transport provision. The proposal will form part of the Filwood Quietway route; a new cycling route that will link Filwood Park and Hengrove to the City Centre. This application is closely linked to another application that proposes improvements at Victoria Park (ref: 17/03958/FB), which has also been put before this Committee.

The application follows formal pre-application discussions with the Council's Planning Department and consultation events with the local community and amenity groups.

In terms of the current planning application, 29 representations have been received, 25 in objection, 3 in support and 1 neutral comment. The responses include comments from The Northern Slopes Initiative, Bristol Walking Alliance and The Bristol Parks Forum.

Councillor Christopher Jackson Ward Member for Filwood made a representation in support of the application.

The objections received were predominantly in relation potential dangerous cycle speeds and conflict between different users of the route, the impact of the development on the character/appearance of the open space, the impact of the development on trees, wildlife and ecology and the potential increased access/use of open space by motorbikes/mopeds given the alteration to the entrances (see full detail below).

The application has been carefully considered following advice from several internal consultees including the Council's Transport Development Management, Pollution Control, Arboriculture and Nature Conservation teams. Overall it is the view of officers that the proposed development will enhance the existing transport infrastructure, giving benefits to all users of the open space will promote more sustainable modes of travel in accordance with local and national planning policy. It is considered that the development will not give rise to unacceptable traffic conditions or result in highway safety/security issues, the impact on the character and appearance of the open space will be acceptable and the development would have no adverse impact on wildlife/ecology, trees or surrounding residential amenity.

On the basis of all of the material considerations related to this application, approval of the application is recommended to Members, subject to conditions.

## SITE DESCRIPTION

The application site is an area of open space known as 'Glyn Vale' located to the west of Wedmore Vale, in Filwood. The site is currently owned by Bristol City Council and is used as public green space with an existing pedestrian route through, from north to south. The site forms part of a series of informal natural green spaces known as the Northern Slopes.

The Northern Slopes are made up of four areas of green space between Knowle, Knowle West and Bedminster, south Bristol and situated 3km to the south of the city centre. Glyn Vale Open Space is the central section of the Slopes. It is enclosed by Wedmore Vale, Kenmare Road, Donegal Road,

**Development Control Committee B – 8 November 2017****Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

Cavan Walk, and Glyn Vale. Glyn Vale Open Space forms the largest part of the Slopes and the area contains a wide variety of landscape types, from woodland through to open grass areas, and has a range of wildlife species.

On the east side of the Open Space, an existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The site of the existing path and where the cycle route will be constructed is located on the east site of the Glyn Vale Open Space. This existing path is 2.0m wide and approximately 365m long. It is also relatively steep, having gradients of up to 1:8 in places.

The site of the existing path and where the new cycle route will be constructed is located on the east site of Glyn Vale Open Space. Here, much of the planting is predominately woodland and scrub. The woodland in this part of the site is relatively dense and unmanaged, with more frequent ash, field maple and sycamore and scattered fruit trees, including apple and plum. The existing path is also lined by scrub, with tall herb vegetation dominated by hogweed and hogweed. A section of remnant hedge bank, with large hazel coppice stools, runs to the east of the path on its south half.

The site is designated as a Site of Nature Conservation Interest (SNCI) and an Important Open Space within the adopted Site Allocations and Development Management Policies Local Plan (July 2014).

**RELEVANT HISTORY**

06/00759/F: Erection of 4 no. 'teasel' posts to waymark and highlight the site as part of ongoing community led improvements. GRANTED on 18.04.2006

**EQUALITIES ASSESSMENT**

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities 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 the refusal of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

Further assessment is made in Key Issue I below.

**APPLICATION**

Consent is sought to construct/develop a walking and cycling route through the site, comprising the following:

- The widening of approximately 120 metres of existing 2.0m wide path to 3.0m
- The construction of approximately 315 metres of new 3.0m path
- The installation of new intelligent LED lighting, operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 05:30 the following day.
- The installation of 2 new K-frame barriers at 2 entrance points.

As previously set out, the development will be funded by central government, who in 2015 awarded Bristol City Council additional funding to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018. The proposal will form part of the Filwood Quietway route; a new cycling route that will link Filwood Park and Hengrove to the City Centre.

**Development Control Committee B – 8 November 2017**  
**Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

STATEMENT OF COMMUNITY INVOLVEMENT

a) Process

The proposed development is classed as 'minor' development; therefore there is no requirement for the applicant to demonstrate community engagement prior to submitting the application. However, the applicant has provided evidence to demonstrate that extensive public consultation was undertaken with the local community prior to the application being submitted, which included:

- Focus groups with various stakeholders and local residents/amenity groups held on 15th March 2017, 26th April 2017 and 24th May 2017
- Local residents consulted via individual leaflets (over 400) delivered in June 2017, who were invited to comment via the Commonplace website, email or letter
- Advertised on the Travelwest website, Commonplace website, Bristol City Council Twitter feed, Better By Bike Twitter feed
- Direct email to interested stakeholders, interest groups and contacts obtained from previous engagement process

b) Outcomes

- The impact on ecology/wildlife being identified and addressed as a key issue - the applicant undertook a number of surveys and reports prior to submitting
- Alternative, adjustable entrance barriers proposed
- Scheme designed to specifically limit the impact on mature trees and identified areas of ecological importance

The applicant has stated that they believe the proposal overall represents a compromise solution which has sought to address the concerns of local residents and community groups, whilst also deliver an improvement to existing transport infrastructure and promote more sustainable modes of travel.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via a press advert and multiple site notices. Neighbours were consulted via individual letters sent on 31st July 2017.

The deadline for comments was the 23rd August 2017.

25 objections to the application received, which in summary stated that:

- The development would encourage speeding cycle traffic through the site, to the detriment of other users safety
- The proposed route is too steep and will therefore result in safety issues
- The proposed lighting will have an adverse impact on wildlife
- The development would destroy valuable habitats for wildlife
- The development would result in the unacceptable loss of trees
- The proposal represents an unnecessary expenditure
- The proposed lighting will impact upon the amenity of surrounding properties
- The replacement of the existing barriers will allow mopeds/motorbikes to enter the open space which will result in safety, noise and anti-social behaviour issues
- The proposed path is too wide and will change the character and appearance of the area
- CCTV should be used for safety and security reasons
- The gradient is too steep to cycle
- The proposed cycle route is flawed and illogical

**Development Control Committee B – 8 November 2017****Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

- The wording of the planning application is vague and non-specific
- The proposed lights are visually intrusive to the detriment of the character and appearance of the area
- The development could increase risk of flooding
- The proposed entrances are not fully accessible to certain wheelchair and mobility scooter users
- The proposed speed-calming measures could be uncomfortable for wheelchair users
- The proposed path is not wide enough to accommodate an electric wheelchair and a cycle with a child-carrying trailer to pass with any confidence
- Shared paths are dangerous for pedestrians, especially for the elderly and those who have mobility/visual/hearing impairments
- The scheme is going to exclude disabled people with some conditions

3 letters of support to the application received, which in summary stated that:

- The proposal will improve walking and cycling of the benefit to all users
- The proposal would support and encourage more sustainable modes of travel which will be of benefit to the environment and public health

1 representation received neither supporting nor objecting to the scheme, stating that the money could be better used elsewhere.

**AMENITY GROUPS**

**The Bristol Parks Forum** has commented as follows:-

'1. We remain of the view that wherever possible routes for cycling should be established on the highway with through routes only passing through parks and green spaces where all other options have been shown to be impractical. We are not convinced that this is the case here as time restraints have limited consideration of other options and we therefore object to this application.

2. Of major concern is the provision of lighting and the impact this will have on bats and other wildlife. It will also change the nature of the site (a designated Local Nature Reserve) and make it feel more urban - this is a further reason for our objection. We do not believe the revised lighting plans adequately address this, the route should remain unlit.

3. We note that the gradients on the completed path (although less than the existing) still exceed the normal standards for cycle routes. Reducing the gradients further would require an unacceptable loss of habitat and we are pleased that it has been accepted that compromise is necessary, however, we have doubts that the extent of disruption that will be caused to wildlife by construction of this route is justified by the limited improvements to be made.

4. If the application is approved then implementation of mitigation measures for the impact on the SNCI/LNR should be a condition in accordance with DM19. This could be done by securing sufficient funds for enhancements to the management of other parts of the site via a planning agreement.

5. If the application is approved then the Bristol Tree Replacement Standards in Policy DM17 must be applied to any trees removed during construction.

6. It is important that construction of the path and installation of lighting does not add to the cost to Bristol Parks in maintaining the site as in the current financial situation this might be detrimental to the rest of the site. A commitment to provide an endowment for future maintenance of the path and any lighting should be part of the planning agreement.

7. We share the concerns of the NSI that ASB and use of motorcycles on the site might increase if

**Development Control Committee B – 8 November 2017****Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

access is made easier. There should be a commitment (& funding ring-fenced) to address this in the future if problems arise.

8. We are pleased that there has been a greater level of engagement with the local park group (NSI) and other organisations in preparing these proposals than there was the case for the previous plans for Victoria Park. However, it is disappointing that this engagement came so late in the process and in particular that it meant that an alternative route suggested by NSI could not be pursued further due to constraints on the timing of the grant spend.

9. We are pleased to see that the proposal is for a shared use path. We reiterate that we do not consider segregated paths appropriate for public parks and green spaces which are themselves shared spaces.

10. We are pleased that the original proposed width of 4m has been reduced to 3m and the route adjusted to minimise the impact on wildlife.

11. We note that the intention is to restrict the working area for the construction to the footprint of the embankments / cuttings, this must be strictly enforced along with the requirements for temporary fencing to prevent damage to adjacent areas. The construction management plan should be approved by a suitably qualified independent ecologist before work starts.'

**Northern Slopes Initiative** has commented as follows:-

'I am writing in on behalf of the NSI committee in reply to the above application. The NSI is a group of volunteers involved in the Northern Slopes.

We have asked NSI members to contribute to our reply; or reply as individuals.

You need to be aware that the majority of the Committee are vehemently opposed to the proposals; with a minority prepared to work with the proposals pending agreement on how construction and maintenance is carried out.

On the front of the Access and Design Statement you will see a picture which shows a section of the proposed path in an overgrown state. We would like to point out that this is nothing to do with the status of the path itself or the value of the Slopes overall, but relates to how the Council manages the area. Further into the document there are examples of where the Council has carried out good path management at other times.

This reply covers four things:

- The reason why the application should be rejected
- Changes proposed if the Committee are minded to grant Planning Permission
- Request for conditions to be added to the Permission
- Alternative Statement of Community Involvement.

The Slopes (including this part) are a place for people and wildlife, they are informal and with a sense of "wildness" within its landscape. The area is used by members of the community regardless of problems. It is a place for exercise, seeing natural wonders, a place for relaxation and relative quiet.

It is a critical part of the City's Strategic Green Infrastructure identified in the 2011 Bristol Local Plan. It already provides environmental benefits to people, including water storage and treatment areas; and air quality and noise amelioration and carbon capture; and significantly contributes to the health and well-being of Bristol residents as part of the "Lungs of Bristol" and as a place for peace and reflection which can improve mental health for adults and children.

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The site was designated as a Local Nature Reserve in 2015. Before that some street lighting had been installed in different locations, and many years ago tarmac paths were installed. More recently resurfacing of two paths using a resin surface has worked well.

The Glyn Vale site is part of a Green Pennant area in Knowle/Knowle West; and is on the route of the Bristol South Skyline Walk.

As stated in the various ecological reports its value is City Wide - but there is actually more than an ecological value to the site, in that its position in an increasingly densely built up area as a source of health and well-being benefits.

Reasons why the application should be rejected

In simple terms - we consider the cycleway an unnecessary and disgraceful waste of money at a time when funding for things is reducing - and will cause environmental damage which outweighs the benefits stated, even after mitigation has been applied.

There is little evidence within the planning application that the route as an aspirational route would be used any more than it is now - which brings into question whether this is really necessary.

Additionally, the path even though it twists its way up the Slopes to alleviate the existing gradient, is still too steep for the intended users who may not use local road for fear of traffic. This fear of traffic would apply especially for people returning from Bedminster with shopping. Wedmore Vale and St John's Lane, especially in its northern section is notorious for all hours traffic and exceptionally busy, including buses. It seems to us that the route has been chosen for it being the shorter length, rather than practicality, so will have less use.

We are not convinced that the application of a cycleway and/or the design involved here is compliant with what is expected in legislation about Local Nature Reserves under Section 21 of the National Parks and Access to the Countryside Act 1949 (as amended) and related National or Local Planning Policy.

The proposals only start at the Southern end of the Northern Slopes - there seem to be no proposals or timescale to complete the route to Filwood Quietway and Hengrove Park. Additionally, the best route to connect south Bristol to the City Centre is the Malago Cycleway/Quietway which although a further distance away from this area is much flatter.

In the longer term there has to be serious questions raised as to whether the City Council (or other bodies) can be expected to maintain the cycleway and surroundings properly, including mitigation.

Finally, this application sets a precedent for similar developments in other Local Nature Reserves across Bristol and raises the question of what the Council considers is the value and purpose of Local Nature Reserves.

We would recommend that this Application is rejected.

Changes proposed if the Committee are minded to grant Planning Permission

The Council has to provide justification why the provision of a cycleway as a cycleway and in its current design, is not against the purpose and functions of a Local Nature Reserve.

The application should be considered against Green Infrastructure Policies in the Local Plan (see Policy BSC9 and Policies DM15, DM19 and DM25).

We acknowledge that a number of the Council's intentions are in line with what we would have looked

**Development Control Committee B – 8 November 2017****Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

for (eg: path width, unsegregated, materials used to fill in nearby paths, information for visitors, dog bins etc).

We feel that a number of alterations and clarifications would make the proposals more beneficial to people and wildlife as follows:

1 - No lighting and personal security issues - we do not understand why lighting should be provided on the route. We appreciate that some may feel that there is a need and it improves personal security. Our experience is that lighting can make it more attractive to those who may wish to cause problems to green space users with anti-social behaviour. Far more effective would be the application of enforcement of existing legislation and powers by the City Council and the Police; and CCTV at the entrances involved.

We cannot make any judgement on the implications for bats as the information from bat surveys was not with the Planning Application papers at the time of writing this letter. We have now requested it from the Planning Officer, and if there was a chance of a comment extension should the report change our views that would be appreciated. Our initial view is that lighting should be limited lower to the ground so to provide a dark corridor above the lights.

2 - K gates - we need to be reassured with evidence that these will not allow more motorbike/scrambler bike users onto the Slopes.

3 -- we support this aspect of the application, and would wish to see materials used to provide a number of log and boulder seats a short distance away from the route on the Glyn Vale. Associated with this could be litter bins appropriately placed.

4 - Flooding - it is not clear to us whether the drainage as proposed will work. In the past, before the resin path and new surface drainage channels were put in we had material washed from the path surface into Wedmore Vale road.

5 - Construction footprint - it is not clear to us what the construction footprint will be we are hoping that the construction footprint can be contained with the final land take for the cycleway. At points the final land take is 12m or 15m wide at maximum; although clearance for trees suggests a 16m width of disturbance.

6 - Cycleway surfacing - we agree with the use of coloured resin surface which matches the current colour, but ask whether the text in Application Form, is the same as in the Design and Access statement. We would suggest that wooden edging would be more natural looking.

7 - Planting and planting maintenance - we agree with the "graded" levels of vegetation away from the new paths. We believe that the maintenance should be informal and encourage a "wavy" appearance to the vegetation edge.

8 - Removal of lengths of existing path at the Northern end of the proposals - We agree that the removal of one or possibly two lengths of the existing path needs to be discussed before construction. From our perspective the fewer lengths of existing path left outside of the main cycleway, the less likelihood of these lengths becoming a magnet for fly tipping and anti-social behaviour. Also the opportunity should be taken to return part of the existing path to shrubs and possibly trees, after the loss of the other areas to the cycle path. We would suggest that the removal would also reduce the need for pedestrians to use steps.

9 - Maintenance budgets - we are unclear whether there will be monies set aside to maintain the cycleway and wider for a period of time. We believe this will be critical to the delivery of the cycleway and its ability to continue to function as one. See also relevant Planning Policies.



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Other issues:

We confirm that the Japanese Knotweed although treated for about 5 years is still active as discussed with the CAF team on the 5th April site visit.

Request for Conditions to be added to the Permission

We ask that the following conditions are set against the Permission. Some are based on standard conditions, others not covered by those.

Our hard experience is that when we have been through Planning Applications, not everything that has been promised is provided, or changed without discussions, leaving the Community and Slopes feeling short changed.

- A full Construction Management Plan is provided - covering not just ecology as now - but the effects on humans (eg: air quality, noise and other working practices) and how construction is going to be carried out.
- Protection of retained Trees
- Protection of retained valuable and protected habitats and species
- Protection of green space users - especially children.
- Maintenance plan which enables no more than 3m maintenance strip around the Cycleway, including using an informal style of vegetation maintenance (eg: wavy edges)
- Detailed drawings of the construction and operation areas. With the Construction areas not exceeding the footprint shown on the plans attached to this area.
- Materials and soils management plans
- Submission of a landscaping scheme
- Construction site offices and constructions areas to be off site (not in the SNCI), as recommended in Ecological Survey.
- Japanese Knotweed removal, ongoing monitoring and no importing of contaminated soils.
- No importing of other Invasive Non-Native Species, especially via soils.
- Remove and relocate - NSI compass currently in path at Northern Entrance.

We would be happy to comment on applications to have the conditions removed once they have been made public for comment.

Alternative Statement of Community Involvement - NSI contribution.

The NSI has promoted the various consultations and updated people - via their website ([www.northern-slopes-initiative.co.uk](http://www.northern-slopes-initiative.co.uk); and then [www.northern-slopes-initiative.co.uk/quietway](http://www.northern-slopes-initiative.co.uk/quietway)) and social media. More recently leaflets have been given out house by house in the local area; as well as notices on our noticeboards across the Slopes.

We have been keeping the CAF team and the Northern Slopes Steering Group (consisting of walking, cycling, equality and parks representatives) members informed of what we are doing in relation to the above.

Additionally, information has been circulated to NSI members on a newsletter (copied to the CAF team); and on our Facebook page.

There has been media coverage of the Quietway in Bristol Post, BCFM, Knowledge and the South Bristol Voice.

We spent part of a day on 22nd June 2017 talking to people using the site; and people came from surrounding houses to talk to us. We were encouraging them to write in with their views, regardless of whether they are supportive or against the proposals. An informal view was the route was opposed by

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the majority of people who talked to us.

We appreciate the Council efforts to work through a process with a range of stakeholders, it is unfortunate that time was very limited.

We would point out that 27 responses to the Consultation in June 2017 may be considered to be low by some, but is a larger response than for many consultations in our local area.

Looking forward can we suggest that those putting bids in for funding, engage with other affected/interested parties earlier in the process, perhaps even when the bid is being prepared? It might not solve every issue but may highlight issues and give people a chance to talk about them earlier rather than later. It may also enable more multiple economic, social and environmental benefits to be achieved.

Finally, we hope that this application will go before Committee for consideration. If either officers or the Committee would like a site visit we would be happy to arrange one or be involved. Please keep us informed of progress.

I have copied this letter to:

- Filwood Quietway, Northern Slopes Steering Group - eg: reps from various groups and CAF team
- Cllrs Chris Jackson, Jon Wellington and Gary Hopkins.
- NSI members

The Northern Slopes Initiative's aim is to actively seek to improve the environment and facilities for all individuals living and working in the area of benefit.

Its vision is to "maintain, conserve and enhance the Northern Slopes in order to encourage involvement and appropriate use by the surrounding communities, for recreation, education, relaxation, and for opportunities in employment and training - while maintaining its unique character."

Bristol Walking Alliance has commented as follows:-

'BWA submitted our response to the consultation on 'Filwood Quietway - Victoria Park and Northern Slopes' in June 2017.

In that submission we noted the problem for pedestrians, who are hoping for a relaxed walk in a space designed for leisure, relaxation, and a relief from the urban environment, of a 3m-wide path being shared with cyclists. There are different views on path widths. We accept that this choice of width is a compromise that enables shared use while minimising the impact on the green space.

We are pleased to see that the Victoria Park proposal accepts our request for signage that communicates expected behaviour on shared use paths. In particular, cyclists using them as a through route should be required to show consideration of park users by giving way to those who wish to use the park for recreation. We reiterate our request that similar signage be used for Northern Slopes.'

#### OTHER COMMENTS

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

Principle

The application proposes to construct an enhanced walking/cycling route through the Northern

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Slopes. The proposal was subject to a pre application in which TDM requested further information to be provided at full application as to how the route will be constructed, lit and segregated.

## Principle of Cycle Route / Promotion of Cycling

The need to provide improved cycle and walking routes throughout Bristol is clearly supported by:

- West of England Joint Local Transport Plan 3 2011-2016 March 2011 Chapter Six : Support Economic Growth
- West of England Joint Local Transport Plan 3 2013 refresh and supplementary documents
- Bristol Development Framework Core Strategy - Policies - Adopted June 2011 - Policy BSC10 Transport and Access Improvements

In particular the need to improve routes connecting South Bristol to the City Centre and beyond is supported by Census 2011 data. The number of residents using cycles to travel to work in South Bristol is well below the Bristol average of 7.7% with just 2.4% in Hengrove and Whitchurch Park.

## Public Right Of Way

The proposed route through the Northern Slopes follows the alignment of Public Right of Way BCC/454/10. Section 6 of the Design and Access statement acknowledges the need to apply for a temporary traffic regulation order in order to divert or close the route during the duration of the work.

## Width and Design of Route

The existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The existing path is 2.0m wide; approximately 365m long and is relatively steep, having gradients of up to 1:8 in places. The proposed cycle route would effectively replace the existing path by widening parts of it and constructing new sections. The new route would be 3.0m wide and approximately 435m long. TDM deem the width of the proposed shared use path to be acceptable as this meets the minimum recommended width as set out in Sustrans guidance.

The proposed route will be constructed to Bristol City Council's Engineering Standard Details - 01- Road Construction - Road Construction Paths in Grass Areas Bridle Paths- Drawing SD 01-005. Due to the route being overhung by a large number of trees the surface of the route will be topped with a buff coloured anti-skid surfacing is proposed for the whole route as set out in section 8 of the Design and Access statement.

## Lighting

To ensure that the route is safe and accessible the application proposes to provide lighting along its full length. Providing the columns are sited according to Bristol City Councils Engineering Standard Details - 07-Street Lighting - In Grass Verges and Shared Surface Roads - Drawing SD 07-002 this is acceptable.

## Signage

Signs must be provided at the main entrances to the Northern Slopes on Kenmare Road and Wedmore Vale to indicate the shared nature of the route and pedestrians have priority over cyclists. Signs must also be provided to indicate that it forms part of the Filwood Quietway along with distance markers to indicate the distance to key destinations in either direction such as the City Centre etc that meets standards set out within Traffic Signs Regulations and General Directions 2016. It is stated within the design and access statement section 8 that it is intended to provide some signage at the start and finish of the new path in addition to signage throughout the route outlining distance

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information and the shared nature of the path. Providing this signage is installed TDM deem this to be acceptable.

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

'No comments or objections'

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

'The contents of the submitted badger, bat activity and extended phase one habitat surveys which were also submitted at the pre-application stage are noted.

This site is designated as a Site of Nature Conservation Interest (SNCI), Glyn Vale, and therefore policy DM19 in the Local Plan applies. Following a recommendation made during pre-application comments, the applicant has submitted a Construction [Environmental] Management Plan (CEMP) and an ecological mitigation and enhancement precautionary method statement which addresses legally protected and priority species. This combined document is satisfactory to ensure the protection of legally protected species and should be secured as part of the list of approved plans and drawings' condition.

Following a recommendation made during pre-application comments, the applicant has submitted a ten year habitat (nature conservation) management plan. This document, following amendment, is considered acceptable and is sufficient to demonstrate the future maintenance and enhancement of the SNCI. This should be secured as part of the list of approved plans and drawings' condition.

Under the 30% lighting regime there would be dark corridors across the footpath/cycleway which bats could use where the additional lux levels are only 0.3 to 0.5 lux which is unlikely to deter even light-sensitive bat species. Under the 100% lighting regime the lux levels are of course higher but there would be dark corridors of around 1.5 to 2 lux across the footpath/cycleway. These lux levels would have negligible impact on light-tolerant bat species e.g. common pipistrelle. There would be some impact in deterring commuting light-sensitive bat species such as lesser horseshoe bats however this impact would not be overly significant. '

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

'There is an existing flooding problem at the corner of Wedmore Vale and Wingfield Place and the additional impermeable area created as a result of the proposals could increase this risk. The applicant however has provided information to demonstrate that the new route will be suitably drained in the form of stone filled trenches (French drains) at the bottom end of the path. This is considered sufficient to reduce/prevent any flood risk issues at the site and surrounding area.'

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

'I've reviewed the supporting arboricultural report and in principle have no objections to the proposed development or the loss of trees as these are primarily self-sown and do not hold high amenity value. 59 replacement tree or financial contribution of £45,135 is correct and in line with the Bristol Tree Replacement Standard. Due to the nature conservation value of the site the proposal for off-site planting seems appropriate, and a financial contribution should be secured for this replacement planting elsewhere in the city.

Please can you condition the Tree Protection Plans Dwg TPP-1, TPP-2 & TPP-3 with 2 weeks written confirmation of the completed installation so that I can check it before discharge of condition.'

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**BCC Landscape** has commented as follows:-

'With regard to landscape design there is no objection to this scheme provided the layout and working methods conform with advice in relation to wildlife conservation and tree protection. The BTRS will apply in relation to mitigation for tree loss.'

**Crime Reduction Unit** has commented as follows:-

'No comments or objections'

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

'Lighting is proposed (in the form of lampposts) along the new path. This lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05:30am the next day.'

Overall I am happy with the level of detail provided, as any light emitted will be of level commonly found in inner city locations, and the lampposts themselves will not be sited in close enough proximity to any residential properties to cause disturbance. The submitted lighting contour plans confirm that there is no predicted light spill from the lights at any time (at full luminance and 30% reduction) on to neighbouring residential buildings. Following the above, and subject to a condition to ensure the lighting will be in compliance with the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting I raise no objection to the application.

Although it is the intention of the development to increase the capacity of the route with the result of additional users, given the existing context of the site this likely will not significantly increase noise and disturbance nor lead to a further lack of privacy felt by nearby occupiers above that already experienced.'

#### RELEVANT POLICIES

National Planning Policy Framework – March 2012

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.

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) IS THE DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

The proposed works will take place in an area identified as an area of Designated Important Open Space as defined within the Policies Map associated within the Council's Site Allocations and Development Management Policies Local Plan (2014). Policy DM17 in this document states that development on part, or all of an important open space as designated will not be permitted unless the development is ancillary to the open space use. Policy BCS9 of the Bristol Development Framework Core Strategy (2011) is also applicable, and states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. Open spaces which are important for recreation, leisure and community, townscape and landscape quality and visual amenity should be protected.

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In this instance it is considered that the overall structural works and physical development associated with the construction of the proposed pedestrian/cycle route would be relatively minimal when considering the wider function and character of the site as an important open space. Both the new and widened paths, alongside the associated lighting, entrances and signage will appear ancillary to the ongoing use of the open space and will thus form an ancillary relationship with it. The overall function, integrity, connectivity and primary character of the open space would fundamentally remain and therefore would not be materially or detrimentally impacted upon by the proposals.

Following the above, the overall principle of the construction of a cycling/walking route is considered acceptable in this instance subject to the satisfactory resolution of all other material considerations as set out below.

**(B) WOULD THE DEVELOPMENT IMPACT UPON THE CHARACTER OR APPEARANCE OF THE LOCAL AREA?**

Bristol Core Strategy Policy BCS21 (2011) 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. Policy DM26 in the Site Allocations and Development Management Policies (2014) expresses that the design of development proposals will be expected to contribute towards local character and distinctiveness by responding appropriately to and incorporating existing land forms, green infrastructure assets and historic assets and features and reflecting the predominant materials, colours, textures, landscape treatments and boundary treatments in the area. Development will not be permitted where it would be harmful to local character and distinctiveness. Policy DM28 in the same document states that development will be expected to sensitively integrate and priorities appropriate levels of movement infrastructure for different modes, including provision for convenient pedestrian and cycle movement, whilst also incorporating appropriate street furniture, lighting and surface materials.

The site lies within an area of open scrub woodland where most of the vegetation is comprised of woody native shrub species with occasional larger trees. The overall character of the site is one of unmanaged woodland with a generally attractive appearance, marred by fly tipping and litter. An existing pedestrian route, constructed around 10 years ago, currently provides access through the site from north to south.

The proposed development seeks to undertake the following works within the site:

- The widening of approximately 120 metres of existing 2.0m wide path to 3.0m
- The construction of approximately 315 metres of new 3.0m path
- The installation of new intelligent LED lighting, operating at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05:30 the next day.
- The installation of 2 new K-frame barriers at 2 entrance points.

In principle visual and design terms, no objections are raised to the construction of a cycle route through this section of Glyn Vale/Northern Slopes. It is evident that alternative route options were investigated which could take the route outside of the Glyn Vale open space site. However these options following full scrutiny were rejected and deemed unacceptable for various reasons including gradient, highway safety, impact on street parking, impact on bus routes, cost/budget, impact on wider green space and ease of connectivity to the wider Filwood Quietway route. As a result, options to improve walking and cycling provision within Glyn Vale/Northern Slopes open space were progressed.

Within Glyn Vale itself the proposed route will follow the eastern edge of the site, where an existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The existing path is 2.0m wide and approximately 365m long. The existing path is also relatively steep, having gradients of up to 1:8 in places. The proposed new route will also run north to south, from the Wedmore

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Vale/Glyn Vale junction to the entrance at the east end of Kenmare Road. It is recognised that in this instance the new route will not largely conform to the existing path route (aside from the widening of 120 metres of existing path as shown on the submitted plans) and will instead form a 'zig-zag' route from north to south through the landscape. The new and widened paths will measure 3 metres in total width, which is not considered an overly significant size and is consistent with the width of other shared use pathways in the city and is the recommended minimum width for shared use pathways.

It is accepted that the new route will result in the loss of trees and green infrastructure/landscaping. This is not ideal, however following consultation the Council's Arboricultural Team, Landscape Officer and Parks Development Officer confirmed that the trees and landscaping to be removed does not hold significant visual amenity value, being primarily self-sown and not of a significant size. Further, it is considered that the amount of trees and soft landscaping removed would only equate to a very small proportion of the total trees and soft landscaping within the open space. The loss as a whole would subsequently not impact significantly or detrimentally enough upon the existing character of the area to warrant refusal.

Verges on either side of the raised paths will be tapered back with topsoil and grass seed to ensure a natural looking profile. The new path surfacing will be of a buff coloured anti-skid surfacing which is considered acceptable and consistent with the existing routes through the open space. The use of reclaimed stone rumble strips at certain points within the paths to encourage slower speed of cycle travel will further appear appropriate and acceptable within the context of the site.

In general terms, it is subsequently considered that the amount of soft landscaping removed in this instance and construction of the new/widened paths will not significantly or detrimentally impact upon the design, character, appearance, setting or function of the designated important open space to warrant refusal. Whilst it is unfortunate the route does not more closely follow the existing pathway (thus resulting in less development and loss of green infrastructure) it is recognised that the route has been chosen to avoid impacting on two identified ecology areas, avoid the removal of several larger trees and provide a shallower gradient for path users. In this respect, the route choice is considered appropriate and is accepted.

In addition and as noted above, the trees identified for removal are also not considered to hold high visual amenity value and replacement tree planting will be provided elsewhere in the city to mitigate their loss as per the Bristol Tree Replacement Standard. It is recognised that the development will take place in close proximity to a number of larger retained trees which do hold high visual amenity value. Subsequently an Arboricultural Assessment Report and Method Statement has been prepared and submitted. The Council's Arboricultural Officer confirmed that subject to temporary protection fencing being installed ahead of any construction as set out in the report the application is considered acceptable and will have no adverse impact on any retained trees within the open space. See Key Issue E below for more specific assessment regarding trees.

New lighting is proposed along the route in the form of lampposts. These will consist of black aluminium poles with black luminaires. These lights will be of a scale similar to other lampposts in the local area and are of a relatively simple design and will be spaced at reasonable distances apart. It is subsequently considered that the lighting will not appear incongruous or of a design, siting or appearance which will significantly or detrimentally impact upon the design, character, appearance, setting or function of the open space.

Signage is also proposed at entrances to the cycle route and at intervals along the path to inform users to be considerate on the shared paths and inform that pedestrians have priority. It is considered that the amount of signs proposed and location will not result in visual clutter which will detrimentally impact upon the design or character of the open space. Final detail of the signage has been secured via condition to ensure it will appear a suitable quality for the setting.

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Following the above, it is overall considered that the development as a whole will form an ancillary relationship with the open space and whilst it will have some detrimental impact upon the on the design, character, appearance and setting of Glyn Vale/Northern Slopes, given the limited scope of development in relation to the existing and wider landscape this harm is not considered significant enough to warrant refusal and will be adequately mitigated. It is further considered that any impact will be outweighed by the wider public benefits of encouraging more sustainable modes of travel which will reduce both emissions and congestion.

**(C) HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES**

The National Planning Policy Framework (NPPF - 2012), with a strong emphasis on sustainable development running throughout the text, states that the "transport system needs to be balanced in favour of sustainable transport modes" (para 29) to give people a "safe and suitable" (para 32) choice in how they can travel and to encourage transport solutions that reduce both emissions and congestion.

Bristol Core Strategy (2011) Policy BSC10 states that the Council will support the delivery of significant improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports levels of development and transport infrastructure improvements that includes a network of routes to encourage walking and cycling. Moreover, section 3 of this policy seeks to make the best use of the existing infrastructure through improvement and reshaping of roads and junctions where required to improve accessibility and connectivity and assist in regeneration and place shaping. This policy further states that developments should be designed and located to ensure the provision of safe streets and reduce as far as possible the negative impacts of vehicles such as excessive volumes, fumes and noise. There is subsequently no objection to the principle of the construction of a cycling/walking route in this respect.

Policy DM25 in the Site Allocations and Development Management Policies (2014) states that any new sections of greenway routes or spurs should be appropriately designed and landscaped to optimise use by pedestrians and cyclists, ensure the safety and security of users and protect or enhance the location's character and nature conservation value. Policy DM23 in same document also states that development should not give rise to unacceptable traffic conditions (such as unsafe conditions both on the highway and for pedestrians) and will be expected to provide safe and adequate access for all sections of the community and provide for pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network.

Bristol Core Strategy (2011) Policy BSC21 in addition explicitly identifies several key points in delivering development in the public realm, in that development will be expected to:

- 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.
- Create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing.

The need to provide improved cycle and walking routes throughout Bristol is also clearly supported by the West of England Joint Local transport Plan 3 2011-2026 (March 2011) which states that the broad aims of the joint region are to:

- Maximise the role of cycling and walking as alternatives to the use of private cars by raising their status and promoting them as low cost, low carbon, economic, healthy and energy efficient means of transport;
- Improve walking and cycling networks with links within developments and to surrounding areas.



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- Improve the cycling and walking environment by reducing danger from speed and volume of traffic;
- Develop and maintain safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking;
- Recognise the needs of people who have personal mobility problems;
- Use the Rights of Way Improvement Plans to develop a coherent network of multi user routes in and between communities including proposals for the new National Coastal Path.

The West of England Joint Local Transport Plan 3 2013 refresh and supplementary documents also states that 'a safe and attractive road environment for cycling, including quality off-road routes, will be the foundation of a vibrant cycling culture throughout the area. Children will be regularly cycling to school and employees regularly cycling to work and using their bikes for short business trips. There will be '...more people cycling, more safely, more often...'

In this specific instance the need to improve routes connecting South Bristol to the City Centre and beyond is supported by the 2011 Census Topic Report Who cycles to work? (July 2014) which states that 'in the more peripheral areas of Bristol, the proportion of people in employment varies across different parts of the city. More people commute to work by bicycle from peripheral wards in the north east of the city, with 6-8% of all people in employment cycling to work, compared to 4-5% in the peripheral north/north west and 2-3% in the peripheral south of the city.' Based on the 2011 census the number of residents using cycles to travel to work in South Bristol is well below the Bristol average of 7.7% with just 2.4% in Hengrove and Whitchurch Park.

Following the above, it is evident that one of the key themes running through national and local planning policy texts is the promotion of sustainable modes of transport and the need to provide/enhance a network of walking and cycling routes throughout the city. The application is subsequently considered acceptable in this respect. However, any new cycle route must not give rise to unacceptable traffic conditions.

The Council's Transport Development Management Team has confirmed that the proposed route through Glyn Vale/Northern Slopes is acceptable in principle. The scheme proposes a 3.0 metre wide shared surface to the entire cycle route through the site. It should be noted that a 3.0m width is the recommended minimum width for shared-use routes, as set out in Sustrans guidance.

The proposed route will follow the eastern edge of the site, where an existing public right of way path (PROW BCC/454/10) runs north to south, from an entrance near the Wedmore Vale/Glyn Vale junction to an entrance at the east end of Kenmare Road. The existing path is 2.0m wide and approximately 365m long. The existing path is relatively steep, having gradients of up to 1:8 in places. It is recognised that the existing path route is already shared and used by both pedestrians and cyclists.

The proposed new route will also run north to south, from the Wedmore Vale/Glyn Vale junction to the entrance at the east end of Kenmare Road. It is recognised that the new route will not conform to the existing path route (aside from the widening of 120 metres of existing path) and will instead form a 'zig-zag' route from north to south through the landscape.

In highways/transport terms it is considered that the upgrade and widening of the existing path at certain areas and new route will improve the quality of shared space and provide increased space for cyclists and pedestrians. Whilst the new route may allow faster movement of both cyclists and pedestrians (given the increased width) which could potentially increase the possibility of conflict with different users the Council's Transport Development Management Team have advised that this likely wouldn't lead to a significant degradation of highway safety. The width of 3.0 metres would give adequate space for cyclists and pedestrians to negotiate safe movement and the shared nature of the surface and 'zig-zag' route would likely discourage and prevent the majority of cyclists from travelling at excessive speeds. The 3.0m width and shared nature of the route also replicates other shared

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routes where similar pavement widths are used for cycling and pedestrians when highway widths/routes are narrow and restrictive for cycle use, for example sections of Coronation Road and Merchants Road, Harbourside. Further, it is recognised that the existing public right of way will be retained as an alternative route choice through the site for pedestrians; cyclists will be discouraged from using this route as steps will be installed at certain points where the existing path ties in with the new route as there is a difference in levels.

To further reduce the risk of conflict between cyclists and other users raised rumble strips are proposed where the route is bisected by the existing path to encourage/enforce slower speeds of travel. In addition, as set out in Key Issue B above signage is proposed at entrances to the route, and at intervals along the route to inform users of the shared nature of the path and to inform that pedestrians have priority. Further detail of these signs have been secured via condition.

Whilst the proposed path would be an improvement on the existing path, in terms of gradients, it is acknowledged it would still be relatively steep, with some sections being 1:12, which may result in faster speeds of travel. To provide more gentle gradients however would require a longer route with more bends, requiring significantly more earthworks and removal of trees/landscaping. Overall it is acceptable that there is a need for a balance between user needs and impact on ecology/landscape. In this respect, the proposed route choice is considered acceptable and it is not considered appropriate to seek a longer, less steep route in this instance.

Finally, a Construction Management Plan is secured by condition to ensure the works carried out do not compromise highway safety.

Overall the width of the new/extended cycle path and shared nature of the surface, alongside the 'zig-zag' route, proposed speed calming techniques and signage is considered sufficient to maintain safety and reduce conflict among users and it is the view of officers that the development would not give rise to any unacceptable traffic conditions. It is therefore considered that the proposals will provide an improvement to transport infrastructure and would promote/encourage alternative, more sustainable methods of travel.

**(D) WOULD THE PROPOSAL HARM THE AMENITY OF NEARBY OCCUPIERS?**

Policy BCS23 in the Bristol Core Strategy (2011) 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 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. Where necessary, the council will request a lighting plan setting out how light pollution resulting from a proposed development will be minimised.

Lighting is proposed (in the form of lampposts) along the proposed route. This lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off entirely until 05:30am the next day. Given that the lighting will operate at a reduced luminance between 19:00 and 22:00 and will then be turned off completely afterwards until the next day it is considered that no harm will be caused to surrounding properties by virtue of light pollution. Any light emitted will be of a level commonly found in inner city locations, and the lampposts themselves will not be sited in close enough proximity to any residential properties so that the light levels emitted would be harmful to residential amenity. The submitted lighting contour plans confirm that there is no predicted light spill from the lights at any time (at full luminance and 30% reduction) on to neighbouring residential buildings. In addition, the Council's Pollution Control Team confirmed that the lighting will be in

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compliance with the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting.

Although it is the intention of the development to increase the capacity of the route with the result of additional users, given the existing context of the site which is used by the public this is not expected to significantly increase noise and disturbance nor lead to a further lack of privacy felt by nearby occupiers above that already experienced.

**(E) WOULD THE PROPOSED DEVELOPMENT RAISE ANY ARBORICULTURE ISSUES?**

Policy BCS9 in the Bristol Core Strategy (2011) 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 DM17 in the Site Allocations and Development Management Policies (2014) states that where tree loss of damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard.

The site lies within an area of open scrub woodland where most of the vegetation is comprised of woody native shrub species with occasional larger trees. The overall character of the site is one of unmanaged woodland with a generally attractive appearance.

43 individual trees are proposed to be removed in order to construct the proposed new cycle route. This includes four B grade trees, 29 C grade trees and 10 trees in very poor condition (category U trees). One category U tree group will also need to be removed and a further three groups will require partial removal. This includes two C grade groups and one group of trees in very poor condition (category U trees).

Following consultation, the Council's Arboricultural Officer confirmed that the loss of the identified trees is acceptable in principle; as they are primarily self-sown and do not hold high visual amenity value given their size and/or appearance. To mitigate the loss, 59 replacement trees are proposed. This is consistent with the Bristol Tree Replacement Standard (BTRS) and is subsequently considered acceptable. Both the Council's Arboricultural Officer and Nature Conservation Officer confirmed that whilst there may be scope to include tree replacement planting on site the primary value of the Site of Nature Conservation Interest (SNCI) is for species-rich grassland, therefore the proposed ecological and tree mitigation, which includes a contribution for off-site planting to meet the BTRS considered appropriate and acceptable in this instance. A financial contribution of £45,135 for the 59 replacement trees has subsequently been agreed and secured in this respect via a Memorandum of Understanding.

It is recognised that the development will also take place in close proximity to a number of retained mature trees which hold high amenity value. It is subsequently important that the proposed new and extended pathways and any other works have no detrimental impact on any of these retained trees.

An Arboricultural Impact Assessment has been prepared and submitted to support the application. This reports set out that temporary fencing will be installed prior to development commencing and will be used throughout the construction period to protect all of the trees situated near work areas. The location of the necessary tree protection fencing is indicated on the approved Tree Protection Plans (TPP-1, TPP-2 and TPP-3). The Council's Arboricultural Officer has confirmed that the tree proposed tree protection measures are acceptable, however to ensure they are installed prior to development taking place a condition is added requiring that 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 visit the site and verify in writing that the approved tree protection measures are in place before the work commences (again secured via condition as set out below).

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Following the above, the Council's Arboricultural Officer has confirmed that the proposed development is acceptable with regards to impact on green assets and trees within the site.

**(F) WOULD THE PROPOSAL HAVE ANY ECOLOGICAL IMPLICATIONS?**

The application site is designated as a Site of Nature Conservation Interest (SNCI); Glyn Vale. Policy DM19 in the Site Allocations and Development Management Policies (2014) states that development which would have a harmful impact on the nature conservation value of a Site of Nature Conservation Interest will not be permitted.

The supporting text of this policy states that although they do not receive the same legal protection as international or national nature conservation sites, Sites of Nature Conservation Interest (SNCIs) collectively represent the city's critical stock of natural capacity. In some areas of Bristol, SNCIs offer people their only valuable contact with wildlife. Therefore, development proposals which would harm the nature conservation value of an SNCI will not be permitted.

Policy DM19 also 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:

- i. Be informed by an appropriate survey and assessment of impacts; and
- ii. Be designed and sited, in so far as practicably and viably possible, to avoid any harm to identified habitats, species and features of importance; and
- iii. Take opportunities to connect any identified on-site habitats, species or features to nearby corridors in the Wildlife Network.

Prior to the submission of the application, the applicant undertook a number of surveys/assessments and has provided the following information to support the application; an Arboricultural Report; a Tree Survey; a Tree Protection Plan; an Ecological Survey; a Bat Survey; a Badger Survey; a 10 Year Landscape Management Plan and a Construction [Environmental] Management Plan (CEMP).

The proposed physical development of the new and extended pathways will result in only a very small proportion of the total soft landscaping within the open space being removed. None of the soft landscaping removed is considered to provide habitat for any species to warrant the refusal of the scheme on ecology grounds, and it is recognised that the proposed route has been specifically designed to avoid impacting upon two identified areas of ecological importance.

The submitted ten year habitat management plan sets out measures for the future maintenance and enhancement of habitats adjacent to the proposed cycle and foot path. The Council's Nature Conservation Officer, Parks Development Officer and Arboricultural Officer confirmed that the content of this document and the measures and timescales proposed will contribute towards the long term maintenance and enhancement of the Site of Nature Conservation Interest (SNCI).

The survey along the proposed route found no evidence of any existing bat roosts in any adjacent tree and only a few trees that were identified as suitable for such roosts. The bat survey also found the existing path and immediate surrounding scrubland had low levels of bat activity.

To limit the impact of the proposed new lighting on all wildlife within the park the lighting will operate at standard brightness until 19:00 then dimmed to 30% level until 22:00 and then switched off until 05:30am the next day. Two separate lux contour plans (at 100% luminance, and dimmed to 30%) have been provided to demonstrate the proposed light-spill from the new lighting. Following consultation, the Council's Nature Conservation Officer confirmed that under the 30% reduction lighting regime there would be dark corridors across the footpath/cycleway which bats could use where the additional lux levels are only 0.3 to 0.5 lux which is unlikely to deter even light-sensitive bat

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species. Under the 100% lighting regime, whilst lux levels will be higher there would still be dark corridors of around 1.5 to 2 lux across the footpath/cycleway. These lux levels would have negligible impact on light-tolerant bat species e.g. common pipistrelle. Following the above, it is considered that the proposed lighting will not have such a detrimental impact on bats and wildlife to warrant refusal.

The submitted Construction [Environmental] Management Plan (CEMP) and ecological mitigation and enhancement precautionary method statement in addition provides sufficient detail to demonstrate that no harm will be caused to ecology/wildlife and the SNCI during the construction period (detailing issues surrounding badgers, slow works, hedgehogs, common toads, birds and Japanese knotweed). A condition is attached to ensure the measures set out in this document are adhered to.

Following consultation and following the submission of revised/further detail, the Council's Nature Conservation Officer confirmed that the proposal would have no adverse impact on any wildlife or ecology within the site. It is therefore concluded considered (subject to suitable conditions as set out below) that the proposal would not have such a detrimental impact upon any habitat, species or features within the designated Site of Nature Conservation Interest (SNCI) to warrant refusal in this instance.

**(G) SAFETY AND SECURITY**

The southern end of the cycle route will connect with existing entrance barriers that lead to the east end of Kenmare Road. There are two existing kissing gate barriers approximately 30m apart with a connecting path running between two dwellings. The northern end of the cycle route will connect with the existing barrier access, which is formed by vehicular gate and a pedestrian kissing gate. The proposal will alter these two access points. The second kissing gate at the southern access will be moved northwards so a K-frame barrier can be installed in addition. The northern access barriers/gates will be moved into the open space area, and a new K-frame barrier installed in addition.

It is recognised that a number of objections have been raised by local residents in relation to the new entrances potentially allowing access to the open space for motorbikes/mopeds which will result in anti-social behaviour, safety and security issues. Whilst it is acknowledged that the K-frames will allow an increased width of access this is proposed to provide better and easier access for people cycling, disabled people using mobility scooters or specially adapted cycles. The proposed new K-frame barriers give flexibility and can be adjusted to provide a slightly wider gap for legitimate users whilst still restricting access by motorbikes and scooters.

The concerns raised in relation to motorbike access to the open space is acknowledged, however it is considered that police enforcement will primarily respond to this issue and it is not considered reasonable to refuse the application on planning grounds for this reason. The applicant however has confirmed that if the proposed K-frames are acceptable they can undertake regular monitoring and if motorbike access becomes a problem the gap width can be reduced further by BCC Parks Department. The applicant has confirmed in the approved Management Statement (Version 2) that the CAF Project is setting up a budget to fund required monitoring activities during the 2018/19 and 2019/20 financial years. The budget would be funded by a transfer from the CAF Project budget (as set out in the approved Management Statement).

It is recognised some local residents have requested the installation of CCTV to prevent/discourage anti-social behaviour and increase security, however the applicant has advised CCTV is outside the remit of grant funding in this instance.

Finally, it is noted that the Avon and Somerset Constabulary Crime Reduction Officer has reviewed the proposals and raised no objections or comments.

**Development Control Committee B – 8 November 2017****Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol****(H) FLOOD RISK**

Bristol Core Strategy (2011) Policy BCS16 states that all development should incorporate water management measures to reduce surface run-off.

There is an existing flooding problem at the corner of Wedmore Vale and Wingfield Place and the additional impermeable area created as a result of the proposals could increase this risk. The applicant however has provided information to demonstrate that the new route will be suitably drained in the form of stone filled trenches (French drains) at the bottom end of the path. Following consultation, the Council's Flood Risk Team confirmed that this was acceptable, and as a whole the proposal will not result in any detrimental increase in flood risk/drainage issues at the site.

**(I) EQUAL ACCESS?**

It is acknowledged that some disability groups, especially those with visual or hearing impairments, do not like shared use paths and prefer segregation. However, in this instance it is recognised that the proposal represents a compromise solution which has been designed to limit the impact on the ecology, trees and the overall character of the area. Overall the upgrade of the surfacing and creation of new and widened paths will improve the quality of shared space and provide increased space for cyclists and pedestrians, including those with disabilities, and the proposed calming measures are considered sufficient to encourage slower speed of cycle travel and thus reduce any issues surrounding safety/conflict arising.

It is considered that the new K-frame entrance barriers to the park will provide better and easier access to Victoria Park for people with mobility issues. The application is subsequently considered acceptable on this basis.

**(J) FUTURE MAINTENANCE AND MONITORING**

The applicant has provided a Management Statement which sets out how the improved walking and cycling route through Glyn Vale open space, which will form part of the new Filwood Quietway route, is to be managed in the future. The statement includes detail in relation to which organisation(s) will be responsible for managing, maintaining and monitoring the facility, together with financial provision.

It is noted that the application has been developed and submitted by Bristol City Council Cycling Ambition Fund (CAF) and managed by BCC Sustainable Transport Department. Upon completion of construction of the improved path route, its management will be passed onto BCC Parks Department, who will become responsible for its future maintenance.

As there are financial implications for BCC Parks, with regard to its management role and associated maintenance liabilities, a sum of money is to be transferred from the CAF Project budget (received from central government) to BCC Parks to cover future liabilities for approximately 15 years. BCC Parks have a set contribution rate, which is based on the surface area of the new path, together with an allowance for cost of lighting and its maintenance, which is calculated by BCC Lighting, based on the number of lighting columns and their type. The financial settlement shall be transferred from the CAF Project budget into the BCC Parks budget, being placed in a specific sub-budget account for Northern Slopes (Glyn Vale Open Space). This amount will be effectively ring-fenced and BCC Parks will draw down an appropriate amount each year to cover maintenance of the path and its lighting.

It should be noted there is no formal transfer of management obligations between BCC Sustainable Transport and BCC Parks. The process is confirmed by an email exchange between relevant project managers concluded by the transfer of funds to cover future maintenance requirements. This is set out in the approved Management Statement.

The applicant has also provided a Ten Year Habitat Management Plan, which sets out measures for

**Development Control Committee B – 8 November 2017****Application No. 17/03959/FB : Open Space Off Wedmore Vale And Glyn Vale Bristol**

the maintenance and enhancement of habitats adjacent to the proposed cycle and foot path through the open space. The Council's Tree Officer, Nature Conservation Officer and Landscape Officer have reviewed this document and are happy with the proposed future maintained/enhancement measures as set out. The compliance with this document has been secured via condition.

**CONCLUSION**

In accordance with policy, the proposed development is considered to enhance the existing transport infrastructure, giving benefits to all users of Glyn/Wedmore Vale open space and promoting more sustainable modes of travel which will reduce both emissions and congestion.

It is considered that the development will not give rise to unacceptable traffic conditions or result in highway safety/security issues, and the impact on the character and appearance of the area will be less than substantial and outweighed by the identified wider public benefits.

The development would also have no adverse impact on wildlife/ecology, trees or surrounding residential amenity.

As such the approval of the application is recommended to Members, subject to conditions.

**RECOMMENDED GRANTED 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 management plan

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

- Parking of vehicles of site operatives and visitors.
- Routes for construction traffic
- Hours of operation.
- Method of preventing mud being carried onto the highway.
- Pedestrian and cyclist protection.
- Proposed temporary traffic arrangements including hoardings and/or footway closures.
- Arrangements for turning vehicles.
- Arrangements to receive abnormal loads or unusually large vehicles.
- How the delivery of construction materials and the collection of waste will be managed.
- Where construction materials and waste will be stored.
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

## 3. Highway Works

Prior to the commencement of development general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority

- The construction of a 3.0m wide cycle/pedestrian route, to be signed and marked accordingly to warn cyclists that pedestrians have priority, installation of 2 new k-frame barriers at 2 entrance points.

Indicating proposals for:

- Threshold levels of the finished highway and building levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Locations of lighting, signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extents of any stopping up or dedication of new highway

These works shall then be completed prior to first use of the new walking and cycling route hereby approved to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority, and are completed before occupation.

## 4. Protection of Retained Trees During the Construction Period

No demolition or construction work of any kind shall begin on the site until the approved fences and protection has been erected around the retained trees in the position and to the specification detailed in the Arboricultural Impact Assessment prepared by Bosky Trees and dated 12 July 2017 and as shown on the approved Tree Protection Plans referenced TPP-1, TPP-2 and TPP-3.

The Local Planning Authority shall be given not less than two weeks prior written notice of the completed installation of the protective fencing by the developer prior to the commencement of works on the site in order that the Local Planning Authority may verify in writing that the approved tree protection measures are in place when the work commences.

The approved fences and ground protection shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of demolishing or 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 Local Planning Authority.



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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 and in recognition of the contribution which the retained trees give and will continue to give to the amenity of the area.

## 5. Vegetation Clearance

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

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

## 6. Further details of signage before relevant element started

Detailed drawings at the scale of 1:10 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

a) Proposed signage (including full design details, exact location and method of fixing)

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

**Pre occupation condition(s)**

## 7. 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.

**Post occupation management**

## 8. Artificial Lighting (external)

Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.

Reason: In the interest of local ecology and in order to safeguard residential amenity.

## 9. Lighting - Time Restriction

The lighting hereby approved to the path shall operate at standard brightness until 19:00pm, then dimmed to 30% brightness until 22:00pm and then be switched off entirely until 05:30am

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the following day.

Reason: In the interest of local ecology and in order to safeguard residential amenity.

## 10. Arboriculture

The works shall be undertaken in full accordance with the Arboricultural Impact Assessment prepared by Bosky Trees and dated 12 July 2017.

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.

## 11. Management Statement

The works shall be undertaken in full accordance with the Management Statement Version: 2 submitted on 2 October 2017.

Reason: to ensure the future maintenance and monitoring of the approved development.

## 12. Construction [Environmental] Management Plan (CEMP).

The works shall be undertaken in full accordance with the Construction [Environmental] Management Plan (CEMP) Version 4, submitted on 5 September 2017.

Reason: In the interest of the designated Site of Nature Conservation Interest (SNCI) and the general character and appearance of the area.

## 13. Ten Year Habitat Management Plan

The works shall be undertaken in full accordance with the Ten Year Habitat Management Plan Version 5, submitted on 5 September 2017.

Reason: In the interest of the designated Site of Nature Conservation Interest (SNCI) and the general character and appearance of the area.

## 14. Drainage Strategy

The works shall be undertaken in full accordance with the Drainage Strategy Version 3, submitted on 19 October 2017.

Reason: In the interest of flood risk.

**List of approved plans**

## 15. 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.

SD02-005 D Proposed edgings, received 20 July 2017

E15057 055 Proposed Cycle Route, received 21 August 2017

E15057 56 Location plan, received 20 July 2017

SD01-005 D Proposed road construction detail, received 20 July 2017

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TR-1 Tree Removal Plan, received 20 July 2017  
 TR-2 Tree Removal Plan, received 20 July 2017  
 TR-3 Tree Removal Plan, received 20 July 2017  
 TPP-1 Tree Protection Plan, received 20 July 2017  
 TPP-2 Tree Protection Plan, received 20 July 2017  
 TPP-3 Tree Protection Plan, received 20 July 2017  
 E15057 301 Proposed entrance gates, received 18 October 2017  
 E15057 055 Proposed lighting lux levels reduced to 30%, received 23 August 2017  
 E15057 055 Proposed lighting lux levels at 100%, received 23 August 2017  
 E15057 101 Proposed General Arrangement Sheet 1, received 19 October 2017  
 E15057 102 Proposed General Arrangement Sheet 2, received 19 October 2017  
 E15057-102-LS 1 Planting Proposals Sheet 1 of 2, received 19 October 2017  
 E15057-102-LS 2 Planting Proposals Sheet 2 of 2, received 19 October 2017  
 VERSION 3 Drainage Strategy Version 3, received 19 October 2017  
 VERSION 5 Ten Year Habitat Management Plan Version 5, received 6 September 2017  
 VERSION 4 Construction [Environmental] Management Plan (CEMP) Version 4, received 6 September 2017  
 VERSION 2 Proposed Management Statement, received 2 October 2017

Reason: For the avoidance of doubt.

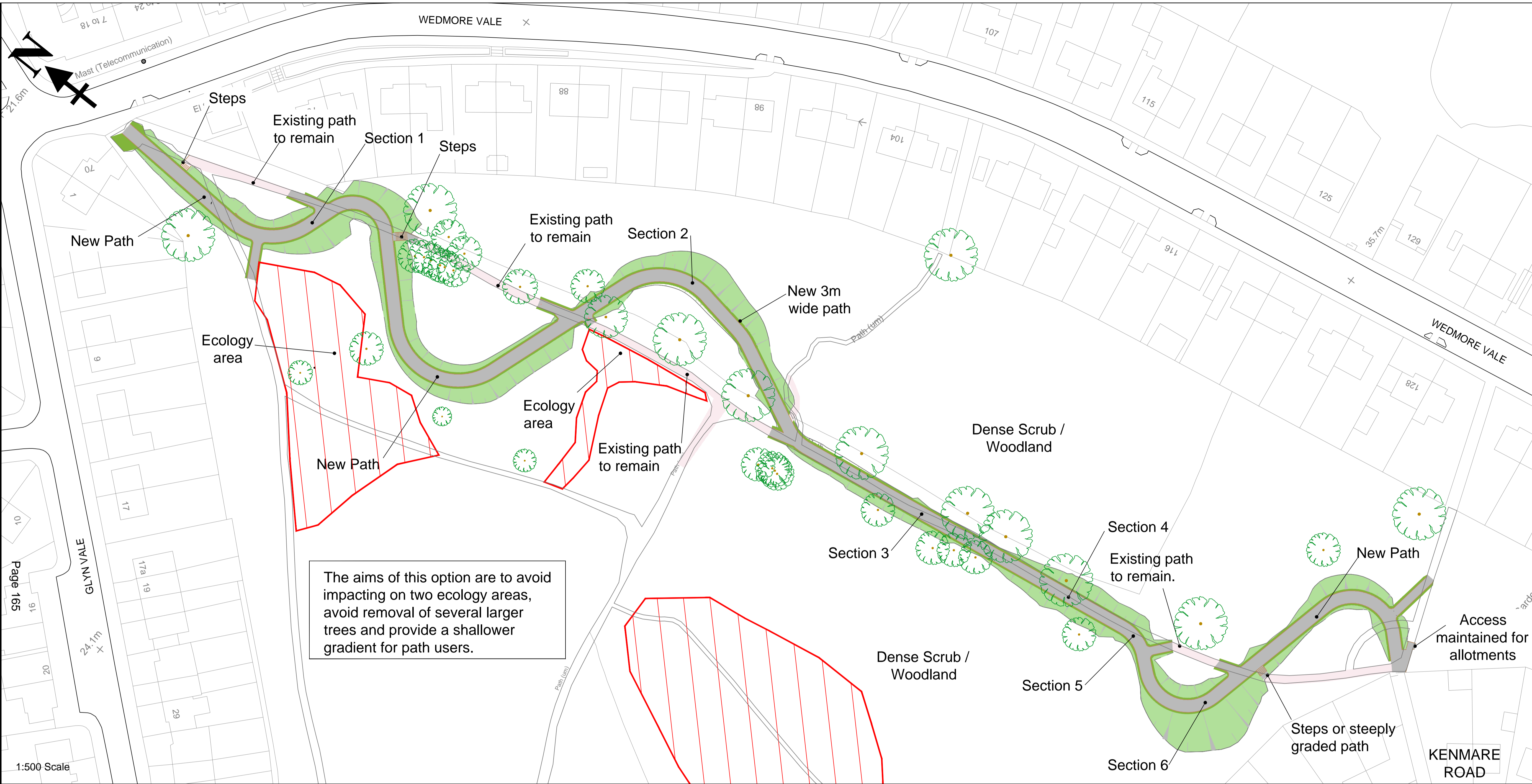
**Advices**

- 1 A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the City Council's technical approval and inspection fees paid before any drawings are considered and approved and formal technical approval is necessary prior to any works being permitted."
- 2 Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, Brunel House, Bristol City Council, PO Box 3176, Bristol BS3 9FS.

## Supporting Documents

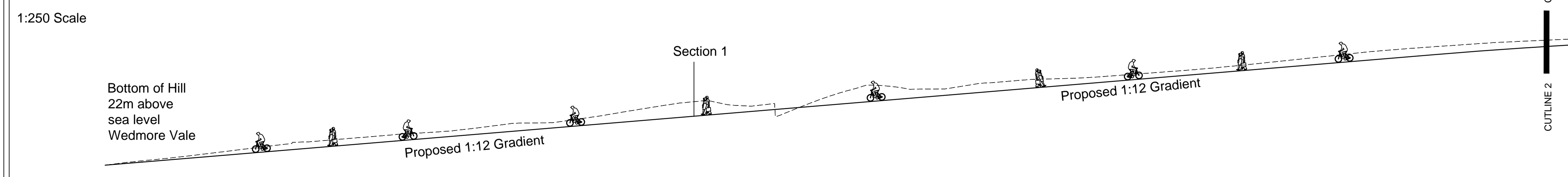
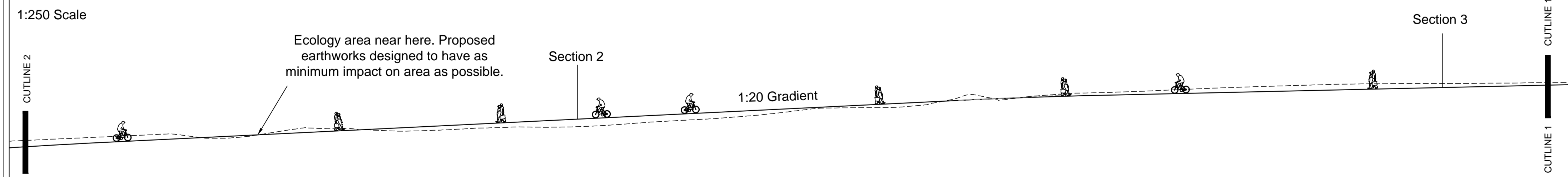
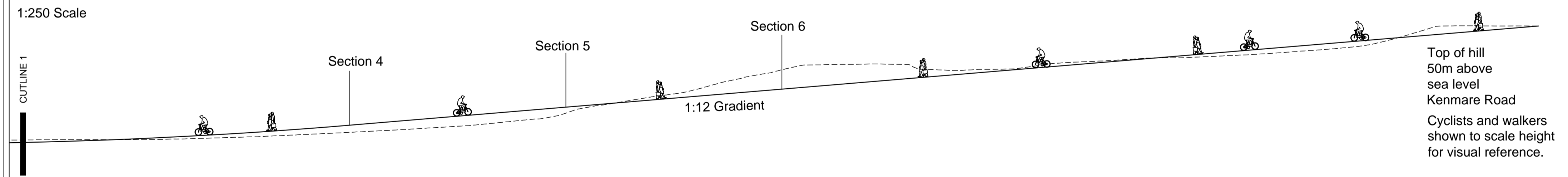
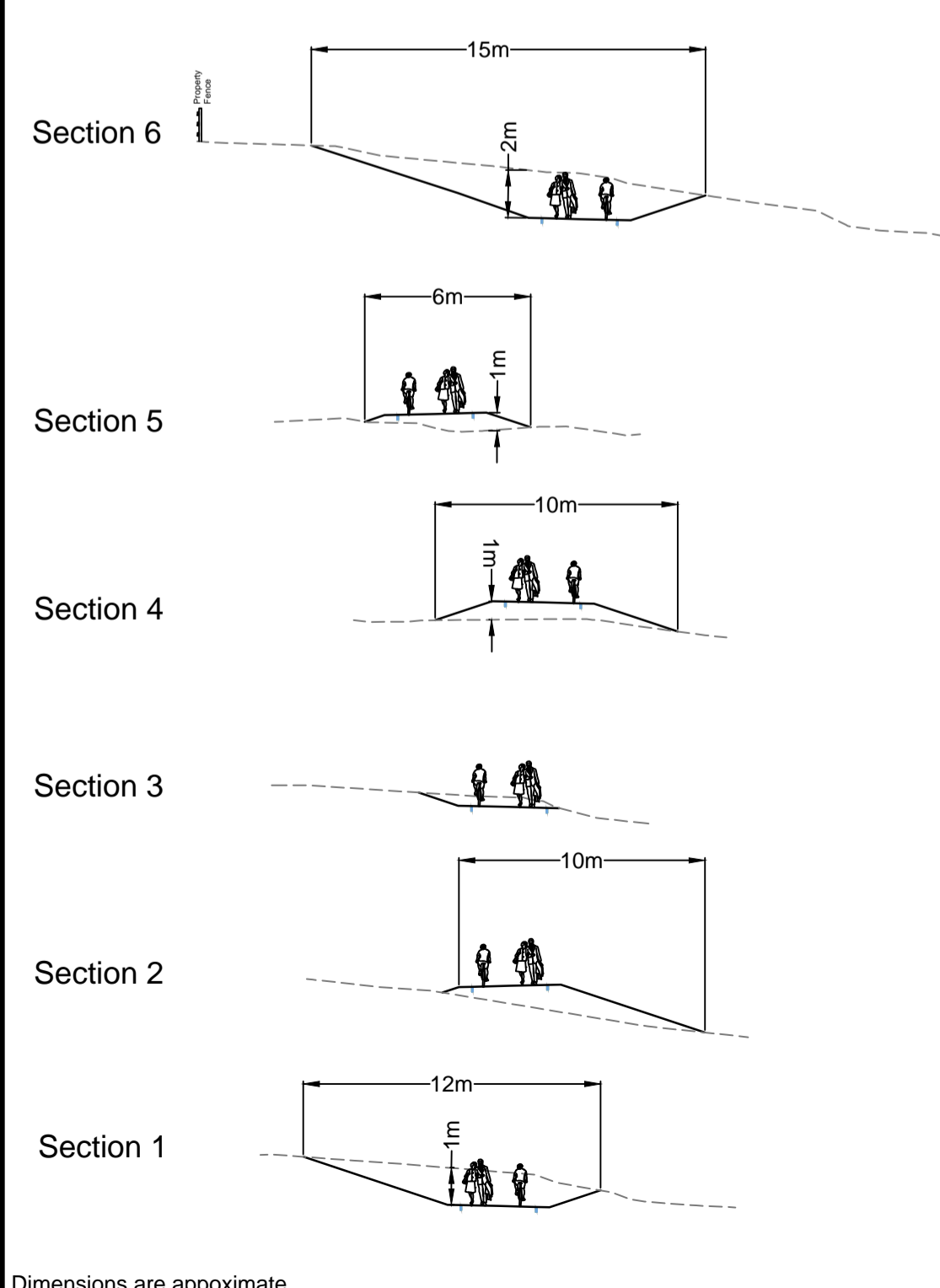
### **4. Open Space Off Wedmore Vale And Glyn Vale**

1. Proposed cycle route plan
2. Proposed entrances
3. Proposed general arrangement sheet 1
4. Proposed general arrangement sheet 2
5. Proposed lighting 100% luminance
6. Management statement
7. Case Officer site photos



Area of greater ecological sensitivity

Significant tree



**CITY DESIGN**  
ENGINEERING DESIGN TEAM

Engineering Design Team (CH)  
Bristol City Council, PO Box 3176, BS3 9FS  
Tel: 0117 92 22000

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Rev.	Date	Description	By

Project  
**CAF 2 - Victoria Park to Filwood Broadway**

Title  
**Northern Slopes Proposed Cycle Route**

Client <b>Sustainable Transport</b>	
Project Manager <b>R Bourne</b>	Scale <b>As Shown</b>
Telephone Number	Checked by <b>MM</b>
Drawn by <b>MRB</b>	Date Issued <b>24/05/17</b>
Date Drawn <b>Sept 2016</b>	Issued by <b>MRB</b>

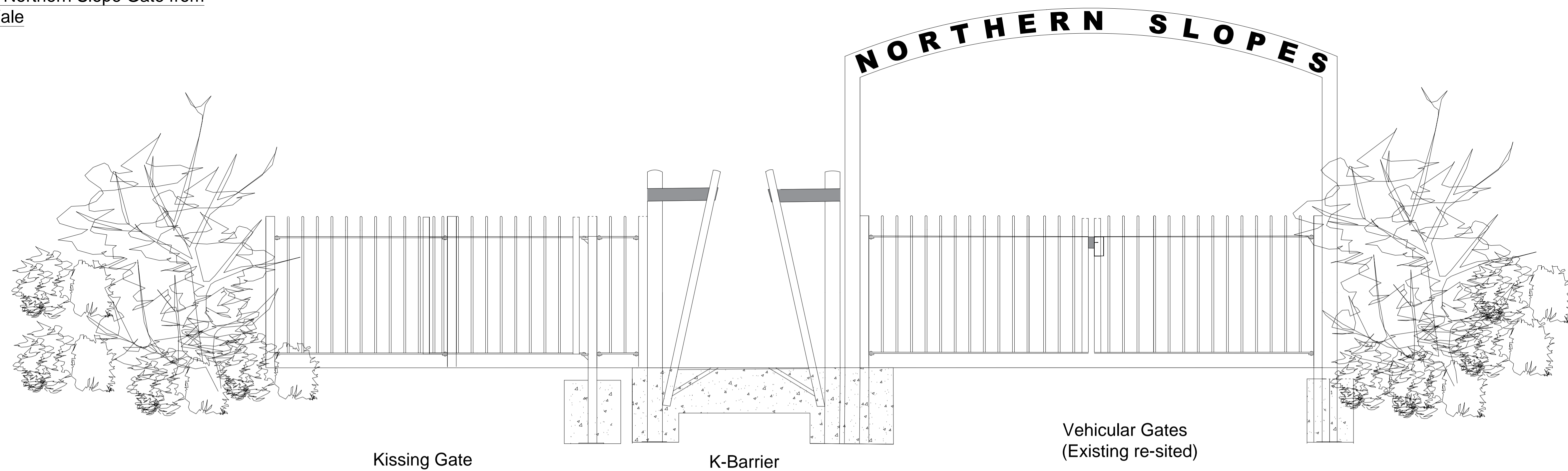
STATUS

Preliminary  Tender  Construction  As Built

DRAWING NUMBER

Project Number Drawing Revision  
**E15057 - 055 -**

Dimensions are approximate

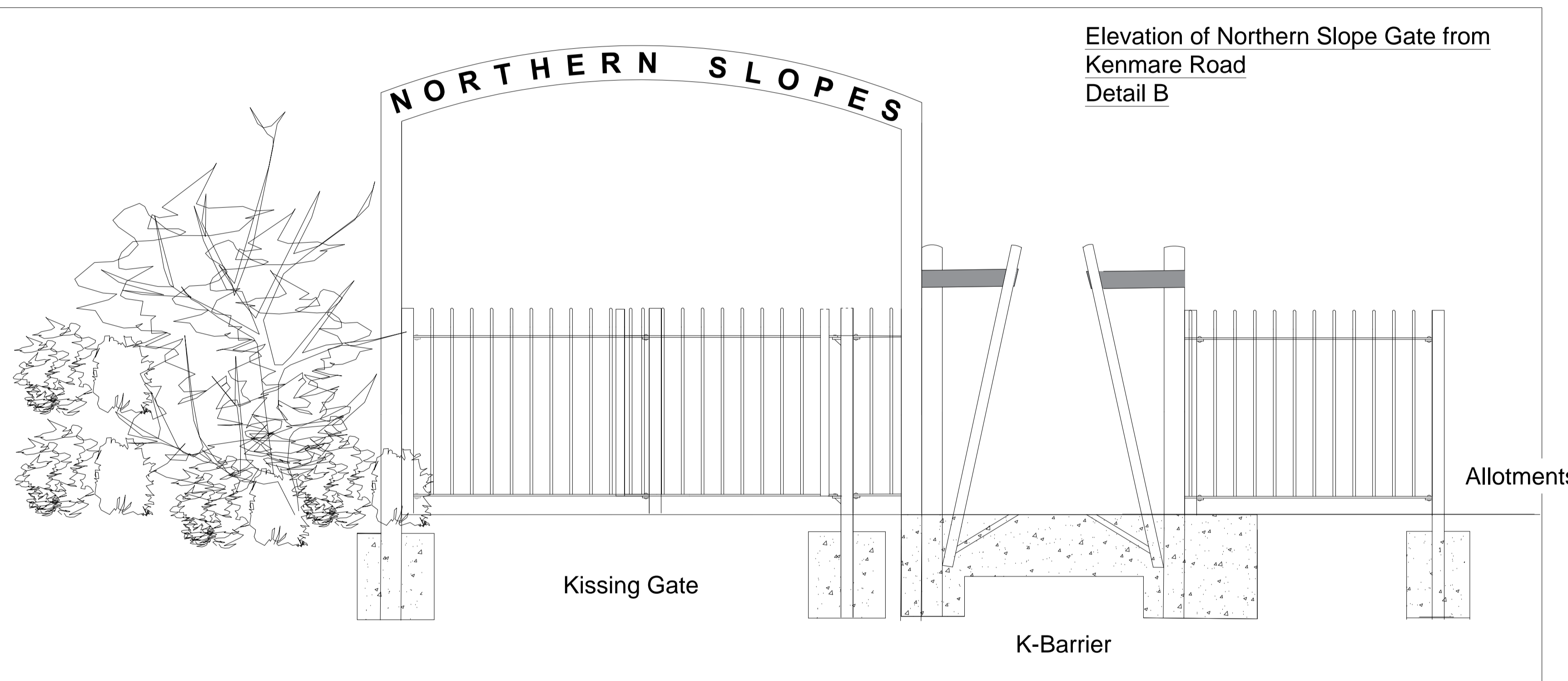


Kissing Gate

K-Barrier

Vehicular Gates  
(Existing re-sited)

Elevation of Northern Slope Gate from  
Kenmare Road  
Detail B



Kissing Gate

K-Barrier

Allotments

Rev.	Date	Description	By

Project  
**CAF2 Victoria Park to Filwood Broadway**

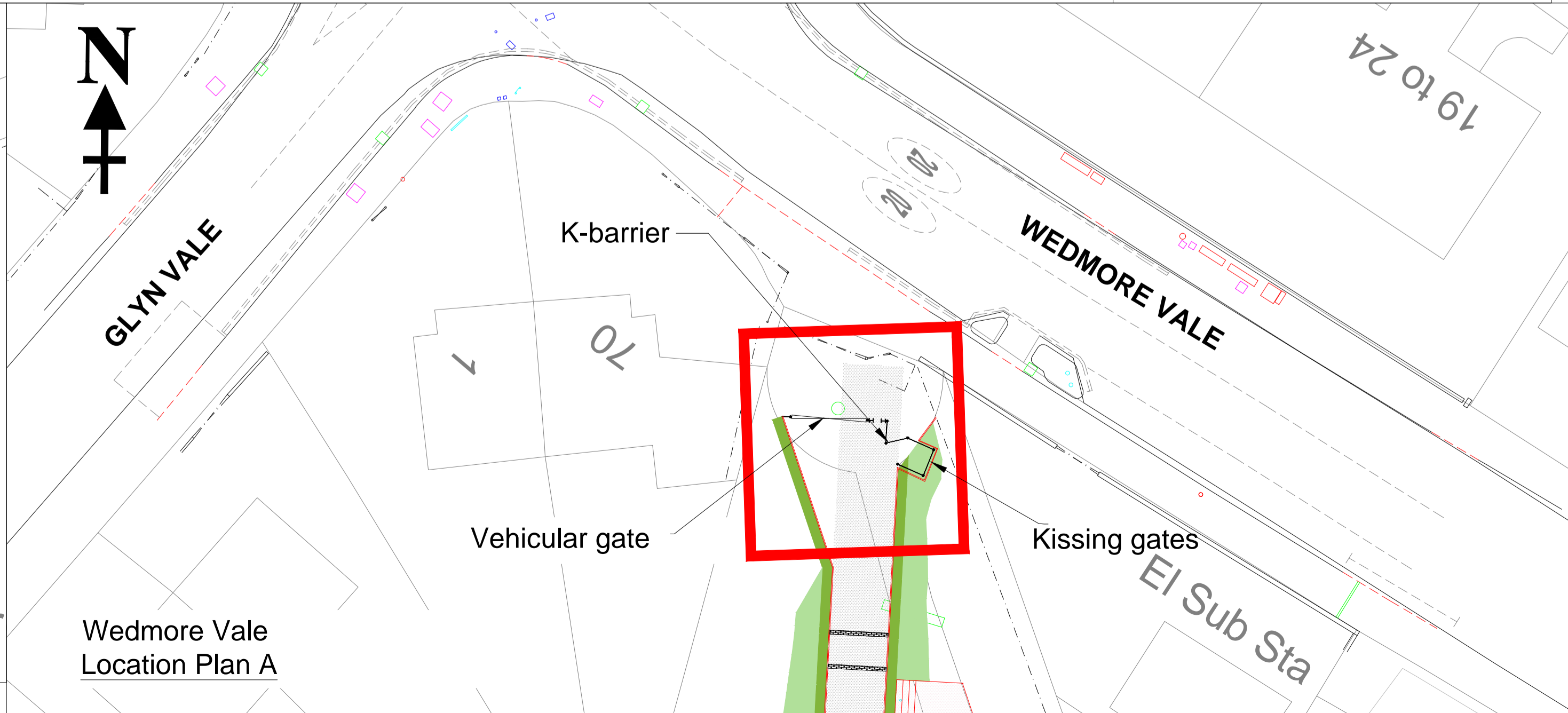
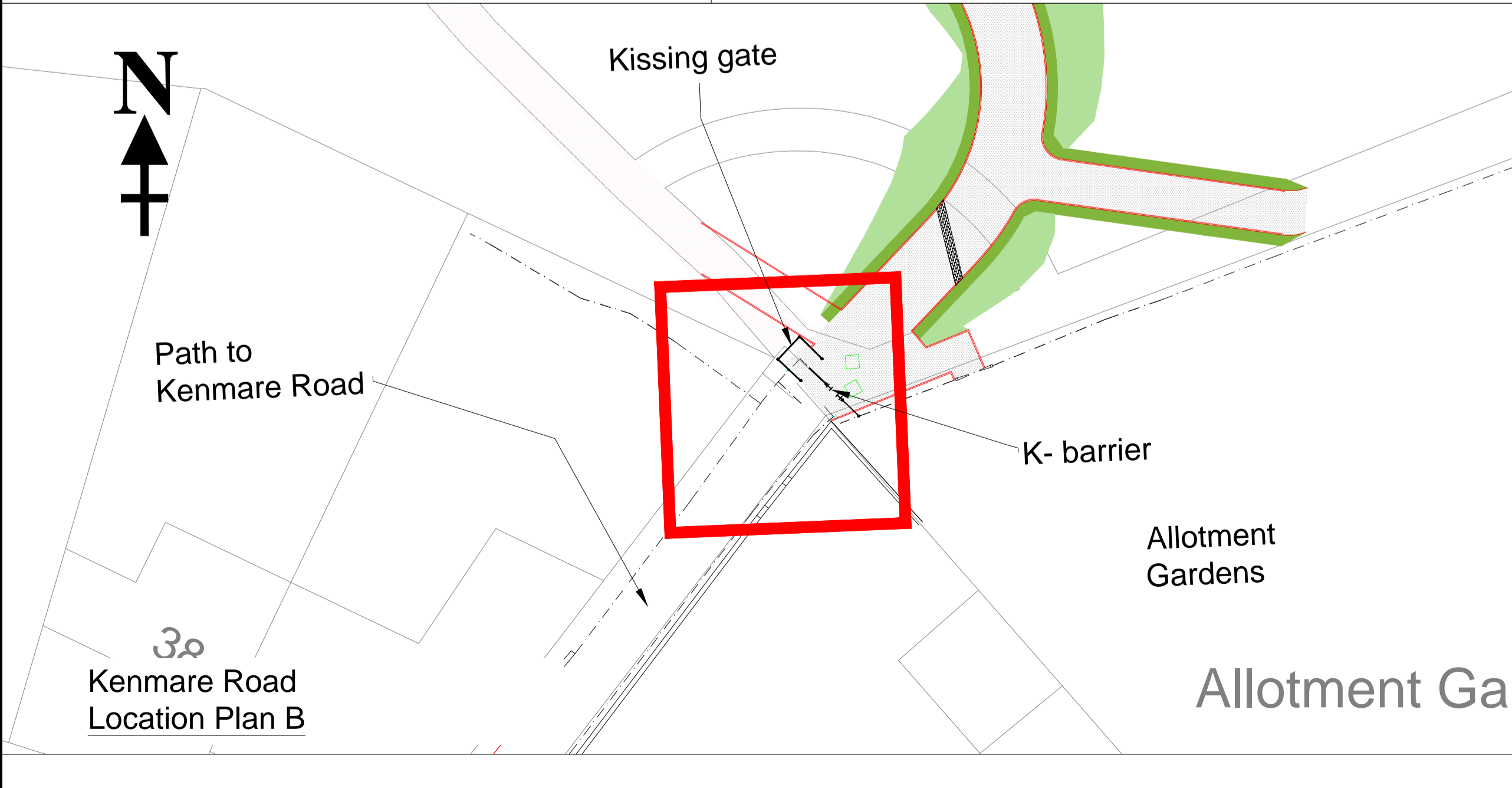
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**Northern Slopes Gates**

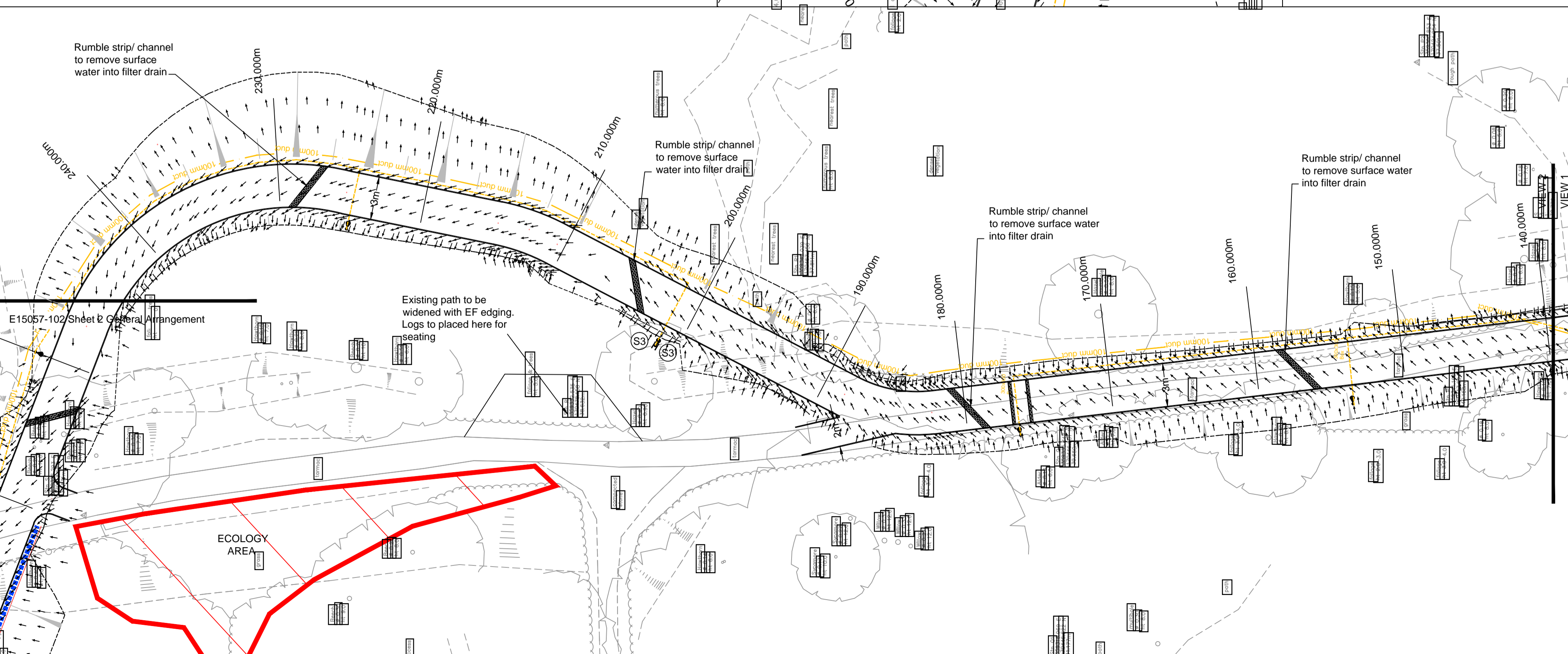
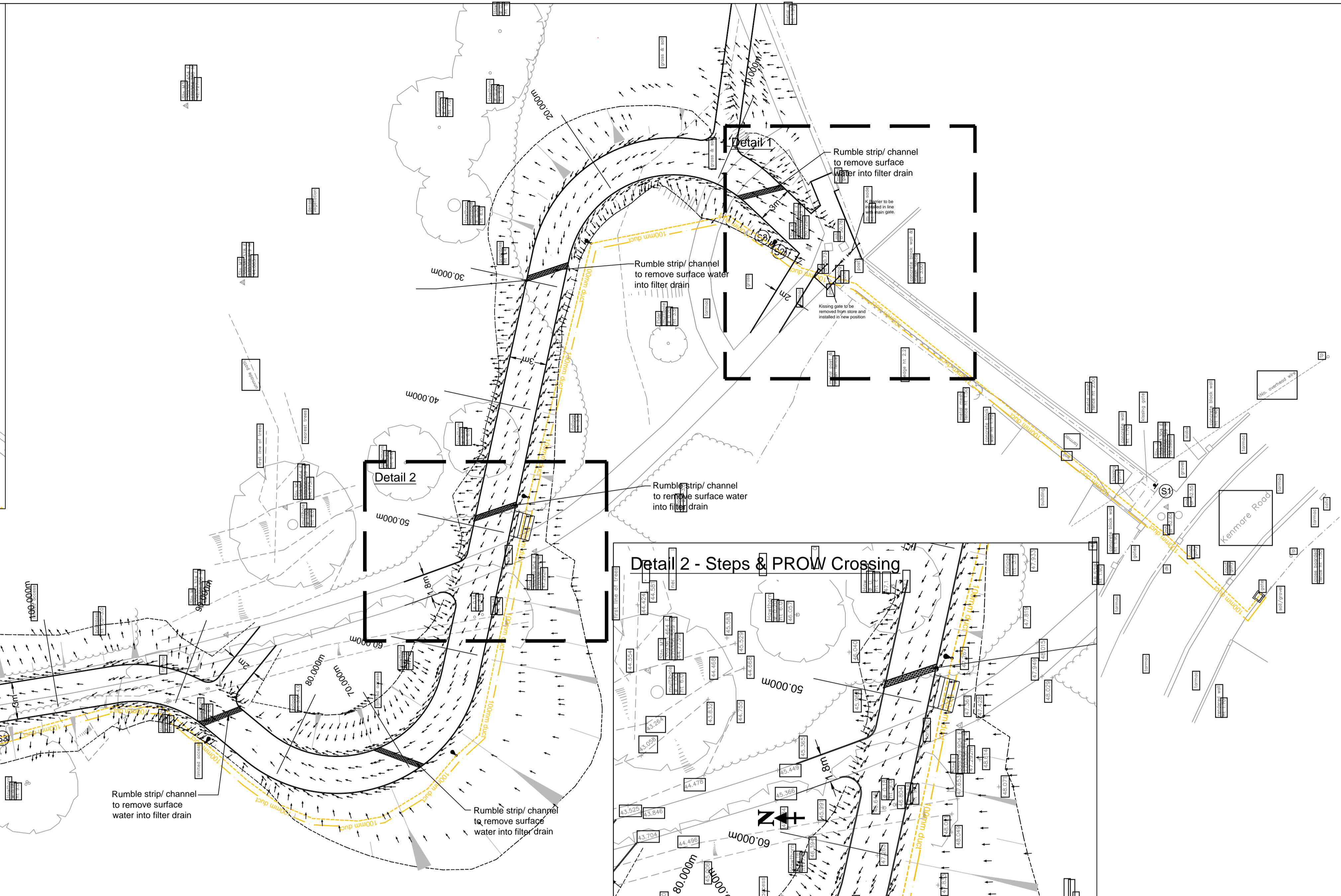
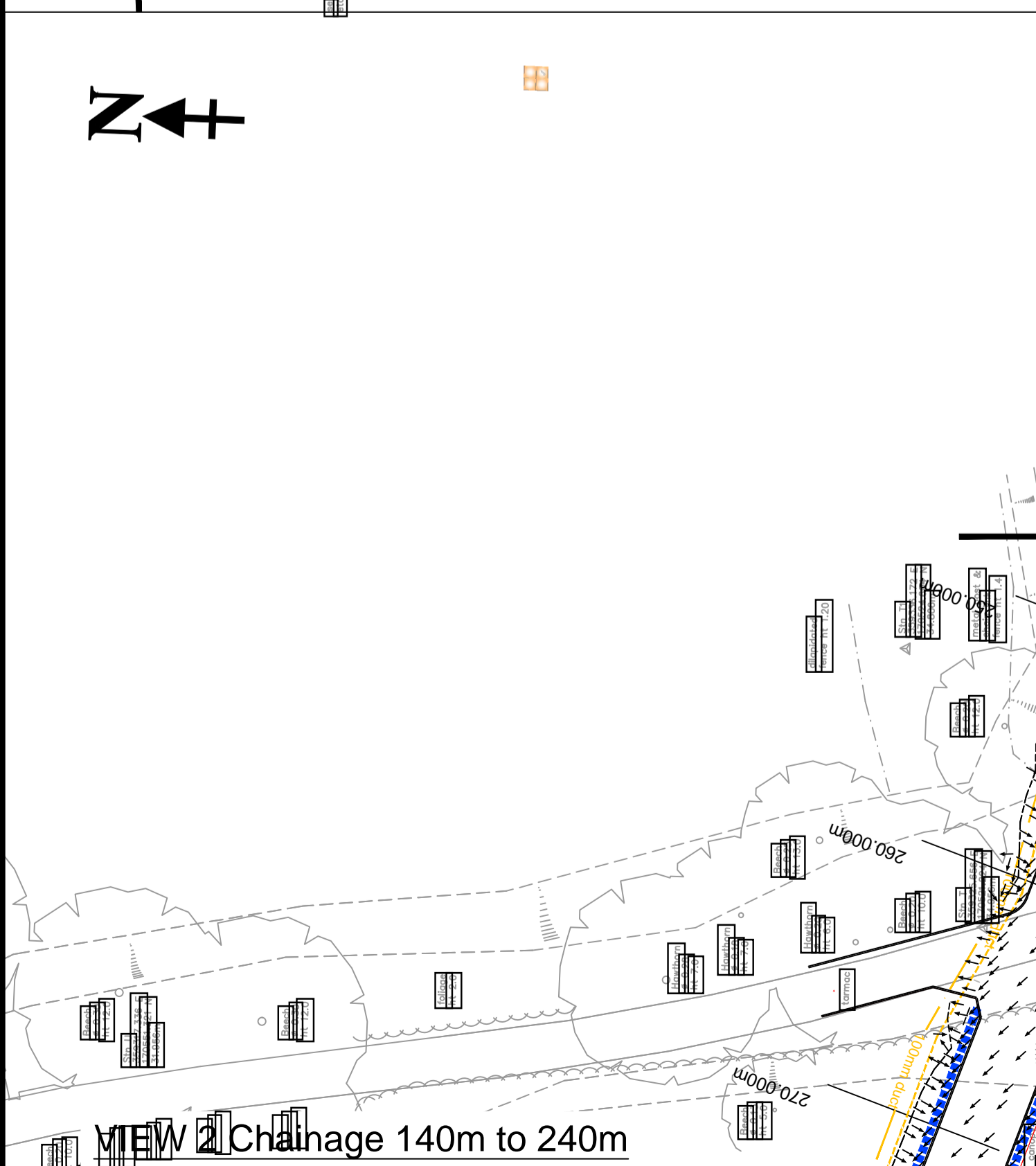
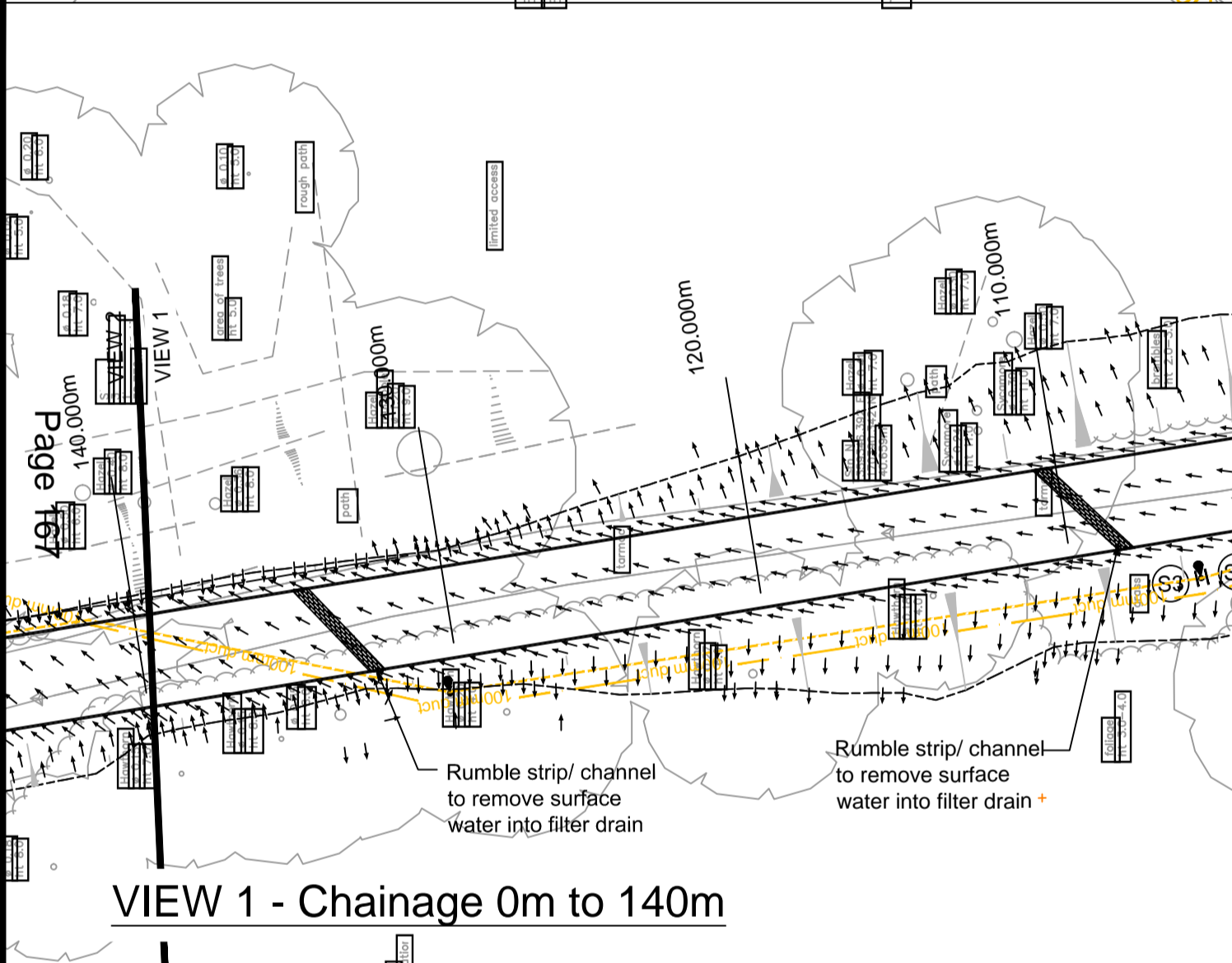
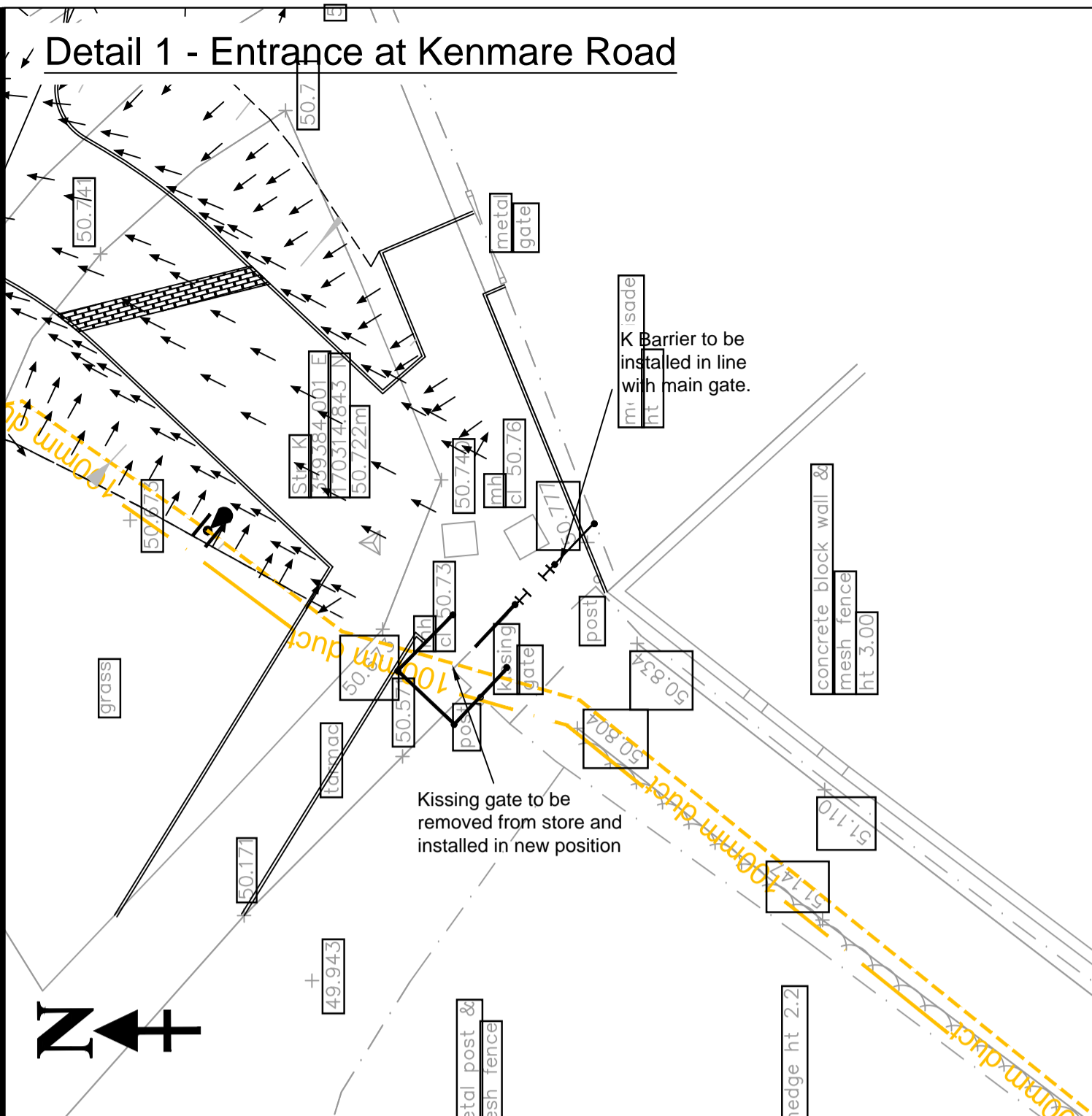
Client  
**Richard Bourne**

Drawn by <b>KO</b>	Checked by <b>MRB</b>
Date Drawn <b>17/10/17</b>	Date Issued <b>17/10/17</b>
Status <b>PRELIMINARY</b>	Issued by <b>MM</b>

Scale  
**Elevation: 1:20 Plan: 1:200 @A1**

Project Number <b>E15057</b>	Drawing <b>301</b>	Revision <b>-</b>
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**KEY**

- Proposed slope direction cuttings and embankments
- Proposed rumble strips 600mm wide.
- Proposed rumble strips 200mm wide
- 100mm Orange MDPE duct (for CCTV)
- 50mm Orange MDPE duct (for street lighting)
- S1 Direction Signs
- S2 Pedestrian Priority Signs
- S3 Signs to TSRGD Diagram 956 Shared Use Pedestrians and Cycles
- New Lighting Column
- New signs on lighting columns or posts

**CITY DESIGN**  
ENGINEERING DESIGN

PO Box 3176, Bristol, BS3 9FS

BRISTOL CITY COUNCIL

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Rev.	Date	Description	By

Project  
**CAF2 Victoria Park to Filwood Broadway**

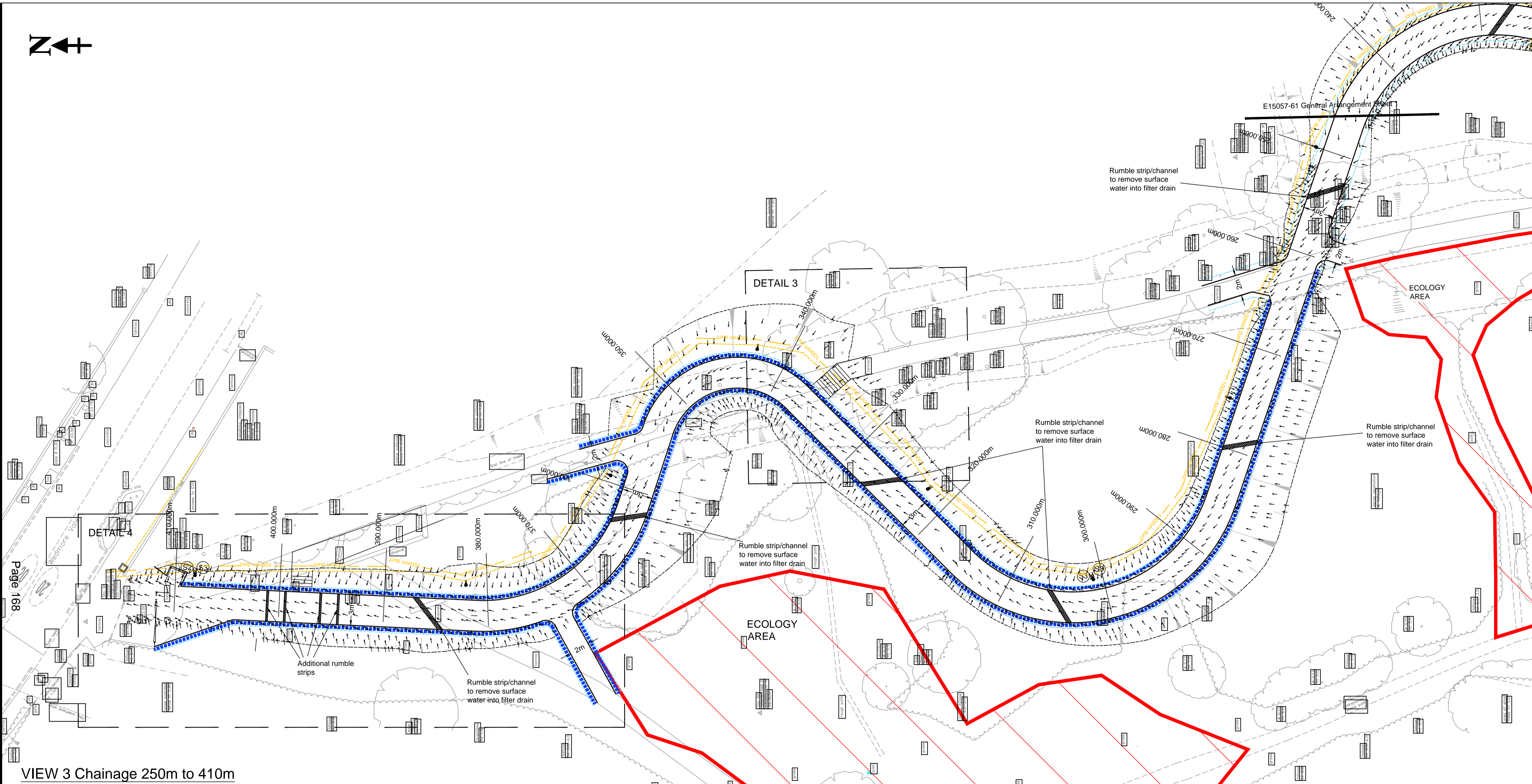
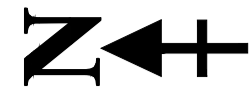
Title  
**Northern Slopes General Arrangement Sheet 1**

Client  
**Richard Bourne**

Drawn by <b>MRB</b>	Checked by <b>MM</b>
Date Drawn <b>27/09/2017</b>	Date Issued <b>28/09/2017</b>
Status <b>PRELIMINARY</b>	Issued by <b>1:200</b>

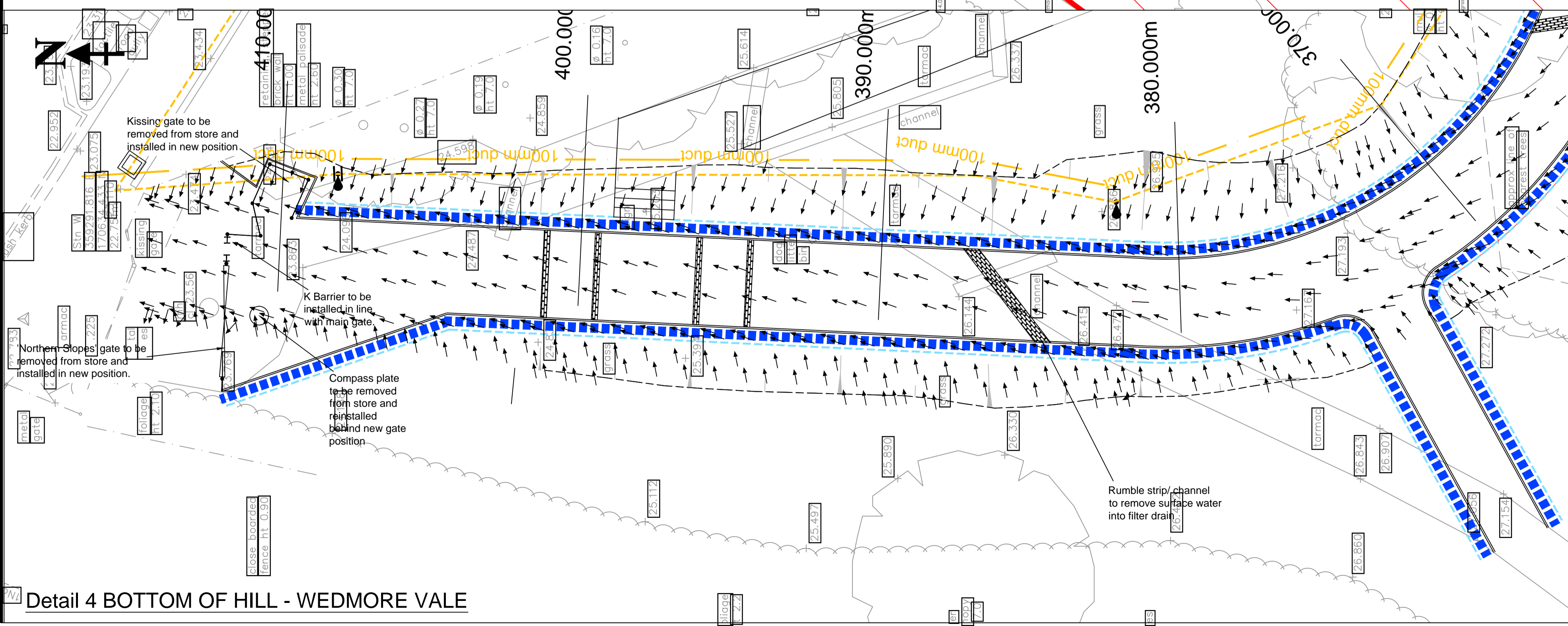
Scale  
**Main View 1:200 Details 1:100**

Project Number <b>E15057</b>	Drawing <b>101</b>	Revision
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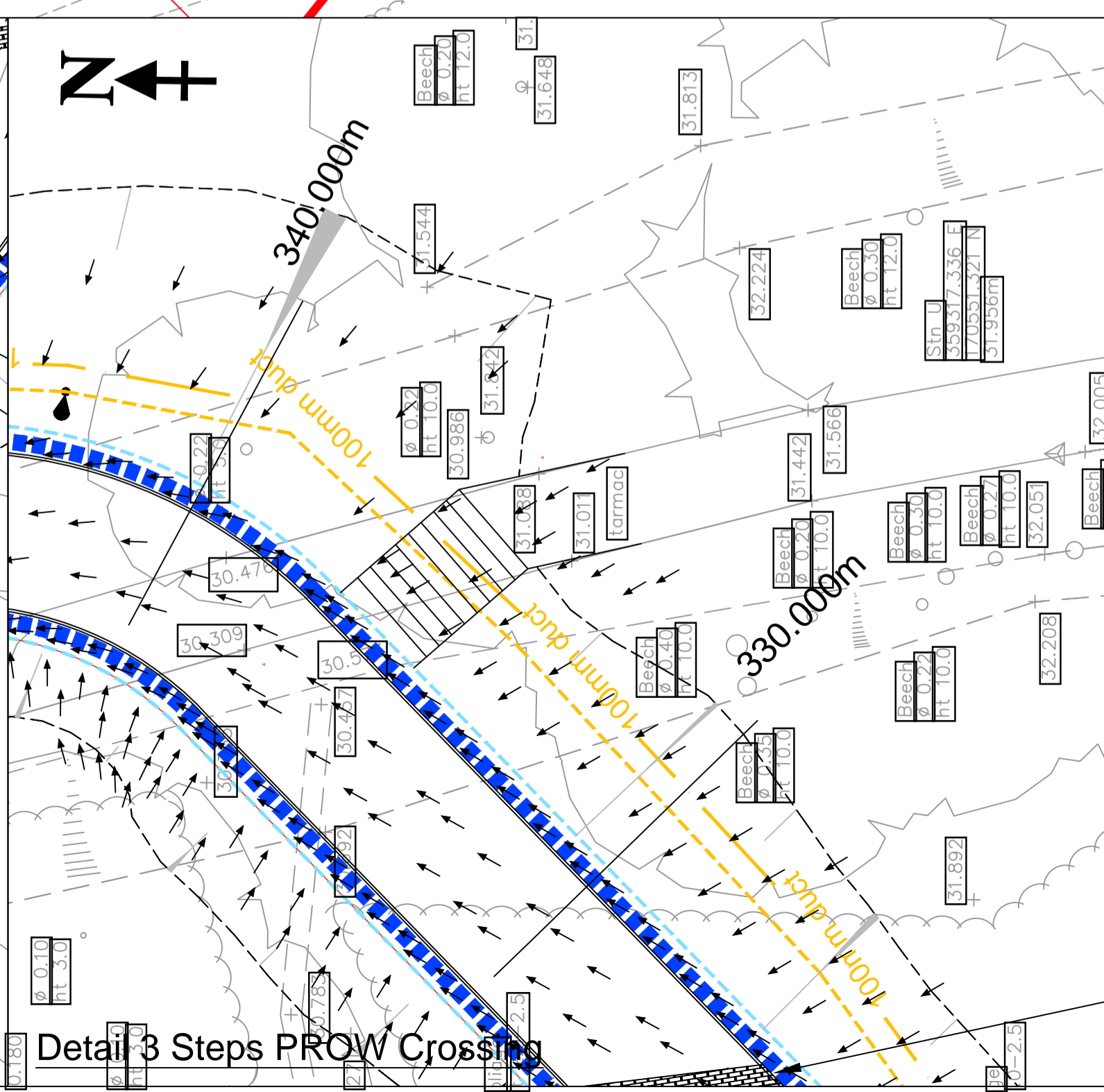


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VIEW 3 Chainage 250m to 410m



Detail 4 BOTTOM OF HILL - WEDMORE VALE



Detail 3 Steps PROW Crossing

- KEY**
- Proposed slope direction cuttings and embankments
  - Proposed rumble strips 600mm wide.
  - Proposed rumble strips 200mm wide
  - 100mm Orange MDP duct (for CCTV)
  - 50mm Orange MDP duct (for street lighting)
  - Direction Signs
  - Pedestrian Priority Signs
  - Signs to TSRGD Diagram 956 Shared Use Pedestrians and Cycles
  - New Lighting Column
  - New signs on lighting columns or posts
  - Filter drain

**CITY DESIGN**  
**ENGINEERING**  
**DESIGN**  
 PO Box 3176, Bristol, BS3 9FS

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Rev.	Date	Description	By

Project  
**CAF2 Victoria Park to Filwood Broadway**

Title  
**Northern Slopes General Arrangement Sheet 2**

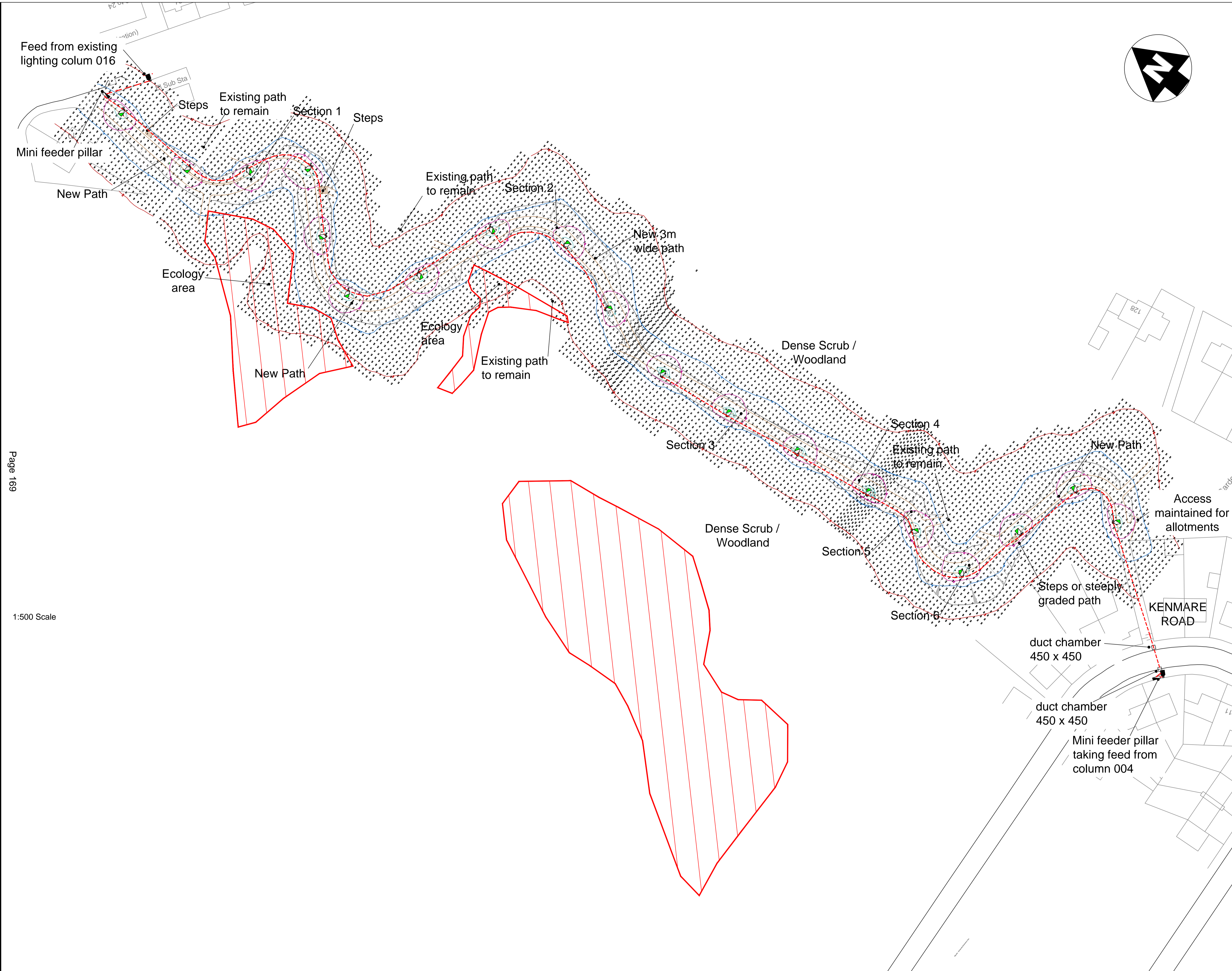
Client  
**Richard Bourne**

Drawn by <b>MRB</b>	Checked by <b>MM</b>
Date Drawn <b>27/09/2017</b>	Date Issued <b>28/09/2017</b>
Status <b>PRELIMINARY</b>	Issued by <b>MRB</b>

Scale  
**Main View 1:200 & Details 1:100**

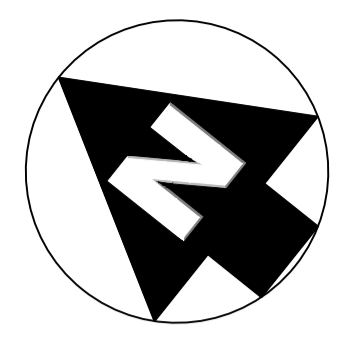
Project Number Drawing Revision  
**E15057 - 102 -**





Page 169

1:500 Scale



- KEY:**
- NEW 4.5M TUBULAR STEEL RAISE AND LOWER COLUMN WITH POST TOP MOUNTED PHILIPS LUMA MICRO 12-40DS LED/7mA 13W 2 KLMS R5 SETTING SET TO 0 DEGREE TILT. NEW SWA CONNECTION LANTERNS TO HAVE A 7 PIN NEMA SOCKETS AND A CMS NODEPEC AS PER THE BCC SPECIFICATION
  - EXISTING COLUMN TO REMAIN
  - NEW MINI FEEDER PILLAR
  - NEW 6MM 3 CORE SWA CABLE
  - 0.01 LUX CONTOUR LINE
  - 1 LUX CONTOUR LINE
  - 5 LUX CONTOUR LINE
  - 10 LUX CONTOUR LINE
- NOTES**  
 DESIGN CONFORMS TO P4  
 ONLY LIGHTING COLUMNS AND POSTS THAT ARE TO BCC SPECIFICATION WILL BE PERMITTED.  
 ALL INSTALLATION WORKS TO COMPLY WITH BCC STREET LIGHTING SPECIFICATION VERSION 2.

**BRISTOL CITY COUNCIL**  
**CITY DESIGN**  
**ENGINEERING**  
**DESIGN TEAM**  
 Engineering Design Team (CH)  
 Bristol City Council, PO Box 3176, BS3 9FS  
 Tel: 0117 92 22000

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Rev.	Date	Description	By

Project  
**CAF 2 - Victoria Park to Filwood Broadway**

Title  
**Northern Slopes Lighting Design GA Zero lux 100% lighting**

Client  
**Sustainable Transport**

Project Manager <b>R Bourne</b> Telephone Number	Scale <b>As Shown</b> Checked by
Drawn by <b>KP</b>	Date Issued <b>23/08/2017</b>
Date Drawn <b>August 2017</b>	Issued by <b>MRB</b>

STATUS  
 Preliminary  Tender  Construction  As Built

DRAWING NUMBER  
 Project Number Drawing Revision  
**E15057 - 055 -**

# FILWOOD QUIETWAY NORTHERN SLOPES SECTION

## MANAGEMENT STATEMENT

Version: 2  
OCTOBER 2017



## **Introduction**

Bristol City Council (BCC) wants to improve cycle infrastructure in order to encourage more people to cycle, including new or inexperienced users, commuters or leisure riders, young or old. Often, better cycle infrastructure also improves facilities for pedestrians, for example, new surfacing, new/improved crossing points, traffic calming features or access alterations. More people who choose to walk, cycle, scoot or skate are helping to relieve traffic congestion and contribute to making the air cleaner. Walking and cycling are also good for personal exercise and health, so BCC wants to upgrade and extend its networks of walking and cycle routes across the city. Encouraging travel by sustainable transport is a Council policy, which is supported by regional and national transport policies.

In 2015, BCC was awarded additional funding from the UK government to upgrade walking and cycling routes across the city. The project, called the Cycle Ambition Fund (CAF), runs from April 2015 to March 2018. The CAF project is a range of schemes and initiatives that seek to encourage people of all ages and ability to cycle more to reduce traffic congestion, improve the health of citizens, and reduce carbon emissions for a cleaner environment for all.

One of the new routes being introduced is the Filwood Quietway, which is intended to connect Filwood with Bristol City Centre. This new route will give communities in South Bristol a proper, attractive and healthier alternative for travel. The route has a number of sections that are being progressed – (i) Whitehouse Street, (ii) Victoria Park, (iii) St John's Lane/Wedmore Vale and (iv) Northern Slopes.

The Northern Slopes section of the Filwood Quietway is the subject of a planning application (Ref: 17/03959/FB) and to assist with consideration of the application, the Planning Authority requested a Management Statement be prepared.

## **Purpose of Management Statement**

The main purpose of the Management Statement is to set out how the improved walking and cycling route through the Northern Slopes, which forms part of the new Filwood Quietway route, is to be managed in the future. The Statement should set out which organisation(s) is responsible for managing, maintaining and monitoring the facility, together with financial provision.

This document has been prepared based on current and relevant information. It should be acknowledged that there may, in the future, be a need to amend and update the document to take account of any change that might affect a particular statement. An example would be BCC departmental reorganisation, which might affect responsibility allocation or budget holder.

## **Route Network**

BCC has a network of routes for pedestrians and cyclists across the city and these vary in their type and construction. The majority are located on street and form part of the adopted highway, being managed by BCC, as the Highway Authority. Other routes, such as those passing through parks and green open spaces, tend not to be adopted as highways but are still managed by BCC.

## **Management of Northern Slopes section of the Filwood Quietway**

The Northern Slopes are four areas of public green open space and all paths within them are currently managed by BCC Parks. The CAF scheme relates to the Glyn Vale Open Space, which is one of the Northern Slopes areas, and which is also designated as a Local Nature Reserve. Pedestrians and cyclists can already walk and cycle through the Glyn Vale Open Space and the CAF scheme is, therefore, effectively an improvement of one of the existing paths. The CAF scheme has been managed by BCC Sustainable Transport.

Upon completion of construction of the improved path, its management will be passed back to **BCC Parks**, who will become responsible for its maintenance. However, it should be noted that, as is standard practice with such construction projects, the contractor is liable for any related defects during the 12-month maintenance period following works completion.

The improved path will again form part of the network of paths within the Glyn Vale Open Space that BCC Parks manage and maintain. The maintenance covers the following main aspects:-

- Path surface and construction<sup>1</sup>
- Signage
- Weed control
- Path sweeping
- Grass cutting
- Tree & scrubland maintenance
- Dog waste bins

*(Note 1: the improved path should not require any repair maintenance for many years, unless affected by aggressive tree root growth)*

Glyn Vale Open Space does not have any dedicated park staff but BCC Parks staff currently attend the site to undertake specific tasks as and when required or scheduled. During these visits, staff may observe a maintenance issue and either address it immediately or report it to a manager. This supplements more formal maintenance inspections and helps inform and prioritise maintenance activities. In addition, maintenance tasks are often in response to calls from the local community.

Northern Slopes Initiative (NSI) is a group of volunteers who play an active role in seeking to maintain, conserve and enhance the Northern Slopes. NSI raise funds for minor maintenance tasks and improvements, such as gates, noticeboards and seating, as well as organising events to help promote the Northern Slopes. Members regularly report maintenance issues to BCC.

Table 1 sets out the main maintenance elements associated with the Northern Slopes cycle route.

It should be noted there is no formal transfer of management obligations between BCC Sustainable Transport and BCC Parks. The process is confirmed by an email exchange between relevant project managers concluded by the transfer of funds to cover future maintenance requirements.

<b>Element</b>	<b>Maintenance</b>	<b>Inspection Regime</b>	<b>Comment</b>
<b>Path surface &amp; construction</b>	Repair, as and when deemed necessary	5-year formal inspection, supported by informal observation by BCC Parks staff, probably supported by NSI or public reporting	New path construction should not require major maintenance for many years
<b>Signage</b>	Repair, as and when deemed necessary	As above	Minimal requirement
<b>Weed control</b>	Spray herbicide	Twice a year	Current regular activity
<b>Litter control</b>	Removal	Monthly, with additional visits in response to calls from the public	Current regular activity
<b>Grass cutting</b>	Cutting	Twice a year, adjacent to paths	Current regular activity
<b>Tree &amp; scrubland maintenance</b>	Prune back low branches & overgrown bushes. Scrubland management.	5-year formal inspection of trees, supported by informal observation by BCC Parks staff, probably supported by NSI reporting	Pruned trees, as part of scheme, should not require further cutting for a number of years. Cutting back bushes is a current existing activity. The scheme requires a 10-year management plan for new planting
<b>Dog waste bins</b>	Repair, as and when deemed necessary	Informal observation by BCC Parks staff, probably supported by NSI or public reporting	Currently, there is no seating with Glyn Vale Open Space. Any new seating provided by scheme to be natural (tree trunks or boulders) and should not require maintenance for a number of years
<b>Lighting</b>	Repair, as and when deemed necessary. Electrical safety test	Informal observation by BCC Parks staff, probably supported by NSI and public reporting faults. Safety test every 2 years by BCC Lighting	New lighting should not require maintenance for a number of years

*Table 1: Northern Slopes cycle route maintenance requirements*

## **Funding**

As stated in the Introduction, funding for construction of the Northern Slopes section of the Filwood Quietway is provided by the CAF Project, which is financed by capital funding from the UK Government, via a successful bid award from the Department of Transport. BCC Sustainable Transport is project managing delivery of the CAF Project. Following completion of the construction phase of the Northern Slopes cycle route, its management and maintenance responsibility will pass to BCC Parks.

As there are financial implications for BCC Parks, with regard to its management role and associated maintenance liabilities, a sum of money is to be transferred from the CAF Project budget to BCC Parks to cover future liabilities for approximately 15 years. This is standard practice and applies when other BCC departments or third parties (such as

developers) construct paths across parks or open spaces that are not to be adopted as public highways but maintained by BCC Parks.

BCC Parks have a set contribution rate, which is based on the surface area of the new path, together with an allowance for cost of lighting and its maintenance, which is calculated by BCC Lighting, based on the number of lighting columns and their type. For the Northern Slopes cycle route, the total required budget is **£xx,000 (tbc)**, being the sum of £yy,000 (tbc) for path maintenance and £zz,000 (tbc) for lighting maintenance.

The financial settlement shall be transferred from the CAF Project budget into the BCC Parks budget, being placed in a specific sub-budget account for Northern Slopes (Glyn Vale Open Space). This amount is effectively ring-fenced and BCC Parks will draw down an appropriate amount each year to cover maintenance of the path and its lighting.

### **Monitoring**

A condition of the CAF Project financial award is the requirement to undertake some post-construction monitoring. This monitoring is mainly in the form of manual counts to record the increase in user numbers, but a number of schemes, including the Filwood Quietway, also allow for a user survey.

As part of representations to the planning application, BCC Transport Development Management recommends a user survey be undertaken to establish user satisfaction and identify if any changes might be appropriate. Manual counts are proposed to be undertaken during 2018 and 2019, respectively, and will record user numbers. A user survey is also to be undertaken, with its date subject to agreement but likely to be during 2019. Consideration has to be given to what sort of user survey is undertaken. A survey of users of the path – being pedestrians and cyclists, is likely to give a different set of results to a survey of users of the Open Space. Some users of the Glyn Vale Open Space are likely to continue to be against the principle of the cycle route and give negative comments. It is suggested, therefore, that prior to any user survey being undertaken, a discussion between key stakeholders, such as BCC Sustainable Transport, BCC Parks, Ward Councillors and NSI be held to agree the remit and objectives of the survey.

It has always been envisaged that, were the scheme to be implemented, then there would be regular contact and dialogue between BCC officials, Ward Councillors and NSI, as is currently the case for wider issues relating to the Northern Slopes. It is likely NSI members and the wider community will informally monitor the impact of the scheme themselves and readily inform Councillors and BCC of any perceived problems. From such discussions, any problems can be reviewed and appropriate actions agreed. It is probably helpful if people were encouraged to use the CAF email address ([CAF@bristol.gov.uk](mailto:CAF@bristol.gov.uk)) to report concerns.

The CAF Project is setting up a budget to fund required monitoring activities during the 2018/19 and 2019/20 financial years. The budget would be funded by a transfer from the CAF Project budget.

The CAF Project is funding the capital cost of constructing the Northern Slopes cycle route. BCC Sustainable Transport is currently considering how best to set up a budget to fund any subsequent necessary alterations or changes that might be required after March 2018, although these are likely to be minor in nature. Thereafter, BCC Sustainable

Transport would consider any further proposed changes to identify future funding to resolve any outstanding issues.

### **Summary**

This Management Statement sets out how the Northern Slopes section of the Filwood Quietway will be managed, maintained and monitored following construction of the scheme, together with information on related budgets.



















**Development Control Committee B – 8 November 2017****Application Nos. 17/02049/F & 17/02050/LA : Redcliff Wharf (Redcliffe Wharf) Redcliffe Way  
Bristol BS1 6SR****1. INTRODUCTION AND SUMMARY**

- 1.1.1. The report relates to applications for planning permission 17/02049/F and listed building consent 17/02050/LA on Redcliffe Wharf, Redcliffe Way, Bristol, BS1 6SR. This report discusses the context of the site, the development proposals and the key issues relating to these. The officer recommendation is for approval subject to a planning agreement and subject to conditions, which are covered separately for each application at the end of the report.
- 1.1.2. The site has a long and complex history, including a previous application for similar proposals made in 2007 – which were subsequently ‘disposed of’ due to the poor economic circumstances in 2012. The site is owned by the council and is being brought forward in partnership with a private sector developer. The proposals are for a mixed use development featuring office space, leisure uses and housing.
- 1.1.3. Key issues relating to the proposals include design and heritage impacts, housing mix, amenity and outlook, flood risk and drainage, access and internal movements, trees and ecology, sustainability measures and affordable housing.
- 1.1.4. With regard to design and heritage impacts, the site is very sensitive and officers have carefully reviewed the proposals in great detail. It is the view of officers that the impact on listed structures on the site, on the setting of the listed buildings surrounding the site, and upon the character and appearance of the Conservation Areas covering and surrounding the site would constitute ‘less than substantial harm’ in the context of the assessment required by the National Planning Policy Framework (NPPF). Considerable weight and importance have been given to this harm, however officers consider that the degree of harm occurring to each heritage asset would be justified by the significant public benefits of the proposals. In the opinion of officers, the proposals would preserve the listed structures and the setting of nearby listed buildings; and would safeguard the character and appearance of the Redcliffe and surrounding conservation areas.
- 1.1.5. With regard to housing mix, amenity and outlook, officers consider that the proposals are acceptable given the city centre location and nature of the site.
- 1.1.6. The site is designated as flood zones 2 and 3 and therefore, the sequential and exception tests sets out in the NPPF are assessed and are considered to be passed. The development raises floor heights of the most vulnerable uses and includes a number of other flood resilience measures. With these the development is considered appropriately robust. Drainage of the site will fall directly into the floating harbour, following attenuation and filtration, this is considered acceptable.
- 1.1.7. The access to the site is acceptable and although the public areas within the site are constrained it is considered that careful management and low vehicle speeds will resolve the most significant risks.
- 1.1.8. An ecological assessment of the site was undertaken and demonstrated a low likelihood of protected species inhabiting the site. Mitigation measures to overcome the remaining risk are provided and acceptable. Although a number of trees are to be lost as a result of the development, it is considered that the most important of these are to be retained and the developer has offered to provide financial compensation in accordance with the council’s policies.



**Development Control Committee B – 8 November 2017****Application Nos. 17/02049/F & 17/02050/LA : Redcliff Wharf (Redcliffe Wharf) Redcliffe Way  
Bristol BS1 6SR**

- 1.1.9. The development is set to attain high standards of sustainability, whereby all commercial uses will achieve BREEAM Outstanding or Excellent.
- 1.1.10. Following a viability appraisal of the site, officers are of the view that the development can provide at least three one-bedroomed affordable housing units. Although the applicants have not agreed with the outcomes of this assessment, the recommendation of this report requires the provision of affordable housing to be agreed prior to the issuing of the planning permission. If this is not the case, the proposals will either be brought back to committee or refused by officers under delegated powers.
- 1.1.11. The public benefits of the proposals include that the development would result in regenerating and enlivening a vacant city centre site, improving links to important open spaces and the delivery of new homes and jobs in the city.
- 1.1.12. Members are advised that on balance, the officer recommendation for the proposals is to grant planning permission and listed building consent subject to the signing of a planning agreement in accordance with s106 of the Town and Country Planning Act 1990, and the conditions recommended at the end of this report.

**2. SITE DESCRIPTION****2.1. SITE AND SURROUNDING AREA**

- 2.1.1. Redcliffe Wharf is located in central Bristol, on the southeastern side of the Floating Harbour as it corners the Queen Square area, flowing around Welsh Back to The Grove. The site is bounded to the west by the floating harbour, to the north by Redcliffe Way, to the east by the Quaker Burial Ground and to the south by a large stone faced retaining wall. This wall supports the Triassic sandstone 'red cliff', from which the area gets its name, and which was mined so as to create the Redcliffe Caves, which are therefore directly to the south of the site. Above the caves, and overlooking the site is Redcliffe Parade, which features a car park and a distinctive Georgian terrace.
- 2.1.2. The main access to the site is from Redcliffe Way, immediately to the east of the bascule bridge. There is also a secondary access from Phoenix Wharf to the southwest of the site, next to the Benjamin Perry Shed (which is used as the scout hut). The site is approximately 0.68Ha in size. The site level falls by approximately 2.5 metres from the southeastern corner at the rear of the site to the front wall. As a result of this, the site is within flood zones 1, 2 and 3, with the flood risk being greatest towards the floating harbour.
- 2.1.3. The site is currently open and vacant, with three derelict buildings remaining in the south-eastern corner which date from the 17th and 18th centuries. The site includes several listed structures including the Grade II Wharf Wall and Bollards (mooring posts), and is located within the Redcliffe Conservation Area. The site also includes significant archaeological findings. To the east of the site, across Redcliffe Hill is the Grade I listed St Mary Redcliffe Church. The Quaker Burial Ground to the immediate east of the site also contains the Grade II listed St John the Baptist Hermitage, which is also a Scheduled Monument. The Quaker Burial Ground itself is designated as an important open space and a local historic park / garden.
- 2.1.4. The character of the surrounding area is very mixed, reflecting the city centre location. Surrounding uses include residential, office, hotel, restaurants, music venues, public houses and as mentioned above, educational, religious / cultural open spaces and buildings. The typology of the surrounding development varies greatly, including the 12th-15th century gothic St Mary Redcliffe Church, the Georgian terraces on Redcliffe Parade and buildings along Portwall Lane, as well as late 20th century developments including the residential blocks, the

**Development Control Committee B – 8 November 2017****Application Nos. 17/02049/F & 17/02050/LA : Redcliff Wharf (Redcliffe Wharf) Redcliffe Way  
Bristol BS1 6SR**

colosseum pub and the Mercure Hotel to the south. The scale and height of buildings varies greatly from single storey to around nine storeys, with St Mary Redcliffe Church Steeple being 89m, the tallest structure in Bristol.

**2.2. SITE HISTORY**

- 2.2.1. Redcliffe Wharf has a rich history of uses dating back to at least the 12th century, including warehousing, stables, shipbuilding, sawmilling, glass making, earthenware manufacture and residential use. Buildings have, in the past, occupied a significant area of the site.
- 2.2.2. At present the site comprises a large, open space which has been vacant since the boat building company was relocated to the Albion Dockyards in July 2013. The site has been informally used since this time for parking and storage of equipment often related to public events or filming in the city.
- 2.2.3. The site is currently owned by Bristol City Council. Following a competitive bidding process, a City Council Cabinet decision made on 4 July 2012 approved the appointment of Complex Development Projects (CDP) to deliver development on the site, followed on completion by the grant of a 150 year lease.
- 2.2.4. It appears that the site has been subject to anti-social issues in the past.

**2.3. PLANNING AND POLICY CONTEXT**

- 2.3.1. As set out below the site is subject to numerous policies which specifically set out the requirements that development proposals on this site must meet.
- 2.3.2. The site is allocated as a Key City Centre Site in the Bristol Central Area Plan (adopted March 2015) as part of a wider site allocation incorporating the area surrounding Redcliffe Hill and Redcliffe Way (area KS10). Policy BCAP40 sets out the aspirations for this allocation area stating that “residential led development supported by a mix of uses including offices, community infrastructure, leisure uses and culture / tourism uses” would be appropriate. Key objectives that relate to this site include:
- improved pedestrian and cycle links
  - residential development including family and affordable housing
  - improved setting of St Mary Redcliffe Church
  - enhancements to the quality and accessibility of green spaces
  - high architectural and design quality
  - reduction of traffic impacts
- 2.3.3. Policy BCAP47 sets out that regeneration of vacant sites in Redcliffe will be sought, specifically where these create enhanced accessibility throughout the area.
- 2.3.4. Supplementary Planning Document 3 ‘The Future of Redcliffe’ (published July 2006) comprises formal guidance to be used in the decision making on applications in the Redcliffe area. Section 6 specifically refers to Redcliffe Wharf and sets out that it should be redeveloped to provide the following:
- a new harbour attraction
  - high quality public realm (using granite setts)
  - retain the riverside walkway
  - create a new public events area for markets, music and art
  - improve mooring facilities and provide a ferry landing stage
  - protect and enhance Quaker Burial Ground
  - consolidate boat building activities on the site [officer note: these have now been relocated].

**Development Control Committee B – 8 November 2017****Application Nos. 17/02049/F & 17/02050/LA : Redcliff Wharf (Redcliffe Wharf) Redcliffe Way  
Bristol BS1 6SR**

- respect the archaeological importance of the site
- refurbish derelict buildings
- the site should include active ground floor uses and could include residential, office, restaurant, hotel
- height to respond to a modelling and 3D views assessment

2.3.5. In addition to the above, informal planning guidance and supplementary informal planning guidance was prepared in February and May 2011 respectively. These documents were produced to inform the bidding process referred to above, whereby CDP were appointed to bring forward development proposals on the site. Although they are planning guidance, they are not formally adopted and therefore cannot be given as much weight as the development plan or SPD 3. Having said this, they do provide the most thorough and detailed planning requirements for the site and are therefore, useful and relevant. The most up to date of these, the supplementary informal planning guidance note (SIPGN), requires:

- Re-pointing the harbour wall and providing new mooring facilities. This includes a landing stage for water taxis and a berth for visiting vessels. These will be handed over and retained and maintained by the Council.
- Refurbishment and reuse of the two derelict buildings maintaining their existing height.
- Improved pedestrian links along the waterfront and into the adjoining Quaker Burial Ground, including an appropriate paved path through the Quaker Burial Ground with steps that link up to Redcliffe Hill. This will require a new opening to be formed in the existing boundary between the two sites.
- Public realm which can double up to be used as events space. Where possible this should reuse existing setts. It is suggested that CCTV is incorporated within the design of the scheme.
- The onsite provision of activities supporting maritime industries and a financial contribution towards the relocation of the current activity.
- The repair of the retaining wall on the southern boundary of the site. The retaining wall is included within the area demised in the lease.
- Flexible public realm on the site which is able to provide space for community events.
- Any application to be supported by archaeological investigations, flood risk assessment and affordable housing viability appraisal.
- Proposals on the site to be subject to maximum heights – which vary across the site.
- The use of natural materials.

2.3.6. Redcliffe Neighbourhood Forum has been formed with the intention of producing a neighbourhood plan for the area. A Draft Redcliffe Neighbourhood Plan was consulted on in November 2016 and as such, the content of this is a material planning consideration in the determination of this scheme. The amount of weight to be given to this plan is relatively weak due to the fact that the version submitted is only the first draft of an iterative plan-making process. The plan sets out several policies for the area, including that the site will provide a pedestrian link into the Quaker Burial Ground, and be a waterfront park comprising an open, flexible place for community events. Other policies in the plan require development in this location to safeguard the setting of St Mary Redcliffe Church (including safeguarding key views), provide useable accessible spaces, provide development facing Redcliffe Way, provide a setting for the Redcliffe Caves, include components for play activities, and be sensitive to the waterfront location. It also sets out that half of homes provided will be family sized or designed to lifetime homes standards, offer suitable noise mitigation and provide private amenity space.

### 3. DESCRIPTION OF PROPOSALS

3.1.1. The planning and listed building applications seek the following:

3.1.2. Demolition of the former boat construction building which runs along the retaining wall of the sandstone 'red cliff'.

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- 3.1.3. Renovation and conversion of the two existing buildings in the south-eastern corner of the site in order to provide mixed use 'workshop' uses on the ground floor (A1, A2, A3, B1a/b/c) and residential (C3) above this. These buildings are referenced as buildings C and D.
- 3.1.4. Construction of a new building (building A) in the north-western portion of the site, which will provide active uses on the ground floor (A1, A2, A3, B1a/b/c) and residential (C3) on the two floors above this. The building includes outside seating space at ground floor level, overlooking the floating harbour. External balconies are also provided to the flats.
- 3.1.5. Construction of a new building (building B) in the north-eastern portion of the site, being entirely office use (B1a). This is the tallest building on site, with a ridge height of 31.8m AOD and above this glazed clerestory elements up to 33.755m AOD (the floor level is at 10.3m AOD). It is proposed that this building will achieve BREEAM 'outstanding' certification, and in order to achieve this it features numerous energy saving and generation measures, including solar panels and passive ventilation stacks (the clerestory elements). Eleven car parking spaces are provided at ground floor level within this building, behind a ramp and sliding gate. External amenity areas are also proposed for office users.
- 3.1.6. Construction of a new building (building E) in the centre of the site. This is to feature mixed uses (A2 and A3) on the ground floor and residential (C3) on the two floors above this. This building will be linked to building C via a bridge at first floor level. It also features solar PV panels. The western elevation of this building is effectively the front, as it faces the open space of the wharf and the floating harbour. This elevation features large tread 'seating steps' at the bottom and a covered outdoor seating area, which is fronted by two distinctive arched wooden braces. External balconies are also provided to the flats.
- 3.1.7. Construction of a new building (building F) running along the retaining wall in front of the sandstone 'red cliff', largely in the place of the demolished boat-construction building. This building features a mixture of active uses (A1, A2, A3, B1a/b/c ) and residential (C3) on the ground floor, with residential only (C3) on the floors above this. The form of the building is broken down into two principal blocks, which both project into the wharf site and have M shaped pitched roofs. The largest, centrally located, projecting block is three storeys in height and the smaller, western projecting block is two storeys. The building in between these two projecting blocks provides a linking form, and a flat terrace - providing outside amenity space for occupants. This building will provide for eleven car parking spaces at ground floor level, behind louvered panels. Again, external balconies are provided to the flats.
- 3.1.8. In total, 36 residential units are proposed on the site. The commercial elements are all proposed to achieve BREEAM 'Excellent' accreditation, save for building B which aims to achieve BREEAM 'Outstanding'. The proposals also feature cycle parking, 159 occupier spaces and 24 visitor spaces. The materials proposed across the site are consistent, with a significant amount of timber and metal cladding coupled with rubble stone and concrete on the lower elements of some buildings. A consistent roof form featuring an 'M' shaped, dual pitched roof is repeated over the new buildings, except for building A which has a single pitched roof.
- 3.1.9. In addition to the renovated and new buildings on the site the proposals include new surfacing of the site in limestone pavers, with the existing cobbles on the site re-provided in bands to evoke receding waves. New seating and lighting is also provided with one large tree within a prominent location on the site, towards the floating harbour. The proposals also feature the creation of a through-route into the Quaker Burial Ground to the rear, in between buildings B and C. Public art also features within the site.
- 3.1.10. In terms of the Grade II listed Wharf Wall, the proposals include the installation of a new outfall

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and water intake, and repointing of the wall. The mooring bollards will be repainted. The proposals also feature 12 mooring berths for boats and a new ferry landing stage. The proposals also make space for an exhibition berth in front of the wharf.

3.1.11. The Dwelling mix is set out in the table below

Unit size	Number of units
1 bed	10
2 bed	23
3 bed	3
Total	36

3.1.12. Gross internal Area amounts of uses to be provided within the buildings are set out in square metres in the table below.

Building	Commercial floor space	Residential floor space	Total
A	251	532	683
B	3,772	0	3,772
C	115	153	268
D	155	262	417
E	370	933	1303
F	153	863	1016
Total	4,816	2,643	<b>7,459</b>

#### 4. RELEVANT PLANNING HISTORY

- 4.1.1. 06/00273/LC - Demolition of the 3 no. buildings, located to rear of car park. REFUSED 16.03.2006. This application related to the historical buildings on the site was refused due to the impacts of the loss of these on the conservation area, the lack of a suitable replacement scheme and lack of demonstration of heritage impacts.
- 4.1.2. 07/01678/F - Change of use to D2 Leisure Use for a temporary urban beach, including the construction of a sand beach, raised decking, hoardings and various buildings and works associated with the construction of ancillary food outlet kiosks, ancillary bar, stage, beach look-out tower, toilets and waste/recycling facilities, along with new car park arrangements. PERMISSION GRANTED 07.06.2007.
- 4.1.3. 07/05719/F - Partial demolition and redevelopment to provide a mixed use scheme incorporating a major element of public realm/Events Space 10 Residential Dwellings (C3), Retail units (A1, A2 A3), Commercial space (B1, A & C), Leisure Space (D2), Boat Yard (B2) and associated car parking, moorings and access. (Major application). The application received objections and due to the changes in the economic climate after 2008 was not progressed. The application was formally 'disposed of' on 22.03.2012.
- 4.1.4. 07/05721/LA - Reinstatement of historic bollards and preservation of Quayside. Related to the planning application above, due to the changes in the economic climate after 2008 was not progressed. The application was formally 'disposed of' on 22.03.2012.
- 4.1.5. 10/04368/PREAPP - Partial demolition and redevelopment to provide a mixed use scheme incorporating a range of buildings to provide; Residential Dwellings (C3), Retail units (A1, A2

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A3), Commercial space (B1, A & C), Hotel and Conferencing (C1), Boat Yard (B2) and associated public realm, car parking, moorings and access. CLOSED 26.11.2012.

- 4.1.6. 15/05821/PREAPP - Mixed Use development comprising A1, A2, A3, B1 and C3 (Major Application). CLOSED 28.01.2016. This current application is very similar to the pre-application scheme submitted and follows on from it.
- 4.1.7. 17/02175/SCR - Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for a proposed new development, including demolition of existing boat building premises and refurbishment of two existing buildings to provide a mixed-use scheme incorporating public realm, business use (Class B1a), residential dwellings (Class C3), retail space (Use Classes A1, A2, A3 as flexible permission) and retail/business space (Use Classes A1, A2, A3, B1a, B1b, B1c as a flexible permission), associated car and cycle parking, landscaping, boat moorings, pedestrian and cycle link to Quaker Garden and associated alterations to boundary walls, and repairs to the harbour wall. Determined that the application is NOT EIA DEVELOPMENT on 02.05.2017.

## 5. EQUALITIES ASSESSMENT

- 5.1.1. During the determination of these applications due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of 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 the approval / refusal of these applications would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

## 6. PRE-APPLICATION COMMUNITY INVOLVEMENT

### 6.1. PROCESS

- 6.1.1. The applications are supported by a consultation and engagement report which sets out the public consultation that took place prior to the applications being submitted. The report sets out that extensive public consultation has taken place over the past few years with two public consultation events (on 14th March 2016 and 18th January 2017), numerous emails, leaflet drops, press releases and newspaper advertisements. In addition, meetings were held between the developer and local community groups including the Harbourside Forum, St Mary Redcliffe Church and the Civic Society.

### 6.2. COMMENTS

- 6.2.1. The report sets out the key comments received, which are summarised as follows:
- Concern about pinch point created by building F near Benjamin Perry Shed.
  - Berths will obstruct water navigation.
  - Concerns relating to details of materials, archaeological investigation, parking allocation, use of cobbles, opening up Quaker Burial Ground, loss of access to waterfront, graffiti, lack of security from Redcliffe Parade car park, construction impacts, lack of clarity / priority for different users of the site.
  - Visual intrusion of views of Redcliffe Parade and St Mary Redcliffe Church.
  - Public art should relate to the history of the site.

### 6.3. OUTCOMES

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6.3.1. The report features a number of the comments that were raised as a result of this community involvement. The report also includes responses to these concerns. In some cases, the responses clarify that a particular matter has been checked with the relevant consultee – for example the harbour master in relation to water navigation, or that the development complies with a certain planning policy. In terms of changes to the scheme as a result of the community involvement, the following amendments have been actioned:

- Specifications of materials have been developed.
- Insertion of new window to building C.
- Inclusion of fencing along the waterfront.

## 7. RESPONSE TO COMMUNITY PUBLICITY

7.1.1. As the two applications seek the same proposals, publicity for the applications was undertaken on a joint basis – with notices, advertisements and letters referring to both the planning and listed building applications. As such this section reports the comments submitted for both applications together, as it is considered that comments made relating to the listed building application, also apply to the planning application and in some cases, vice versa.

7.1.2. Two rounds of publicity were undertaken in relation to the applications. For the first round, press and site notices were posted with response deadlines of 12 July 2017. In addition, 1184 surrounding addresses were written to on 15 June 2017 notifying them of the development proposals.

7.1.3. In response to this first round of consultation, 18 responses were received (combined for both applications) from a range of community groups and individuals. These are summarised as follows:

- The proposals offer too much built form on the site with insufficient open space left over.
- The proposals do not protect the setting of the iconic St Mary Redcliffe Church, with building B in particular being inappropriate in terms of height and design as it is overbearing and blocks views and is inappropriate in form.
- The height of building B will result in a canyon effect on Redcliffe Way.
- The elevation of building B onto Redcliffe Way is not inspiring and a green wall is suggested here.
- Building E is too long.
- The western block of building F closes the view of the historic buildings (C & D).
- The extent of the western block of building F will pinch the through route to / from Phoenix Wharf.
- The height of building F will block views of the iconic terrace on Redcliffe Parade and will block views of those in the car park looking over the city, a viewing platform should be provided above building F for the general public.
- Windows of ground floor flats will offer little privacy.
- Objection to loss of ship construction building.
- Question whether mixed use development is appropriate for site given amount of this in the surrounding area and historic context of the wharf.
- Concern about anti-social behaviour and the location of A3 uses near the water due to recent drowning incidents.
- The development is cosmetically sympathetic only and attempts to maximise value.
- Building F is too high.
- Concerns about access proposals onto Redcliffe Way.
- Concerns about increased demand for parking on the surrounding area, especially on residents parking in the area.
- Concern about the mixing of pedestrians and vehicles on the site.
- The proposals do not include sufficient car parking on site.
- Proposals for the Quaker Burial Ground are not suitable as they result in too much hard surfacing and are not suitable for disabled / vulnerable persons. [Officer note: the proposals shown for

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the Quaker Burial Ground are indicative, the s106 heads of terms include a financial contribution to enable the city council to deliver this route].

- Wish to see planning contributions towards improving the Quaker Burial Ground.
- Concerns about the quality of materials proposed which do not reflect the surrounding context, particularly the shuttered concrete which is proposed.
- Graffiti may occur due to concrete being incorporated.
- Concern about louvered panels creating a poor public realm.
- The roof of building F will be accessible from Redcliffe Parade car park, posing security risk.
- A greater amount of seating and congregation space should be provided.
- CCTV should be provided on the site.
- Concern about what will happen to rough sleepers who currently use the site.
- The site should be developed only as a car park and / or an amenity open space as there is insufficient open space in the city centre.

7.1.4. Of the eighteen responses received, six offered support for the proposals. Some of these expressed general support for the scheme but raised detailed concerns, which are included in the above summary. Particular comments of support are summarised as follows:

- The design is of a high standard and will look fantastic.
- The proposed mix of uses is very appropriate for the site and fully supported.

7.1.5. The Bristol Ferry Company commented that they support the provision of the new ferry landing at this site as the existing ferry landing at The Ostrich poses difficulties for landing.

7.1.6. The St Mary Redcliffe Church provided comments on the applications setting out that:

- The church has been involved in consultation with the developers of the site.
- It is important that the surrounding sites of Phoenix Wharf, Redcliffe Caves, Quaker Burial Ground remain viable, attractive and accessible.
- We are keen that the link to the church through the Quaker Burial Ground is provided by the developer.
- Hope that the management company for the development will involve the local community.
- The massing of the buildings proposed is appropriate and suitably preserves the setting of St Mary Redcliffe Church, however air handling plant on top of building B should be out of site.
- Support for the applications subject to the issue relating to roof top plant.

7.1.7. Changes were made to the proposals and in addition the viability appraisal was made available on the public planning record. As a result of this a second round of public consultation was undertaken. This involved a second site and press notice being publicised for a 21 days period, ending on 27 September 2017. In addition, 1189 addresses were written to on 5 September.

7.1.8. In response to this round of consultation, four representations have been received from the general public to date. The new comments raised by these are summarised as follows:

- Objection to the A3 (food and drink) use on the site as there is already an overprovision of this in the area.
- Concern that the noise assessment undertaken doesn't properly consider the potential amenity impacts of the late night live music venues in the vicinity.
- No residential should be provided on the site as there is a surplus of this.
- The city is being overdeveloped.
- More spaces are required to allow people to enjoy the historic past of the city.
- No parking facilities should be included in the scheme.
- A small village should be constructed on the site, with shops [officer note: retail is proposed].
- The development should enhance the surrounding area.
- The design should reflect the context of the site and the immediately adjacent Redcliffe Caves.
- The Quaker Burial Ground should be treated as separate from the site.



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8.1.1. Taking the same approach used for the public comments above, this section reports the comments submitted for both applications together. As for the community publicity, consultees were consulted twice on the applications, first on 14 June 2017 and again on 6 September 2017. During the determination of the applications some amendments have been made to the scheme to overcome concerns raised by some consultees, who have subsequently amended their comments. Where this is the case, only the most recent and outstanding comments are set out below.

**8.2. BRISTOL CIVIC SOCIETY**

8.2.1. The Bristol Civic Society commented that they support the proposals.

**8.3. BRISTOL CONSERVATION ADVISORY PANEL**

8.3.1. The Conservation Advisory Panel (CAP) provided responses to both the first and second rounds of consultation. The response to the first is summarised as follows:

- The CAP welcomes development on the site
- Building B is too high and does not reflect the character of Redcliffe Wharf
- Further study of the building to be demolished should be undertaken to further demonstrate its potential to be saved
- The proposed pontoon would encroach on the floating harbour and destroy the open nature of the site.
- The stone wall at the south of the site must be maintained and not concealed
- Considerable concern about breaking the wall into the Quaker Burial Ground and the details of the path through it. [Officer note: the proposals seek to make a connection to the Quaker Burial Ground however a financial contribution will be made so as to fund the path through it].

8.3.2. The response to the second consultation is summarised as:

- The proposals have not taken into account our previous comments.
- Building B is still too dominant and assertive.
- The decorative arch is an eye-catching conceit.
- Insufficient archaeological investigation has been undertaken.
- The proposed moorings are inappropriate in terms of their use, scale and design, changing the character of this area from industrial to a marina which adversely affects this area.

**8.4. HISTORIC ENGLAND**

8.4.1. Historic England comments on the proposals are summarised as follows:

8.4.2. The site falls within the settings of the Grade I St Mary Redcliffe Church and the Grade II\* 27-28 and 29 Queen Square. It is also within the settings of the Scheduled/Listed Hermitage and the City & Queen Square and City Docks Conservation Areas. It is also within the setting of a number of other designated and un-designated heritage assets. The site is directly adjacent to the Quaker Burial Ground, an historic open space.

8.4.3. A number of uses have occurred on the site including St John the Baptist hospital, glass blowing, industry and shipping. The site has historically been open although with built form sometimes within it. It is therefore likely to contain interesting archaeology and old surfaces. The site also contains interesting street art. The site is prominent in views from many locations and therefore is an important site, which also offers a transition between the Harbourside and Redcliffe.

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- 8.4.4. The loss of the boat building use and building is regrettable. Overall the scale, layout and design of the proposals is acceptable except for the scale, form and appearance of building B. The building turns its back on Redcliffe Way and Roundabout and the rooftop plant / clerestory elements will be particularly prominent when approaching the city along Brunel Mile. Concerns are also raised that the surface treatment does not properly reflect the history of the site and could be better in this regard.
- 8.4.5. At the end of their comments, Historic England conclude that they do not object to the proposals. However, they do hold concerns about the proposals and set out that moderate harm could occur to the setting of the Grade I listed St Mary Redcliffe Church.

**8.5. BRISTOL CITY COUNCIL ARCHAEOLOGY**

The Bristol City Council Archaeology Officer commented that the archaeological investigations undertaken to date and submitted in support of the applications have established that nationally significant remains survive on the site including some of the earliest evidence of glass manufacture in Bristol. The remains should remain in situ. In order to ensure the preservation of these remains a programme of works will be necessary that includes a strip and record exercise to inform a suitable foundation design for the buildings. A similar methodology was successfully employed at the Portwall Place development that overlies a similar glass industry site. The comments then recommend a number of planning conditions.

**8.6. BRISTOL CITY COUNCIL URBAN DESIGN**

- 8.6.1. The Bristol Council Urban Design team made several comments on the proposals which are summarised as follows:
- 8.6.2. General support for the development of the site, however there are outstanding matters of concern including the potential for conflict between users of the site, the impact of the scheme on the setting of Grade I listed St Mary Redcliffe Church, the roof and fenestration of building B, privacy / outlook throughout the whole site and the creation of a pinch point between building F and the Benjamin Perry Shed. Concerns were also raised about the inactive frontages at all entrances to the site. The comments include a number of detailed points which are not set out here but discussed in the key issues section below.

**8.7. BRISTOL CITY COUNCIL TRANSPORT DEVELOPMENT MANAGEMENT**

- 8.7.1. The Bristol City Council Transport Development Management team commented that the proposals are unlikely to lead to severe impacts on the highway network. The level of parking on site is acceptable however the officer raises concern about the impact on capacity of nearby car parks and requests further information relating to this. The comments set out that the level of cycle parking provision is acceptable.
- 8.7.2. The comments also seek a financial contribution towards the upgrading of bus stops on Redcliffe Way and also advise that a s278 agreement will be required when progressing the revised surface treatment at the access to the site from Redcliffe Way.
- 8.7.3. The comments also set out that there are a number of concerns regarding the amount of space on the site and the ability for vehicles to manoeuvre within it – specifically how this may result in conflicts with other, more vulnerable users of the site including pedestrians and cyclists. Further concerns are raised regarding the inability to access Phoenix Wharf from the site by fire tender, and that vehicles will only be able to turn within the site if there are no other vehicles present in the turning areas.

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- 8.7.4. With regards to the framework travel plans submitted comments set out that a full travel plan will need to be submitted and approved (by condition) and that an audit and management fee of £8,500 should be provided through planning contributions.
- 8.8. AVON AND SOMERSET POLICE CRIME PREVENTION DESIGN ADVISOR
- 8.9. The Avon and Somerset Police Crime Prevention Design Advisor commented that buildings should be built in a secure manner ensuring additional secure doors between external doors to provide 'air locks' for post rooms, robust cycle stores without windows and security devices on all external doors so that only occupiers can gain access. Comments also set out concern relating to building F blocking the view around to Phoenix Wharf (and vice versa) which may lead to feelings of vulnerability. Comments also set out that the proposals to open up the Quaker Burial Ground were welcome however it is important that sufficient lighting is provided in this area. Concern was also raised about persons accessing building F from the Redcliffe Parade car park above and the need to secure the proposed pontoon.
- 8.10. BRISTOL CITY COUNCIL FLOOD RISK MANAGEMENT TEAM
- 8.10.1. The Bristol City Council Flood Risk Management Team commented that the flood risk assessment submitted in support of the applications is acceptable. The response suggested that a condition is applied to secure details of sustainable drainage before the building work is commenced. The comments clarified that the environment agency would provide comments regarding the flood risk to the site which is fluvial / tidal.
- 8.11. BRISTOL CITY COUNCIL SUSTAINABLE CITIES TEAM
- 8.11.1. The City Council Sustainable Cities Team commented on the proposals that the scheme offers the following benefits:
- Commitment to BREEAM standards and certification
  - Commitment to reduce energy demand through design
  - Commitment to reduce residual emissions by 13.2%
  - In combination the measures are expected to deliver a 32% reduction in emissions compared to building regulation requirements
  - The development will harvest and utilise rainwater
- 8.11.2. The response also however requested further detail with regard to demonstrating that the measures proposed would be achievable and that clarification should be given to whether or not the development would be able to connect into the district heating system as soon as it was constructed, or whether there would be a delay in this due to the potentially different timescales of both projects. The response also requested further information relating to overheating risks, electric vehicle charging points and the provision of high speed internet to the properties.
- 8.12. THE ENVIRONMENT AGENCY
- 8.12.1. The Environment Agency commented that they had no objection to the development so long as certain conditions were applied. These related to flood risk mitigation, flood resilience, emergency plans, contaminated ground and waters and ecological impacts.
- 8.13. BRISTOL CITY COUNCIL EMERGENCY PLANNING
- 8.13.1. The emergency planning officer commented that the development should be supported by a flood risk management plan, and that this could be secured by condition.

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## 8.14. BRISTOL CITY COUNCIL ARBORICULTURAL TEAM

8.14.1. The Bristol City Council Arboricultural Team verbally commented that tree T034 is likely to be unaffected by the proposals due to the deep rooted nature of the species and level change between the tree and the site. Conditions were recommended requiring the tree protection plan submitted to be put in place, and to require a site meeting to discuss the specific tree protection measures prior to commencement. The officer also requested that the replacement trees are provided in full accordance with the Bristol Tree Replacement Standard as set out in policy DM17 and the council's supplementary planning guidance on planning obligations.

## 8.15. NATURAL ENGLAND

8.15.1. Natural England referred to their standing advice, which is that the local planning authority should make a decision based on the appropriate information.

## 8.16. BRISTOL CITY COUNCIL NATURE CONSERVATION TEAM

8.16.1. The Bristol City Council Nature Conservation Team originally commented that further surveys of the site were required. These were undertaken and submitted and the final comment from the Nature Conservation Officer sets out that no evidence of bats or redstarts was discovered on the site; and therefore there is no objection to the proposals. The comments also set out that conditions should be applied to safeguard protected species throughout the demolition / construction in case they are present, and that the ecological mitigation set out in the survey report should be secured.

## 8.17. BRISTOL CITY COUNCIL LAND CONTAMINATION TEAM

8.17.1. The Bristol City Council Land Contamination Team commented that the investigation and risk assessment submitted with the applications was sufficient to demonstrate the risks from contamination on the site. The representations set out that conditions should be applied to ensure that contamination risks are dealt with prior to the development commencing.

## 8.18. BRISTOL CITY COUNCIL AIR QUALITY TEAM

8.18.1. The Bristol City Council Air Quality Team commented that, following review of the air quality assessment submitted, the proposals are unlikely to result in significant air quality impacts.

## 8.19. BRISTOL CITY COUNCIL POLLUTION CONTROL

8.19.1. The Bristol City Council Pollution Control team commented that the noise assessment for the site should take into account the potential for noise from the Thekla over the weekend, and that this could be secured through condition. The comments also set out that due to not knowing specifically what users would be occupying the development, any nuisance impacts should be assessed and controlled through conditions. A number of conditions were therefore recommended, relating to a revised noise assessment, construction management, noise and odour from commercial properties, artificial lighting, use of outdoor areas, deliveries and opening hours.

## 8.20. THE BRISTOL WASTE COMPANY

8.20.1. The Bristol Waste Company commented that it was likely that weekly bin collections would be made in accordance with the latest guidance. The comments also set out a number of specific requirements for the development to meet in terms of bin store size. The comments initially

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raised the fact that refuse collection vehicles will not reverse more than 12m into the site and therefore the refuse from building F would not be within this distance. However the applicant confirmed that the vehicle was intended to drive forward into the site, turning between buildings E and F, and that the management company would take the bins to the refuse vehicle once it arrived. The Bristol Waste Company subsequently withdrew its objection.

## 8.21. THE COAL AUTHORITY

8.21.1. The Coal Authority commented that the site falls within the Coal Mining Legacy High Risk Area, however according to the submitted coal mining risk assessment it is considered unlikely that the site has been worked and therefore they have no objections to the proposals.

## 8.21.2. WALES AND WEST UTILITIES

8.21.3. Wales and West Utilities provided details of their utilities in the area, none of which are on the site.

## 8.22. WESSEX WATER

8.22.1. Wessex Water confirmed that there is sufficient capacity within their sewerage systems to accommodate the development

## 8.23. AVON FIRE AND RESCUE

8.23.1. Avon fire and rescue commented that the site should provide for two fire hydrants, the cost of maintaining these is £1,500 each, which should be secured by s106.

## 9. RELEVANT POLICIES

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework (March 2012)

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and the Bristol Central Area Plan (Adopted March 2015)

Supplementary Planning Document: Planning Obligations (Effective from January 2013)

Supplementary Planning Document 1: Tall Buildings (January 2005)

Supplementary Planning Document 3: The Future of Redcliffe (July 2006)

Supplementary Planning Document 7: Archaeology and Development (March 2006)

Redcliffe Conservation Area Character Appraisal (March 2008)

Informal Planning Guidance Note Redcliffe Wharf (published February 2011).

Supplementary Informal Planning Guidance Note Redcliffe Wharf (published March 2011).

Redcliffe Neighbourhood Development Plan Draft (published November 2016).

In determining these applications, the Local Planning Authority has had regard to all relevant policies

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of the Bristol Local Plan and relevant guidance.

## 10. KEY ISSUES

10.1.1. Where policies of the local plan are referred to below, they are referred to by their policy code. Policies from the Bristol Core Strategy begin with the letters 'BCS', those from the Bristol Site Allocation and Development Management Policies Document begin with the letters 'DM', those from the Bristol Central Area Plan begin with the letters 'BCAP'.

## 10.2. IS THE PRINCIPLE OF DEVELOPMENT ON THE SITE ACCEPTABLE?

10.2.1. The site is allocated for development in the Bristol Central Area Plan under policy BCAP40, which covers a larger area than the site, around Redcliffe Way and Redcliffe Hill. The allocation policy seeks mixed use development that features residential, office and culture tourism uses. In addition to this, Supplementary Planning Guidance 3 'The Future of Redcliffe' sets out that the site should be redeveloped, principally to provide a new harbour attraction for Bristol residents. SPD3 includes a plan showing the approximate locations of buildings on the site which would be acceptable. The layout of the current proposals broadly reflects this. Policy BCAP47 sets out that vacant sites in the Redcliffe Area will be sought for development. In addition, the informal guidance document and supplementary informal guidance document produced in 2011 set out that mixed use development of the site is appropriate.

10.2.2. The draft neighbourhood plan sets out that Redcliffe Wharf should provide an amenity 'waterfront park', and some of the responses to the public consultation reflect this ambition, expressing a desire for the site to be retained as an open space. However this draft plan is at a very early stage of its preparation and does not carry significant weight.

10.2.3. Despite the ambitions of the draft neighbourhood plan and some public commenters, the redevelopment of the site to provide a mixed use development is, on balance, considered to be supported by several policies or provisions in the formal and informal elements of the Bristol Local Plan, and is acceptable. Other planning matters are discussed below.

## 10.3. ARE THE LAND USES PROPOSED ACCEPTABLE?

10.3.1. The proposals are for a mixed use development. Whilst building B is solely proposed for office use (B1a), the other buildings are all mixed use, featuring on the ground floors, flexible consent for shops (A1), professional services (A2), restaurants and cafes (A3), offices (B1a), research and development (B1b) and light industry appropriate for residential areas (B1c). Above these uses, residential (C3) is proposed (the only exception to this is building F which features some residential floor space on the ground floor in the western projecting block). These ground floor uses are leisure or 'town centre' uses, in that they will attract persons to visit the development, and therefore policies BCS7 and BCAP13, 14 & 15 are relevant – these are discussed below.

10.3.2. The site includes an element of retail use (A1). Policy BCS7 sets out that new retail floor space will be discouraged where it would be harmful to the viability and diversity of nearby centres. Policies BCAP13, 14 & 15 support and add to this, setting out the situations in which retail uses will be acceptable. Specifically, BCAP 14 sets out that larger scale retail developments, of over 200 square metres gross floor area, should primarily be within or adjoining Primary Shopping Areas, or demonstrate that they will not affect these areas. The site is not within or adjoining a Primary Shopping Area, and the ground floor areas proposed which could potentially be used for shops (A1) is 423 square metres. No retail impact assessment to demonstrate the impacts of this amount of floor space on the surrounding retail areas has been submitted.

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- 10.3.3. In order to overcome this matter, a condition is recommended below which sets out that a maximum of 200 square metres of the floor space within the development will be used for solely retail throughout the development. This allows consideration of the scheme under policy BCAP15, which relates to small scale retail developments in the city centre. This sets out that small scale retail developments (up to 200 square metres) are acceptable where they would add to the vitality of an area. The proposals therefore are acceptable in this regard.
- 10.3.4. Policy BCAP15 also sets out that other 'A' use classes are also acceptable where they would add to vitality. Relevant to this is the fact that the site is adjacent to the designated 'quayside walkway' along the front of the wharf, and in accordance with BCAP32, should therefore provide active ground floor uses where possible – in order to increase the vitality of the harbourside.
- 10.3.5. Taking into account the above matters, it is considered that the scale and intensity of the proposed 'A' uses (subject to the 200 square metre cap on A1) would provide a good balance of creating vitality and active uses whilst ensuring that other areas of the city centre are not detrimentally affected, and therefore the proposals are appropriate in accordance with policies BCS7, BCAP15, BCAP32, BCAP40 and SPD3.
- 10.3.6. With regards to the office (B1) use, BCAP6 specifically seeks the provision of new office space within the city centre, and BCAP40 within the allocation area. In accordance with these, the office use is appropriate.
- 10.3.7. With regards to the residential units (C3) proposed on the site, policies BCS2, BCS5, and BCAP1 require the delivery of new housing within the city centre. Policies within BCAP40, SPD3 and the informal planning guidance notes also set out that residential is appropriate here. The proposals therefore are acceptable in this regard. Affordable housing provision is considered below in a separate key issue.
- 10.3.8. SPD3 includes the requirement that the boat building activities on the site are relocated. This was also set out in the IPGN. However, the boat building activities were relocated from the site in July 2013 and the proposals do not reintroduce this use. Officers consider that this is acceptable given that the use has been successfully relocated.
- 10.3.9. It is recognised that there may be amenity impacts resulting from the different uses on the site, however this is considered below in the key issue on amenity below.

#### 10.4. WHAT ARE THE PUBLIC BENEFITS OF THE PROPOSALS?

- 10.4.1. As set out in the introduction to this report there are numerous planning policies and guidance notes that define the aspirations that the development should achieve. The development is successful in achieving the following matters, many of which are site requirements from policy BCAP40, SPD3, and the 2011 informal planning guidance and supplementary informal planning guidance notes:
- Provision of mixed use development including residential, office, community infrastructure, leisure and culture / tourism uses, making a new harbour attraction
  - Provision of much needed homes and jobs in a sustainable location
  - Bringing into use a vacant site thereby reducing anti-social behaviour
  - Enhancements to the accessibility of local green spaces, specifically the Quaker Burial Ground
  - Increasing passive surveillance of the Quaker Burial Ground
  - Retention of a riverside walkway (this will remain in the ownership of Bristol City Council)
  - Provide an environment which could be used for public events
  - Improve the waterside mooring facilities and provide a ferry landing stage, increasing from five

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- mooring spaces to twelve, more secure and accessible spaces.
  - Refurbishment of the buildings in the south east corner
  - Repairing the listed Wharf Wall
  - Repairs to the retaining wall in front of the red cliff.
- 10.4.2. These are considered to be significant public benefits and although not discussed further (for succinctness of reporting), they have been taken into account in reaching the recommendation of approval within this report.
- 10.5. ARE THE PROPOSALS ACCEPTABLE WITH REGARD TO HISTORIC ENVIRONMENT IMPACTS AND DESIGN MATTERS?
- 10.5.1. Concern has been raised by numerous consultees about the impacts of the proposals on heritage assets. As set out above, the site is an historic site which has held many uses in the past and contains significant archaeology. The site also includes the Grade II listed Wharf Wall and Bollards and provides the setting for important listed buildings, including the Grade I listed St Mary Redcliffe Church, Grade II listed (and scheduled monument) St John the Baptist Hermitage, Grade II listed buildings along Redcliffe Parade, Grade II listed Ferryboat Tempora Queen Quay, Grade II listed Severn Shed building, Grade II listed Thekla harbour wall, Grade II listed Grove harbour wall, Grade II Prince Street Bridge, Grade II 22-24 Queen Square, Grade II\* 27-28 and 29 Queen Square, as well as other listed buildings. The site is also within the Redcliffe Conservation Area, and provides setting for the City & Queen Square and City Docks Conservation Areas. As a result of this, the site is extremely sensitive with regards to heritage matters, and consideration of the heritage and design matters relating to the scheme (which are largely inseparable) must be undertaken in tandem.
- 10.5.2. Considerable weight and importance must be given to any harm resulting from new development in terms of its impact on the special interest of listed buildings and their settings, and the character and appearance of Conservation Areas, in accordance with Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 12 of the National Planning Policy Framework and policies BCS22 of the Bristol Core Strategy, BCAP40 of the Central Area Plan and DM31 of the adopted Site Allocations and Development Management Policies Document. In addition, high quality design is a requirement of policies BCS21, DM26, DM27, DM28, DM29 and DM30.
- 10.5.3. The site includes the Grade II Listed Wharf Wall and Bollards, hence the need for the listed building application. The amendments to the wall include installing an intake and outfall, and repointing. It is considered that the impacts of these changes are not likely to cause substantial harm, given the intake and outfall will not be visible above the water line, and that repointing should improve the condition of the wall, thereby helping to preserve it for longer. The bollards are to be repainted, which is also acceptable. A condition below is recommended to secure details of the intake and outfall, and mortar mix, and painting regime. Subject to these conditions the proposals are considered likely to preserve the listed structures and are acceptable in accordance with policies BCS22 and DM31.
- 10.5.4. The most often cited concern about the proposals relates to the height, scale and massing and roof form of the proposals, particularly building B. This is the largest building proposed within the site at 31.8m AOD (22.3m above the external ground level at its lowest point – the site level raises to the rear). In addition to this there are two 2.4m tall x 2.5m wide x 18m long clerestory elements which are required to naturally ventilate the building so as to increase its sustainability. These are at 33.75m AOD (24.3m above external ground level). The building is broken down into three visual components, these being the central five storey element, which has an 'M shape' roof, a smaller three storey element which wraps this to the south and east, and a five storey flat roofed element to the northeast. The main concern is that this building



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blocks the views of St Mary Redcliffe Church, thereby detrimentally affecting its setting, and causing harm to it. It should be noted that St Mary Redcliffe Church is listed as a 'prominent landmark / monument' in the council's SPD on tall buildings. This document sets out important views within the city centre to this landmark building. The views from Queen Square and Prince Street Bridge are specifically identified. Although the height of Building B is not 6-9 storeys or over 27m, the provisions within this SPD are still considered to be relevant, due to the prominence of the site and the fact that it lies on two of the view corridors identified in the Tall Buildings SPD.

- 10.5.5. The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) sets out that substantial harm to Grade I listed buildings should be 'wholly exceptional'. The NPPG sets out that assessment of substantial harm is consideration of 'whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting'. This considered, it is clear that the proposals do not physically affect the church and therefore consideration of the effects on the setting of the church only is required.
- 10.5.6. The site is currently vacant and therefore provides an open view for the church to be seen from the southwest in an unobstructed context. Building B has a lower 3-storey element on its southern side, and the 3D views submitted by the applicant demonstrate that views from the Tall Building SPD's key viewpoints including Prince Street Bridge and Queens Square, and also views from the Bascule Bridge and Welshback (which were raised through public consultation), will not be significantly disrupted. It is acknowledged that the building will block views of the church from some current viewpoints, however the church is still considered to be prominent in the area due to its superior height and architectural detail.
- 10.5.7. The height of the central element of building B is above the 31.5m AOD maximum set out in the SIPGN, by 30cm. Given analysis of the 3D views provided, this slight exceedance is considered to be acceptable. However the clerestory elements exceed this 'maximum' by 2.25m. The clerestory elements are intrinsic to the natural ventilation strategy for this building which helps the building to achieve BREEAM 'Outstanding'. It is understood that this is a requirement of the potential occupier of this building and therefore achieving this level of sustainability is important to the delivery of the site as a whole. It is therefore considered that these clerestory elements are, on balance, acceptable in principal, however concerns remain about their design. As such a condition is recommended below to ensure that further design and detailed work is undertaken to amend the form of these elements – the ambition being to make them 'lighter' and more transparent in appearance – so as to be less distracting. Officers consider that following review of the 3D visualisations, and subject to ensuring that the clerestory elements have an improved appearance, the height and massing of the proposed building B is considered to be acceptable.
- 10.5.8. During the determination period some revisions were made to the proposals to remove the window cleaning rail from building B and to amend the design of the louvres above the stair cores. This has simplified the design making it less cluttered and distracting.
- 10.5.9. In addition to the above matter of scale and massing, the site faces onto Redcliffe roundabout, where views of the church are particularly prominent. Historic England has raised concerns about the appearance of building B when seen from the Redcliffe Way / Hill Roundabout, in that this is blank and lacks visual interest. The building does present quite poorly to this area, however discussions with the architect reveal that this is constrained by services required for a modern office building.

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- 10.5.10. The height of the other buildings proposed on the site is considered to be appropriate as views of the church and spire behind these are largely uninterrupted.
- 10.5.11. Officers consider that, subject to the imposition of the planning conditions recommended, the level of harm that may occur to St Mary Redcliffe Church is not considered to be substantial. Historic England has identified that 'moderate harm' may occur to the setting of the church. In accordance with NPPF paragraph 134 where less than substantial harm is likely this should only be permitted where the public benefits outweigh this harm. Officers are of the view that, on balance, the public benefits of bringing the vacant wharf site into viable use which are set out above cumulatively justify the level of harm caused to St Mary Redcliffe Church by the proposals.
- 10.5.12. As set out above there are a number of other listed structures surrounding the site. Clearly these are not physically affected by the proposals, however again a consideration of the impact on the setting on these structures is necessary. To the east of the site, the Grade II (and scheduled monument) St John the Baptist Hermitage, is found within the Quaker Burial Ground. The Quaker Burial Ground is also designated as a locally important historic park and garden. The proposals will bring back into use buildings C and D which are experienced in the immediate context of the hermitage, and will also provide a new link into, and greater passive surveillance of, the Quaker Burial Ground and Hermitage. It is considered that this will result in a better used and more attractive space, therefore the proposals will significantly improve the setting of the hermitage. The proposals are therefore considered acceptable.
- 10.5.13. To the south of the site are a number of listed buildings, along Redcliffe Parade. All of these are Grade II listed. Concern has been raised about the loss of views of and from Redcliffe Parade. Following review of the 3D visualisations, it is considered that views of Redcliffe Parade will be slightly obstructed, certainly within the site, but that this will not lead to substantial or even moderate harm as the significant majority of the buildings will remain visible, and prominent above the Redcliffe Wharf development in views from outside the site. It is also important to note that the proposals will bring a vacant site into a more active use, thereby creating a setting more in keeping with the site's past – which was vibrant and varied. The impacts are likely to be minor negative and are considered to be outweighed by the public benefits of the scheme, which are set out above.
- 10.5.14. To the west of the site there are a number of listed structures including the continuation of the Grade II listed wall along Phoenix Wharf, the Grade II listed hand crane on Phoenix Wharf, Grade II listed Grove Wharf Wall, Grade II listed Severn Shed building, Grade II listed Thekla Wharf Wall, Grade II listed Mud Dock, Grade II Prince Street Bridge. The development proposals will be visible within the setting of these listed assets, however the scale, massing and design of the buildings are considered appropriate as they are set back from the Wharf Wall and will not be overly dominant of the floating harbour or these structures. The development will bring Redcliffe Wharf back into a more vibrant use and the animation of the space is considered likely to benefit the setting of these listed buildings. Also to the west are the Grade II 22-24 Queen Square, Grade II\* 27-28 and 29 Queen Square. These buildings are experienced primarily within the square, and it is considered that the Redcliffe Wharf proposals are sufficiently separated from these due to the floating harbour, and their scale, massing and design is unlikely to result in any significant impacts, resulting in a neutral effect. It is on balance considered likely that the proposals will result in a minor positive impact to the setting of these listed structures.
- 10.5.15. To the north of the site lies the Grade II listed Ferryboat Tempora Queen Quay, Grade II listed WCA warehouse, Yeo Valley Farms Warehouse and Buchanans Wharf. These are located along Welshback and therefore the development will be visible in the longer views southward along Welshback, or in the general context when passing over Redcliffe Way

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Bascule Bridge. Given the proposals are of a relatively low scale compared to the warehouses along Welshback, and that they are set back from the Wharf Wall (not dominating the floating harbour), the impacts of the development form are unlikely to be harmful. As per the statement above, the increased animation of Redcliffe Wharf is likely to result in a benefit to the setting of these structures and overall the impacts are considered likely to be minor positive.

10.5.16. Regarding the harm to the Redcliffe Conservation Area, the Conservation Area Enhancement Statement was published in June 2008. It identifies the site as being within the 'South Redcliffe' character area, and sets out that a key threat to the conservation area as a whole is the loss of views of St Mary Redcliffe, and that key attributes of the conservation area include views out from Redcliffe Parade. It defines St Mary Redcliffe Church and Redcliffe Parade as key elements of wider views in the area. At figure 18 the statement sets out the key views which include views toward St Mary Redcliffe Church from Queen Square, The Grove, Redcliffe Street and St Thomas Street. From the 3D visualisations that have been provided, it is considered that these views will not be significantly affected by the proposals. Regards the key views of / from Redcliffe Parade, consideration of the 3D visualisations demonstrates that the view point identified (from the middle of the floating harbour) will not be affected by the proposals. The statement also sets out that buildings C and D, and the ship construction building to be demolished are unlisted buildings of merit, as is the Benjamin Perry Shed to the immediate west of the site. The development will restore buildings C and D, which is considered to result in a benefit to the conservation area. The ship construction building will be lost as a result of the proposals, however it is understood that this building is in a poor condition and cannot be saved. It is also likely, given a review of the viability appraisal, that the development would not be viable without this demolition. As such, although this does result in harm to the conservation area, the loss of the building is considered to be outweighed by the public benefits of the scheme. Indeed, this loss has been accepted in the IPGN and SIPGN. The statement also defines Redcliffe Wharf as an intimate space / route and as having an important surface. The proposals seek to retain a number of the setts on the site, and to retain the flagstones along the front of the wharf, which is considered appropriate. The other surface treatments are also considered acceptable. The proposals will also result in closing off the space around buildings C and D, and whilst objections were received on this basis, it should be recognised that this would reinforce the intimate nature of the site, and is considered appropriate. It is also important to note that some trees will be lost from the conservation area. This is to be mitigated with a contribution to new planting and it is considered that the minor harm to the conservation area from tree loss would be overcome by this. Overall it is considered that the proposals will safeguard the character and appearance of the Conservation Area.

10.5.17. The City Docks Conservation Area and City and Queen Square Conservation Area are also experienced in the vicinity of the proposal site and therefore the impact of the proposals on the setting of these must be considered. The City Docks Conservation Area Enhancement Statement also states the importance of views between Prince Street Bridge and St Mary Redcliffe – as discussed above, the development is acceptable in this regard, and no significant negative impacts are anticipated. The City and Queen Square Conservation Area Enhancement Statement sets out that the view from Redcliffe Way Bascule Bridge to the grassed area in front of St Mary Redcliffe is important, as are views from Redcliffe Parade to The Grove. It is considered that these views will be maintained and therefore, significant negative impacts are considered unlikely – the character and appearance of these conservation areas will be safeguarded. As explained above, it is considered that bringing Redcliffe Wharf into a more active and vibrant use will better reflect its past aesthetic as a busy wharf, and although not industrial uses, will result in some benefits to the setting of these conservation areas.

10.5.18. As set out elsewhere in this report, there is significant archaeology present on the site,

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due to the former uses. Evidence uncovered by intrusive site investigation has revealed the remains of possibly the earliest glass cone in the city, foundations of different buildings and structures and different hard surfaces below the setts and loose rubble currently on site. In order to protect this archaeology, it is proposed to leave it in situ and to disturb it as little as possible. In accordance with the comments from the Archaeological officer, recommended conditions are applied in order to ensure the construction of the development is undertaken as sensitively as possible.

10.5.19. In accordance with the above discussion it is considered by officers that the proposals are, on balance acceptable in accordance with the provisions of the NPPF and policies BCS21, BCS22, BCAP40, DM26, DM27, DM28, DM29, DM30 and DM31.

10.6. ARE THE PROPOSALS ACCEPTABLE WITH REGARDS TO OTHER DESIGN CONSIDERATIONS?

10.6.1. With regards to the height of the other buildings on site, these are broadly within the requirements set out in the SIPGN and are acceptable. Some public comments have set out that some elements of building F will block views of the retaining wall along the southern boundary of the site. However elements of this will still be visible, and as such this is considered acceptable. The same concerns have been raised about views out from Redcliffe Parade, however as set out above these views will for the most part remain, and the impact in regard to this is not considered unacceptable.

10.6.2. Some concerns have been raised about the proposed materials, which include a mix of timber cladding, copper coloured cladding, natural stone, glazing and in very few locations, concrete. The amount of shuttered concrete proposed on the site has been reduced following the first round of public consultation which objected to this – with a large area of this on building F being replaced by stone facing and doors (lower ground storage has also been included). The materials are all considered to be appropriate for the site.

10.6.3. A key element of the proposals is to provide a new access into the Quaker Burial Ground to the east of the site. The Quaker Burial Ground has been susceptible to anti-social behaviour and is generally considered to be an underused green space within the city centre. The proposals will improve the Quaker Burial Ground by providing more passive surveillance over it and providing a new route into it. Conditions are recommended to ensure that the gateway to the Quaker Burial Ground is designed appropriately. Several of the public comments raised concern that the proposals showing a direct path through the burial ground are not appropriate. To clarify, the applications do not include the revisions to the burial ground, other than making an access into it and linking the surface to the existing path. The planning application will provide a financial contribution to the city council to provide a through route – which is included in the key issue on planning obligations below. This will provide an opportunity for the city council to prepare a sensitively designed scheme and is considered to be appropriate. The proposals are considered to be significantly beneficial in this respect, and as such the proposals are in accordance with policies BCS9 and DM17.

10.6.4. Several concerns have been raised about the public realm. The designs of the public realm are to provide a mixed use area which covers approximately 51% of the site. This is considered to be an acceptable approach however greater discussion is given to the consequences of mixed use in the key issue 10.7 below. Unfortunately, all of the entrances to the site (from Redcliffe Way, Phoenix Wharf, Quaker Burial Ground) will be faced with blank walls or louvres associated with car parking within the buildings. The architects have explained that in order to make the centre of the site more interesting and provide a greater focus of activity here, this is the consequence. Officers consider this to be unfortunate but the design constraints of the site are recognised.

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- 10.6.5. Regarding the wall at the rear of the site, addressing its boundary with Redcliffe Way up until the point that this meets the Quaker Burial Ground. It is proposed to reduce / increase the height in places so as to be more consistent and also break through this so as to provide a fire escape. The urban design team wished to see greater embellishment of this wall, in order to create a more attractive front onto Redcliffe Way. However, this is not proposed. Whilst this change would have resulted in a more attractive development, it is considered that the proposals are acceptable with regards to the treatment of this wall.
- 10.6.6. The provision of a ferry landing stage and new mooring berths is supported, particularly by the Bristol Ferry Company. The design of the berths proposed however appears to include standardised fabric and materials. The result of this is that the berths do not follow the sweeping curve of the wharf and are incongruous in this manner. In addition, Historic England raised concern about the potential for this platform to harm the listed Wharf Wall if it is attached. A condition is recommended below to require further design of the mooring berths and ferry stage, to create a more sensitive arrangement if possible.
- 10.6.7. The consultation response from the Avon Fire and Rescue Service requested that fire hydrants be installed in the development open space. A condition requiring the details of this is set out below. The service also requested a contribution towards the maintenance of these, which is included below in the key issue on planning obligations.
- 10.6.8. In accordance with policies BCS21 and the requirements of SPD3 and the SIPGN, the development will incorporate public art within it. A public art strategy has been submitted in support of the proposals. The strategy is acceptable and it is considered will help to deliver a more attractive public realm and improve the sense of arrival.
- 10.6.9. Redcliffe Caves are designated as a regionally important geological site, however it is not anticipated that the development will affect the caves due to the separation of the site and caves by the retaining wall. As such the proposals are in accordance with the geological preservation required by BCS9.
- 10.6.10. With regard to general design principles as set out in policies BCS21 and DM26-30, the designs are considered to be acceptable, as they will create a new destination positively contributing to the character and identity of the area.
- 10.7. ARE THE PROPOSALS ACCEPTABLE WITH REGARD TO HOUSING MIX?
- 10.7.1. The site is located in the Central Ward within the city centre. In accordance with policies BCS18 and BCAP3, all developments must contribute to the mix of housing provision in the city. The explanatory text to BCAP3 sets out that flats with three bedrooms and access to useable outdoor amenity space can be considered family units. The proposal features three such units – one of these has a private roof terrace whilst the others share access to the communal terrace. The proportion of unit sizes is similar to the existing scenario in the Central Ward, however the comparative overprovision of two bed units is considered of positive benefit.

Unit size	Central Ward Proportion	Proposals
1 bed	43.3%	27.7%
2 bed	33.7%	63.8%
3 bed	9.3%	8.3%
4+bed	12.6%	0%

(Figures may not sum due to rounding)

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- 10.7.2. It is considered that the mix of units across the site is appropriate as it will result in diversifying the mix by providing slightly more two bed units.
- 10.8. WILL THE DEVELOPMENT PROVIDE FOR SUITABLE AMENITY, OUTLOOK, PRIVACY AND SECURITY?
- 10.8.1. In accordance with policies BCS18, BCS21, BCS23, DM26, DM29 and DM30, it is important that occupiers of new developments have suitable amenity, outlook and privacy. The residential units to be provided all meet the government's space standards and are acceptable in this regard. The majority of units also benefit from balconies, and some have access to larger outdoor space, most often communally accessed.
- 10.8.2. With regard to privacy, it is likely due to the arrangement of the buildings on the site that there will be some flats which do not have the usual 21 metre window to window separation distances required in order to prevent intervisibility between flats. However, it is considered that as a constrained city centre site, occupiers are more likely to expect this than they would if buying a suburban property. In no case are the impacts of this likely to be severe. Taking into account the constraints of the site, it is considered that the provision of outlook and privacy is outweighed by the significant public benefits of the proposals.
- 10.8.3. There are unlikely to be any significant privacy impacts to surrounding development or from surrounding elevated viewpoints over the site due to the intervening distances.
- 10.8.4. Clearly as a mixed use site, residential units will be located above and adjacent to other uses. In addition, representations have been received raising concern about the impacts of nearby music venues on people living within the development. There are separate entrances to each building for the commercial and residential elements, helping to provide segregation and security. It is not anticipated there will be any nuisance effects as a result of the office and residential uses being located as proposed. In order to ensure that residents of the scheme are suitably protected from potential noise nuisances from the leisure uses on the site and from nearby activity, a condition requiring suitable noise assessment and mitigation to be installed is recommended below. It is considered that this will overcome such impacts and ensure the development is constructed in accordance with policy DM35 (noise mitigation).
- 10.8.5. Some comments have been received about the potential for people to access building F from the Redcliffe Parade car park above. This would require people to jump up onto the wall and then jump down 2m onto the amenity terrace below. It is considered unlikely that this would occur, due to the passive surveillance over the area and the prominent location. A condition requiring further details of security measures is recommended below, to help ensure that if someone does undertake to access the building from this area, the development is suitably secure to prevent this.
- 10.8.6. Although the first draft of the Redcliffe Neighbourhood Plan sets out that half of homes provided within its jurisdiction should be to 'lifetime homes' standards, this is not proposed. However, there is no legal requirement for this and the neighbourhood plan has relatively weak weight given it is at an early stage of public consultation and adoption. All save two units can be accessed by lift and it is considered that although the proposals do not include 'lifetime homes' designs, they are acceptable with regard to their layout and space provision and are sufficiently accessible to be useable to a diverse range of the community.
- 10.8.7. The proposals are also supported by a daylight / sunlight assessment. This demonstrates that the daylight sunlight of surrounding developments will not be detrimentally affected by the proposals.

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- 10.9. WILL THE DEVELOPMENT BE ACCEPTABLE WITH REGARDS TO TRANSPORT AND SERVICING MATTERS?
- 10.9.1. In accordance with policies BCS10, BCS11, DM23, DM32 and BCAP29, development should promote sustainable modes of transport, providing appropriate levels of cycle and vehicle parking, as well as appropriate servicing infrastructure and waste storage and collection arrangements.
- 10.9.2. The site is located in the city centre and is readily accessible by foot and cycle, and is close to Bristol Temple Meads Rail Station, the forthcoming Metrobus stop on Redcliffe Hill and other local bus stops. The cycle parking provision on the site is acceptable in terms of design and quantum. The proposals also safeguard the waterfront walkway, in accordance with policy DM22. The proposals are supported by framework travel plans and if the planning application is granted, conditions will ensure the final travel plans are prepared and implemented. No framework travel plan was submitted for the commercial uses (A1/A2/A3) but this will be controlled by recommended condition below. The transport development management team has also requested a fee to ensure the travel plan is monitored. The request was for a fee of £8,500 however it is important to note that the retail floor space of the development proposed is capped, by recommended condition, to 200 square metres (as discussed in key issue 10.3 above). As such the fee required to monitor the development is only £5,000. This is included in the draft planning obligations key issue below.
- 10.9.3. The Transport Development Management Team also requested a contribution towards upgrading the bus stops on Redcliffe Way. This is further discussed in the key issue on planning obligations below, however in summary it is considered that this request cannot be justified in accordance with the requirements for planning obligations as set out in regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).
- 10.9.4. For vehicular access, the existing junction will remain. The improvement of this area to make it fit for an entrance for a development of this type will be secured through a section 278 agreement. The access is and will be 'left in / left out' only. The parking on the site is for the residents and office users only. There is no provision for the leisure uses. The Transport Development Management Team response has set out that the level of parking on the site is acceptable, however raises concern about how this may affect surrounding car parks which are already operating at capacity. An advice note is attached setting out that occupants of this scheme will not be able to obtain residents permit passes to help prevent the allocated road space for this being oversubscribed.
- 10.9.5. The development is intended to become a destination site for visitors and residents of the city, its location on the front of the floating harbour means that it may well be used for community events, such as the annual Bristol Harbour Festival. The transport assessment identifies a particular location for public events to be held on the site – in front of building E. Clearly in such cases, traffic will need to be managed on the site as the usual routes across the site will be closed. Managing such occasions will be the responsibility of the site management company.
- 10.9.6. Although the applications are supported by vehicle tracking diagrams which show access by fire truck, large car and refuse lorry, concern has been raised by the transport team that the site is generally constrained, and there is insufficient space within the site for vehicles to turn, especially if other vehicles are parked, and that there may be problems if more than one vehicle at a time is using the site. This effect occurs because of the narrow nature of the routes on the site and a number of tight corners which restrict visibility. This has also led the transport team to raise concern about the mixing of vehicles with pedestrians and cyclists on the site. These concerns were put to the applicant, who has stated that a management plan

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will be prepared to help reduce any conflicts when service vehicles are accessing the site, they have requested that this is dealt with by condition. Officers are of the opinion that low vehicular speeds will be necessary to reduce risk, and other measures relating to servicing hours and loading areas within the site will need to be considered.

- 10.9.7. In relation to the above point about the constrained nature of the site, a number of public comments have raised concern that the westernmost projecting block of building F will close off the walkway between Phoenix Wharf and the site. At its narrowest point, the distance between the building and fence along the wharf front would be about 3.5m. In relation to this it is important to consider the access from the Phoenix Wharf area, and the route from Bathurst Basin. There are two locations along this route where it narrows to about 3m, and therefore it is not considered that the 'pinch point' created by building F will be uncharacteristic or create a worsening of any access issues. During the determination period, new lower ground stores were added to this block. Steps have been provided to access these. It is considered that these are unnecessarily large and so a condition is recommended to ensure that the design of these is revised prior to their construction.
- 10.9.8. Construction of the proposals may result in significant highway movements and obstruction of the site for pedestrians and cyclists and as such a condition to secure a construction environmental management plan is recommended below.
- 10.9.9. As discussed elsewhere in this report, the proposals seek to provide a new access into the site from the Quaker Burial Ground. The proposals also include the payment of a £40,000 contribution which will fund the provision of a footpath across the Quaker Burial Ground to Redcliffe way. This will improve the access in the area generally and is considered a significant benefit of the proposals. The contribution is referred to in the planning obligations key issue below.
- 10.9.10. In order to allow the development to come forward a traffic regulation order restricting the weight limit on the bascule bridge will need to be lifted. It is understood that this traffic order is now surplus to requirements. This will go through the usual traffic regulation order amendment processes; and a contribution to cover the cost of this is set out the in key issue on planning obligations below.
- 10.9.11. As the site will be shared use and include vehicles and pedestrians, it will need to be artificially lit in the hours of darkness. A condition requiring further details of the lighting across the site is recommended below, it is considered that this will help to ensure that light levels are appropriate for a shared use site, and also that the light does not stray into nearby ecological habitats.
- 10.9.12. The proposals are supported by a planning statement which sets out the arrangements for waste collection. It is proposed that the council's waste service will enter the site from Redcliffe Way. The site management company will then move the bins from their stores to the waste collection vehicle. Bristol Waste Company deem this to be an acceptable approach.
- 10.9.13. Overall, although it is recognised that the proposals have some limitations with regard to transportation, it is considered that these must be balanced against the other constraints of the site. It is important to note that the main concerns relate to internal movements within the site, and the transport team has not objected to the proposals. In order to provide a viable scheme that does not involve greater height, a certain amount of floor space is required to generate a scheme of sufficient development value. The viability assessment work has demonstrated the scheme value and the ability of it to provide affordable housing. It is recognised that the scheme is not likely to be entirely successful with regard to the movement within it, however it is considered that with careful management of vehicle speeds, the scheme



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will function acceptably. The recommendation is that the proposals are, on balance, acceptable due to the public benefits of bringing the site back into use, increasing access to and passive surveillance of the Quaker Burial Ground and the provision of new employment opportunities and residential units provided. This is however, a very finely balanced matter.

#### 10.10. IS THE DEVELOPMENT ACCEPTABLE WITH REGARDS TO FLOOD RISK AND DRAINAGE?

- 10.10.1. Located adjacent to the floating harbour, the site is within flood zones 1, 2 and 3. In accordance with Policies BCS16, BCS23, DM22, DM33, BCAP5 and the NPPF, the site must therefore be subject to a sequential test, to determine if there are other suitable sites, and if there are not, an exception test to ensure that the proposed uses are acceptable for the location.
- 10.10.2. In accordance with the afore-mentioned policies a sequential test has been submitted which considers other sites in the Redcliffe Way allocation area. This sets out that there are no other suitable sites for the development proposals and is accepted. In addition, the NPPF sets out that development should only be permitted where wider sustainability benefits to the public outweigh the risk – the ‘exception test’. On this matter, the site is allocated for development in the development plan policies mentioned in this report and the proposals will regenerate an area of land which has been vacant for over 30 years. The benefits to the public set out above are considered to be sufficient to permit development on this site. Therefore the exception test is considered to be passed.
- 10.10.3. Despite passing these tests, the development still needs to be designed to mitigate flood risk to acceptable levels. Flood risk modelling of the area shows that the greatest risk of flooding comes from tidal locked fluvial flooding of the floating harbour, rather than from surface water drainage risks. The flood risk affecting the site is broken down into two parts, with the western part of the site being vulnerable to a 1 in 50 year flood event, of up to 9.4m AOD, and both western and central part being susceptible to a 1 in 200 year flood event of up to 10.2m AOD (these figures have been calculated taking into account climate change and sea level rise for 2110). As set out above, this is the reason for the flood zone 3 classification for the western part of the site, and flood zone 2 classification for the central part. Residential development is identified as ‘more vulnerable’ in planning guidance and therefore should not be provided in floodzone 3. To mitigate this, all residential floor space is set at a minimum floor level of 10.3m AOD, which is above the highest predicted flood risk level. The ground floor uses proposed within the site (the office and ‘leisure uses’) are classed as ‘less vulnerable’ and are permitted within the flood risk areas on the site. To satisfy the tests of the NPPF, the development will also be provided with flood resilience measures including demountable barriers, valves on drainage systems and flood resilient materials. A flood risk management plan will help to ensure that if flooding occurs the buildings are protected and evacuated appropriately, and this is required by condition recommended below. Key to this will be early warning for residents in building A as the access to this building is at 9.4m AOD. For certainty the provisions set out in the flood risk assessment are also secured by recommended condition below.
- 10.10.4. In summary it is considered that the risks of flooding on the site are outweighed by the public benefit, and that in times of flooding, the design of the development will be suitably robust to prevent significant risk to life or property. The development is therefore considered appropriate in accordance with the NPPF, NPPG, BCS16, BCS23, DM22, DM33 and BCAP5, and are therefore acceptable.
- 10.10.5. The site is proposed to drain into the floating harbour, through an outfall which has been passed through various filters to remove pollutants. The scheme also includes a water

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intake from the floating harbour. These are both considered to be acceptable. Recommended conditions below will ensure that the details of the drainage system are appraised by officer prior to being constructed – to ensure their functionality with regard to drainage and heritage impacts are acceptable.

**10.11. IS THE DEVELOPMENT ACCEPTABLE WITH REGARD TO TREES AND ECOLOGY?**

10.11.1. In accordance with policies BCS9, DM15 and DM17, green infrastructure, including trees and ecology on development sites should be safeguarded where possible. Where this is not possible, developer contributions should be taken to provide for mitigation of losses, in accordance with policy BCS11 and the Planning Obligations SPD.

10.11.2. The proposals are supported by an arboricultural assessment, which includes an assessment of the trees within and around the site, and the likely impacts of construction upon these. Perhaps the most significant tree which could be affected by the site is the large tree at the entrance to Redcliffe Wharf, on Redcliffe Way. Due to level changes in this area, and the deep rooted nature of the species, it is not considered likely that the construction of the building will result in significant impacts to the roots. In any case, in order to ensure that the roots are protected as best as possible, the condition recommended below for detailed foundation design to be submitted will also include reference to this tree, in order to ensure impacts are minimised. Some branch removal is also required and is deemed to be acceptable.

10.11.3. The proposals feature mainly hard surfacing within the public realm. This is due to the shared use nature of the site, and indeed provides for greater flexibility as to how the site is used. One tree is proposed in the new surfacing, to the front of the site. It is proposed that this tree would be a Spanish Oak, and planted as a mature tree. This would help to provide some small shade to the development, as required by policy BCAP25. The approach to landscaping within the site is supported, and recommended condition below requires the details of this to be approved prior to being constructed.

10.11.4. The assessment also sets out that in order to construct building B, seven trees are to be lost from the western wall of the Quaker Burial Ground. This loss is regrettable, however it will help to open up the Quaker Burial Ground, providing for greater passive surveillance. These trees are classified as category B and C trees, and therefore their loss needs to be mitigated. The developer has agreed to provide compensation in accordance with the Bristol Tree Replacement Scheme, which is calculated as £14,497 based upon the sizes of the trees being lost. This will be secured through a s106 agreement and is set out in the key issue on planning obligations below. The assessment also includes a plan setting out how retained trees will be protected during the construction works and this is acceptable.

10.11.5. In accordance with BCAP22, the floating harbour's role in biodiversity and sustainable drainage role must be safeguarded (and enhanced if possible) by new development. As proposed in the drainage strategy, the proposals intend to utilise the floating harbour to provide water, and drainage of the site. In this regard the proposals are considered acceptable. The proposals include the twelve mooring berths which preclude the potential for biodiversity creation on the floating harbour, this is acceptable as it is specifically considered as an allowable exception in the policy. It is important to note that the floating harbour drains into the Severn Estuary, which is protected as a Site of Special Scientific Interest, Site of Nature Conservation Interest, RAMSAR site, Special Protection Area and Special Area of Conservation. Policies BCS9 and DM19, as well as national legislation, protects these. The proposals include a filter to ensure that any pollutants released as a result of drainage are suitably free from contaminants, thereby it is not anticipated that the development proposals will result in significant impacts to these designated areas.

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10.11.6. The ecologist initially raised concern that the site could contain nesting places for protected species – particularly in the derelict buildings in the south west corner and Redcliffe Caves. An ecological survey was undertaken which found no such places. As such, it is considered that the scheme poses low risk to protected species. The ecologist has recommended that precautionary working methods are used, and this is to be controlled by conditions recommended below.

10.11.7. In summary it is considered that the development is acceptable with regards to policies BCS9, DM15, DM17, DM19, BCAP22 and BCAP25.

**10.12. WILL THE DEVELOPMENT BE SUITABLY SUSTAINABLE?**

10.12.1. In accordance with policies BCS13, BCS14, BCS15, BCS16 and BCAP20, developments must be sustainable in terms of their construction practices, energy use and efficiency, and should generate energy from renewable sources to further offset their impacts. The development is supported by a sustainability and energy strategy which sets out that sustainability is a key objective of this development. It is understood that the office use will seek to achieve BREEAM 'Outstanding' accreditation (the maximum possible), whilst the other non-residential uses will be BREEAM 'Excellent'. In total the emissions saving from this development will be 32% compared to the 2013 baseline building regulations requirements. This approach is considered acceptable and suitable.

10.12.2. The sustainability and energy strategy sets out that the development, overall will be built with energy efficiency in mind and will be significantly more efficient than building regulations require. In addition, renewable energy generation on the scheme is proposed incorporating solar thermal and solar PV panels. In accordance with policy BCAP21, a connection to the Bristol Heat Network is proposed, which will provide the whole site with a low-carbon source of hot water for heating and servicing the development. The proposals also feature charging points for two electric vehicles within the parking area in building F. This is to be secured through conditions recommended below. The sustainability credentials of the scheme are considered to be a significantly positive aspect of the proposals.

**10.13. IS THE PROPOSED DEVELOPMENT VIABLE, AND DOES IT PROVIDE AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING**

10.13.1. The proposed development includes 36 dwellings that fall within Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies. It is required to comply with Core Strategy Policy BCS17, which seeks the provision of up to 40% affordable housing subject to scheme viability. The maximum affordable housing requirement for the proposed development is 14 dwellings.

10.13.2. Government policy and guidance is very clear that scheme viability is a key consideration in determining the level of affordable housing that a development can provide, and that Council's should not require a level of affordable housing that would render a development unviable. The government's Planning Practice Guidance states that "where affordable housing contributions are being sought, obligations should not prevent development from going forward" (paragraph 004 reference ID: 23b-004-20140306).

10.13.3. In simple terms, a development is considered to be viable if the Residual Land Value (RLV) of the development is greater than the Site Value.

10.13.4. The RLV is calculated by ascertaining the value of the completed development, and subtracting from this all the costs involved in bringing the development forward (e.g. build

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costs, professional fees, legal costs, financing costs) and the developers profit. All inputs are based on present day costs and values.

- 10.13.5. The proposed development is very different from the vast majority of residential developments that are required to provide affordable housing. Usually, residential developments are wholly residential, or have a small element of retail or commercial use included within a residential scheme. However, the proposed development is primarily a commercial scheme, as approximately 60% of the scheme value is generated from office and retail uses.
- 10.13.6. In addition, the City Council is the Landowner, and it has entered into a Development Agreement with the applicant, which requires the provision of high quality public realm around the waterfront, along with a floating pontoon to provide additional harbour mooring space.
- 10.13.7. Also, the entire office element of the proposed development, equating to approximately 53% of the scheme value, benefits from a pre let, meaning that this element of the scheme is substantially de-risked.
- 10.13.8. Consequently the proposed development is assessed on this basis, with Council requirements for Public Realm (approx. £1,000,000) and the Pontoon (£200,000) being incorporated. Because the scheme is commercially led, profit margins are expressed as profit on cost, rather than profit on value.
- 10.13.9. 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 their agent, CBRE, in support of this claim.
- 10.13.10. Officers have commissioned BNP Paribas to assess the viability information and advise the Council as to whether the applicants claim is reasonable. BNP Paribas have assessed the values and costs associated with the development, and liaised with CBRE to attempt to resolve areas of dispute.
- 10.13.11. The main appraisal inputs including areas of difference between CBRE and BNP Paribas are set out in the following table:

Office rental and investment values	BNP Paribas have accepted the rental and investment valuations agreed between the applicant and Arup, despite rentals and investment valuations having increased in value since this deal was done.
Residential sales values	BNP Paribas considered that the residential sales values should be £255,000 higher than those identified by CBRE.
Retail rental and investment values	BNP Paribas have agreed the rental values identified by CBRE, but consider that a rent free period of 1 year (rather than the 18 months identified by CBRE) is appropriate. BNP Paribas also consider that the investment valuations should be higher than those originally suggested by CBRE.
Build Costs	BNP Paribas have accepted the two build cost plans produced by Gardiner & Theobald and Midas on behalf of the applicant. These result in build costs that are higher than would normally be expected, but which are reflective of the requirements for high

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	quality design and public realm on this important waterfront site.
Fees	Due to the commercial led nature of the development there are a range of specific fees over and above what would normally be expected from a straightforward residential development. In addition, as part of the development agreement, the applicant has been required to cover a number of the Councils legal and surveying costs. These specific fees have all been accepted by BNP Paribas. In addition to these specific fees, CBRE has also identified general Professional Fees at 12% of build costs. BNP Paribas consider this percentage to be high and have adopted a figure of 10% of build costs.
Finance costs	BNP Paribas have adopted a figure of 6% for borrowing costs, which is reflective of the costs agreed in respect of recently agreed schemes such as Blackberry Hill Hospital, Plot ND7, Redcliffe Quarter etc. CBRE consider that this figure should be higher at 6.5%.
Developers profit	CBRE have identified an overall profit margin of 17.5% profit on cost in order for the scheme to be viable. BNP Paribas have agreed that this is an appropriate profit margin.

10.13.12. Site Value can be calculated by identifying the Existing Use Value of a site and applying a premium (usually 20% on brownfield sites) to incentivise the owner to bring the site forward for development. Alternatively, the price paid for the site can be considered as the Site Value, provided that the purchaser did not pay an overly inflated price.

10.13.13. In this instance the Development Agreement entered into by the applicant and the Council specifies a purchase price of approximately £770,000. The site is approximately 1.7 acres in size, giving a value of £450,000 per acre. This is low for a prime City Centre Site, and it reflects the Council's requirements for a high specification development containing high quality public realm. Consequently it is agreed that the Site Value of £770,000 is reasonable.

10.13.14. With a Site Value of £770,000 the BNP Paribas appraisal shows a surplus (over and above the applicant's 17.5% profit) of £368,978, meaning that the development is viable and able to provide some affordable housing. This surplus translates into the on-site provision of three one bedroom affordable dwellings, equivalent to 8.3%.

10.13.15. The applicant has not formally agreed with the conclusions contained in the BNP Paribas report. However, officers consider that the report is robust and appropriately evidenced and recommend that the proposals are approved subject to the applicant entering into a Section 106 Agreement to provide three one bedroom affordable dwellings. This is set out in the key issue below. If this level of affordable housing cannot be agreed then the proposals will either be brought back to committee or refused by officers under delegated powers.

10.14. WHAT PLANNING OBLIGATIONS ARE NECESSARY TO MITIGATE THE IMPACT OF THE DEVELOPMENT?

10.14.1. New development may create a need for measures to mitigate its impact, without which

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there would be a detrimental effect on local amenity and the quality of the environment. Planning obligations are the mechanism by which these measures are secured. The framework for planning obligations is contained within Paragraphs 203 to 205 of the National Planning Policy Framework (March 2012) and the regulations governing their use are contained within part 11 of the Community Infrastructure Levy Regulations 2010 (as amended).

10.14.2. The required mitigation will be secured through legal agreements in relation to s106 of the Town and Country Planning Act 1990, or s278 of the Highways Act 1980. If the planning application (17/02049/F) is provided with a resolution to grant then these agreements will be negotiated. For reference, the planning obligations identified do not relate to the listed building consent application (17/02050/LA) because the mitigation does not relate to the listed structures on the site. The justification for each of the planning obligations is set out in the relevant key issue above.

10.14.3. Committee Members should be advised that the Transport Development Management Team requested £96,642 towards the full upgrade of bus stops and shelters on Redcliffe Way. However, due to the low number of bus users anticipated from this site (as set out in the transport assessment) it is not considered that this would be fairly and reasonably related in scale to the impacts of the development, and therefore planning officers have declined to require it. However, this contribution was taken into account in the assessment of the viability of the development presented in this report and therefore it is likely that the viability of the development will improve without this bus stop contribution. Officers will update members on the up-to-date viability position (including affordable housing) at the committee meeting.

10.14.4. The contributions to be provided by the development through a s106 agreement are to include:

- An affordable housing contribution of at least three one-bedroom units and any remaining surplus of contribution as a financial payment or towards further affordable units on site.
- A contribution of £40,000 for Quaker Burial Ground access improvements
- A contribution of £5,000 for the audit and management of travel plans on the site
- A contribution of £5,395 for the amendment of traffic regulation orders relating to the development, specifically to remove the weight restriction on the Redcliffe Way Bascule Bridge
- Contribution of £14,497 towards replacement trees in accordance with the provisions set out in DM17 and the SPD on planning obligations
- A sum of £3,000 for the maintenance of fire hydrants on site

10.14.5. The provisions to be provided under a s278 agreement include works to improve the area to the front of the site, around the access to Redcliffe Wharf from Redcliffe Way.

#### 10.15. WHAT CONDITIONS ARE APPROPRIATE?

10.15.1. The recommended conditions for the separate planning application (17/02049/F) and listed building consent application (17/02050/LA) are set out in the recommendation below. The conditions applied to the listed building consent are fewer in nature and apply to the elements of the proposals which affect the listed structures on Redcliffe Wharf, which is the wall at the front alongside the floating harbour and the bollards (or mooring posts).

#### 11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

11.1.1. The development is liable to pay £505,371.70 in CIL costs.

#### 12. CONCLUSION

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- 12.1.1. The proposals are for the mixed use re-development of a long-vacant site. There are numerous public benefits resulting from the scheme including the delivery of a new harbourside attraction, new homes and jobs, improved access into and passive surveillance of the Quaker Burial Ground, new mooring berths and a ferry stage and repairs to the listed wall. There are drawbacks to the proposals which include harm to listed structures on the site and the setting of nearby listed buildings, internal movements and access and outlook / overlooking. Officers consider that on balance, the public benefits outweigh the drawbacks.
- 12.1.2. The viability of the site has been assessed and it is considered that the development can support and provide on-site affordable housing, which will be negotiated if the recommendation of this report is approved.

**13. RECOMMENDATION**

**RECOMMENDED GRANT** subject to Planning Agreement

(A) That the applicant be advised that the Local Planning Authority is disposed to grant planning permission and listed building consent, subject to the completion, within a period of six months from the decision of this committee (or any other time as may be reasonably agreed with the Service Manager, Development Management) at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to cover the following matters:

- An affordable housing contribution of at least three one-bedroom units and any remaining surplus of contribution as a financial payment or towards further affordable units on site.
- A contribution of £40,000 for Quaker Burial Ground access improvements
- A contribution of £5,000 for the audit and management of travel plans on the site
- A contribution of £5,395 for the amendment of traffic regulation orders relating to the development, specifically to remove the weight restriction on the Redcliffe Way Bascule Bridge
- Contribution of £14,497 towards replacement trees in accordance with the provisions set out in DM17 and the SPD on planning obligations
- A sum of £3,000 for the maintenance of fire hydrants on site.

If a planning agreement that includes the above cannot be signed by all relevant parties within six months of the committee decision (or other timescale as may be reasonably agreed with the Service Manager, Development Management) the application will be referred back to the committee or refused by officers under delegated powers.

(B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).

(C) That on conclusion of the Planning Agreement referred to in recommendation (B) and receipt of funds to cover the council's costs of preparing this, planning permission and listed building consent be granted, subject to the following conditions. Minor variations to these conditions may be undertaken prior to issuing the decision notices if so approved by the Service Manager, Development Management.

Recommended Conditions relating to application 17/02049/F:

**1. Full Planning Permission**

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

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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

2. Phasing plan

Prior to the commencement of the development hereby approved a phasing plan setting out the following provisions shall be submitted and approved in writing by the local planning authority.

- a) Delineation of distinct areas within the site. The delineated areas must, in combination, cover the whole site as identified on plan 1100 A 'Location Plan'.
- b) A timetable setting out when development will be commenced, completed and when the uses hereby approved will first commence for each of the areas set out in the submission under part a) of this condition.

The development shall be commenced, completed and approved uses first commenced in accordance with the approved details.

Reason: To ensure that the development takes place and is occupied in a co-ordinated manner in order to prevent negative effects on the conservation area or future occupants.

Informative: the areas identified in part a) of this condition are to be identified at the discretion of the developer. They may, for example, relate to different areas or units within the same building, if this is so desired. However details submitted should provide that the residential units will not be occupied until the ground floor commercial units in the same building are constructed and available for occupation.

3. Relocation of Hoists

Prior to the commencement of the development hereby approved proposals for the relocation or storage of the hoists currently on the site in the approximate location of building A as shown on the approved plans shall be submitted to and approved in writing by the local planning authority. The details submitted must include a timetable for the proposed relocation / storage.

The development shall be undertaken in accordance with the approved details.

Reason: to ensure that heritage assets on the site are safeguarded.

4. Highway condition survey

Prior to the commencement of the development hereby approved, the following will be undertaken:

- a) a highway condition survey will be undertaken, submitted to and approved in writing by the local planning authority. This will include all highway routes as directed in writing by the Local Planning Authority.
- b) Following completion of the works necessary to allow all of the uses hereby approved to commence, the developer shall re-survey the routes that were surveyed in the highway condition survey approved under part a) of this condition and any other additional routes if so directed in writing by the local planning authority. A report setting out the findings of this re-survey must be approved in writing by the local planning authority prior to the first commencement of use(s) hereby approved of the final development phase set out in the documents approved under condition 2.



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Reason: to help identify where damage may occur to the public highway as a result of development.

5. Approval of road works necessary

The development hereby approved shall not commence until details of the following works to the highway have been submitted to and approved in writing by the Local Highway Authority, in general accordance with plan [TBC]

- a) Improved surface of footway at Redcliffe Way
- b) improved vehicle crossover

The approved details shall be implemented in full prior to the first commencement of the uses or first occupation of buildings hereby approved and maintained thereafter for the lifetime of the development.

Reason: To ensure that all road works associated with the proposed development are planned and approved in good time to include any Highways Orders, and to a standard approved by the Local Planning Authority and are completed before occupation.

6. Noise Sensitive Premises Assessment

A detailed acoustic report on the existing noise climate at the development site will be submitted to and approved in writing by the Council prior to the commencement of the development hereby approved.

The details submitted shall specify the development phase(s) to which they relate. The report shall include a scheme of noise insulation measures for all residential accommodation. The noise insulation measures shall be designed to achieve noise insulation to a standard that nuisance will not be caused to the occupiers of residential accommodation by noise from the following:

- a) Music and customer noise from the nearby licensed premises over a weekend and from the licensed premises to be provided as part of the development.
- b) Customers using the commercial / retail uses hereby approved (including customers in any outside area of the site).
- c) Ventilation, refrigeration and air conditioning plant or equipment
- d) Servicing (deliveries and refuse collections)

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 Methods for rating and assessing industrial and commercial sound and BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings or in accordance with the most up-to-date superseding documents / guidance.

The approved details shall be implemented in full prior to the first occupation in each phase, as approved under condition 2, of floor space to be dedicated to uses A1, A2 or A3 and maintained thereafter for the lifetime of the development.

Reason: to safeguard amenity against the potential for disturbance from noise.

7. Approval of arboricultural working statement

The development hereby approved shall not commence until the protective fences have been erected

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around the retained trees in the position and specification as set out in the document titled 'Tree Survey, Arboricultural Impact Assessment Arboricultural Method Statement & Tree Protection Plan In Accordance with BS 5837:2012 Revision A' produced by Haydens dated 20 September 2017 and plan numbered '5853 – D A' the file ref of which is 'Cli\Pro\5853-D-Redcliffe Wharf Bristol-TS&AIA-Rev A.dwg'

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 development hereby permitted shall be undertaken in accordance with the tree protection method statement as set out in part 5 of the document titled 'Tree Survey, Arboricultural Impact Assessment Arboricultural Method Statement & Tree Protection Plan In Accordance with BS 5837:2012 Revision A' produced by Haydens dated 20 September 2017 and plan numbered '5853 – D A' the file ref of which is 'Cli\Pro\5853-D-Redcliffe Wharf Bristol-TS&AIA-Rev A.dwg'.

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 must be agreed before its implementation by the Local Planning Authority in writing 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.

#### 8. Additional Arboricultural Supervision

Prior to the commencement of demolition/development a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant and the designated site foreman and manager to discuss details of the working procedures.

Subsequently the developer's arboricultural consultant must be present to oversee the alterations to root protection area and branch reduction of the tree referenced 'T034' on plan numbered '5853 – D A' the file ref of which is 'Cli\Pro\5853-D-Redcliffe Wharf Bristol-TS&AIA-Rev A.dwg'.

Copies of written site notes and/or reports detailing the results of site supervision and any necessary remedial works undertaken or required shall be submitted to the local planning authority within 2 weeks of the meeting and be approved in writing by the Local Planning Authority. Any approved remedial works shall subsequently be carried out under strict supervision by the arboricultural consultant immediately following that approval.

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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.

9. Notification of commencement of use and district heating

At least 6 weeks prior to the commencement of work to provide any foundations or drainage relating to the development hereby approved, the developer will provide written notice to the local planning authority of the intention to commence foundation / drainage construction. If at this time there is a viable district heating network present with pipework that can be connected to the development within a 30 metre area of the site, the development will connect into this district heating network and it will be utilised to provide the hot water to the development.

Reason: To ensure that district heating is utilised if the infrastructure is in place and available in accordance with the submitted sustainability and energy strategy.

10. To ensure implementation of a programme of archaeological works

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

A Written Scheme of Archaeological Investigation shall be submitted to and approved in writing by the Local Planning Authority.

The Written Scheme of Archaeological Investigation shall identify the development phase(s) to which it relates and include an assessment of significance and research questions; and:

- a) The programme and methodology of site investigation and recording
- b) The programme for post investigation assessment
- c) Provision to be made for analysis of the site investigation and recording
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e) Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Provision to be made to ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation as part of a watching brief
- g) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation
- h) Nomination of a competent person or persons/organisation to undertake the watching brief set out within the Written Scheme of Investigation
- i) A timetable for implementation, in accordance with and direct relation to, the development phases approved under condition 2
- j) information to demonstrate that the contents of the Written Scheme of Archaeological Investigation will be implemented

The approved scheme of investigation will be implemented in full in accordance with the timetable set out therein.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

11. Construction environmental management plan

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Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

Details of construction environmental management will be submitted to and approved in writing by the local planning authority. The details submitted shall identify which development phase(s) they relate to and include provisions for:

- a) parking of vehicle of site operatives and visitors
- b) routes for construction traffic when going to and leaving the site
- c) hours of operation including working hours for all works and ancillary operations which are audible at the site boundary
- d) method of prevention of mud being carried onto highway
- e) pedestrian and cyclist protection
- f) proposed temporary traffic restrictions
- g) arrangements for turning vehicles
- h) location of works compounds associated with the construction of the site
- i) arrangements for deliveries to the site
- j) mitigation measures against noise and vibration impacts to surrounding areas
- k) procedures for emergency deviation of the agreed working hours
- l) measures for control of dust and other air-bourne pollutants
- m) methods of artificially lighting the site when required for safe working or security purposes and demonstration of the impacts on this on surrounding areas by providing lux contour plans

The approved details will be implemented in full throughout the construction of the relevant development phase(s).

Reason: to ensure the impacts of the development on the public highway and on amenity of the surrounding area are mitigated to appropriate levels.

## 12. Contaminated Land – Site Investigation and Proposed Remediation Strategy

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

A remediation strategy to deal with the risks associated with contamination of the site will be submitted to, and approved in writing by, the Local Planning Authority. In order to achieve this, the following will be undertaken (details submitted must specify which development phase(s) they relate to):

- a) The methodology of a site investigation scheme, based on the findings of the report submitted in support of the application titled 'Geo-Environmental Desk Study' prepared by ARUP dated 25 January 2017, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site will be submitted to and approved in writing by the local planning authority.
- b) The results of the site investigation and the detailed risk assessment approved under paragraph 'a' above and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken will be submitted to and approved in writing by the local planning authority.
- c) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy approved under paragraph 'b' are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action will be submitted to and approved in writing by the local

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planning authority.

The approved details shall be implemented in full prior to the first commencement of the uses hereby approved within the relevant development phase and maintained thereafter for the lifetime of the development.

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 in line with paragraph 109 of the National Planning Policy Framework.

13. To ensure a suitable foundation design to preserve archaeological features and trees within or near to the site has been secured

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

Detailed designs for the foundations, basements, piling configuration (if required) and services together with a method statement for their construction will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall specify the development phase(s) to which they relate and shall include the following details:

- a) plans and sections of, and ground investigation reports relating to, the proposed foundations, basements, piling configuration (if required) and services
- b) the significance of any archaeology likely to be affected by the proposals submitted under part 'a' of this condition.
- c) the predicted impact of the proposals submitted under part 'a' of this condition on trees within or surrounding the site

The approved details will be implemented in full prior to the first commencement of approved uses within the relevant development phase.

Reason: To ensure the preservation in situ of archaeological features of identified importance.

14. Sustainable Drainage System (SuDS)

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

Details of the design, management and maintenance of surface water drainage for the site will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall be in general accordance with the report titled 'Flood Risk Assessment', prepared by ARUP and dated 13 March 2017, and shall identify the development phase(s) to which they relate. The submitted details shall include details of:

- a) the location of the proposed drainage infrastructure including filtration measures for surface water runoff
- b) size and location of water attenuation storage capacity to be provided as part of the development
- c) details to demonstrate high likelihood of compliance of the drainage for the site with the requirements of condition 35 attached to this decision notice.

The approved drainage system shall be implemented in accordance with the approved details prior to the first commencement of the use(s) hereby approved within the relevant development phase

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and maintained thereafter for the lifetime of the development.

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

## 15. Ecological Precautionary Method of Working

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

A method statement for a Precautionary Method of Working (PMW) with respect to vegetation and site clearance and the potential presence of bats, nesting birds and any other legally protected and priority species to include common toads and hedgehogs shall be prepared by a suitably qualified ecological consultant and submitted to and approved in writing by the Local Planning Authority. The submitted PMW will include provisions to inform all persons working on the site during its construction of the appropriate actions to be undertaken in case protected species are discovered. The PMW shall incorporate the relevant elements from the Ecological assessment carried out by Clarkson & Woods Ecological Consultants and dated March 2017, as updated by the document titled Bat and Black Redstart Survey carried out by Clarkson & Woods Ecological Consultants and dated July 2017. The details submitted shall specify the development phase(s) to which they relate.

The development shall be carried out in full accordance with the approved method statement throughout the construction of the relevant development phase.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration.

## Pre-Occupation

## 16. Vehicular Access / Servicing Strategy

No building hereby approved shall be occupied nor use hereby approved be first commenced until a strategy relating to how the site will be accessed and serviced by any and all vehicular traffic has been submitted to and approved in writing by the local planning authority. The strategy will include details of:

- a) Management of deliveries to the site including the hours during which deliveries will be prohibited, restrictions on size of vehicles, routes to and from the site, routes of vehicles within the site.
- b) Non-waste collection from the site including hours during which collection from the site will be prohibited, restrictions on size of vehicles, routes to and from the site, routes of vehicles within the site.
- c) Waste collection from the site including hours during which waste collection from the site will be prohibited, restrictions on size of vehicles, routes to and from the site, routes of vehicles within the site.
- d) Method of informing occupants and visitors to the site about the relevant access restrictions / provisions set out in the submitted strategy.

The approved details shall be implemented in full immediately following the first commencement of any of the approved uses and shall continue to be implemented thereafter for the lifetime of the development.

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Reason: to ensure that potential risks from vehicular traffic to the safe movement of persons and vehicles around the site, and to the amenity of occupants of the development are appropriately mitigated.

## 17. Further Details in Relation to Flood Risk Management

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of the following will be submitted to and approved in writing by the local planning authority.

Details submitted will identify which development phase they relate to.

- a) Identification and provision of safe route(s) into and out of the site to an appropriate and clearly identified safe haven.
- b) procedures and practices to be employed to ensure that occupants of the development and visitors to the development are kept safe in the event of a flood event on the site, including rescue where necessary.
- c) details of the construction, storage, fixing and operation of flood barrier/gates proposed for the entrance to the residential car park in Building F. The flood barrier/gate will provide effective flood protection up to a level of 9.4m AOD.

The approved details shall be implemented in full prior to the first commencement of approved uses within the relevant phase and maintained thereafter for the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

## 18. Contaminated Land – Implementation of Approved Remediation Scheme

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

A verification report demonstrating the completion of works as approved under condition 12 and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

## 19. Further details of before relevant element started

Detailed drawings at an appropriate scale of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun.

- a) typical details of all external cladding systems for each building hereby approved
- b) typical details of all types of doors and window opening including sills, lintels, surrounds, reveals and design of external doors and windows for each building hereby approved
- c) typical details of all balcony types and treatments for each building hereby approved
- d) typical details of shop frontages, location for signage for each building hereby approved

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- e) typical details of eaves, soffits, brise soleils, overhangs, ridge, parapets, coping and balustrades for each building hereby approved
- f) typical details of rain water goods for each building hereby approved
- g) typical details including colour of materials, dimensions, layout and fixings of the proposed solar photovoltaic and solar thermal panels.
- h) typical details of junctions between materials for each building hereby approved including on walls and roofs
- i) typical details of vertical and horizontal surfaces providing ventilation of substations, car parks and refuse stores (if applicable) for each building hereby approved.
- j) detailed designs of clerestory elements on roof of Building B as identified on the approved plans including dimensions, materials, finishes
- k) details of approach to all boundary and retaining walls on and surrounding the site including details of repairs, partial demolition and re-pointing
- l) details of repairs to buildings identified as C and D on the approved plans including replacement fabric, pointing, wall and roof finishes
- m) details of the steps to be provided into the lower ground floor of building F as shown on the approved plans
- n) details of the steps to be provided to the west of building E as shown on the approved plans
- o) details of proposed gateway / access to the Quaker Burial Ground from Redcliffe Wharf
- p) details including colour of materials, dimensions, layout, foundations and fixings and security fencing of the proposed pontoon providing mooring berths, exhibition berth and ferry landing stages.
- q) details of the outfall proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- r) details of the intake proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- s) details of repointing of listed wharf wall including mortar mix and colour, extent of repairs required and replacement fabric (if required)
- t) details of repainting for listed bollards (mooring posts) including any surface preparation and colour / finish of paint
- u) construction details including boundary treatment for the laying and provision of paving materials surrounding the listed bollards

The detail thereby approved shall be implemented in accordance with that approval prior to the first commencement of the approved uses within the relevant development phase as approved under condition 2 and maintained thereafter for the lifetime of the development.

Reason: In the interests of visual amenity and the character of the area and to safeguard listed structures.

20. Samples before specified elements started

- a) samples of the external materials including wall facing materials, external cladding, plinth, external doors and windows including frames, sills, lintels and surrounds, door / window decorative features, eaves, soffits and rainwater goods for each of the buildings will be provided on site for inspection and will be approved in writing by the local planning authority prior to the commencement of construction of the relevant element
- b) sample panels demonstrating, where present, the colour, texture, face bond and pointing of any new brick or stone blockwork walls for each of the buildings will be provided on site for inspection and will be approved in writing by the local planning authority prior to the commencement of construction of the relevant element
- c) samples of roofing materials to be utilised in the development for each of the proposed and renovated buildings will be provided on site for inspection and will be approved in writing by



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the local planning authority prior to the commencement of construction of the relevant element

The approved details will be implemented in full prior to the first commencement of the uses or first occupation of buildings hereby approved within the relevant development phase as approved under condition 2 and maintained thereafter for the lifetime of the development.

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

## 21. Submission and approval of hard and soft landscaping

Prior to the commencement of the relevant element listed below a scheme of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority. The details submitted shall identify the development phase(s) to which they relate in accordance with the details approved under condition 2 and shall set out:

- a) species proposed to be planted at ground floor level and at roof terrace level
- b) maturity / sizes of specimens to be planted
- c) typical specifications of tree pits and planting beds
- d) surface treatment for hard surfaces at ground floor level and roof terrace level
- e) sectional details showing the proposed construction of the roof terraces
- f) construction details for junctions between paving materials (showing level changes), and between hard and soft surfacing
- g) details of fire hydrants to be provided within the site including location, access and surface treatment above these
- h) detailed proposals for the removal, safe storage on site and relocation of the existing weigh-bridge on the site.
- i) details of street furniture including fencing along the front of Redcliffe Wharf adjacent to floating harbour, seating and lighting and fixings of these into the ground
- j) arrangements for the management / maintenance of the landscaping so as to ensure vegetation does not interfere with users of public highway and to ensure planting is maintained

The proposals will be in general accordance with the approved plans.

The approved details shall be implemented so that all approved elements are completed and planting can be carried out no later than the first planting season following the first commencement of approved uses in the relevant development phase. All planted materials shall be maintained for five years or until established, whichever is the longer. Any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

The management and maintenance proposals as approved under part j) of this condition will be implemented for the lifetime of the development.

Reason: To protect and enhance the character of the site and the area and to ensure its appearance is satisfactory and also to ensure that appropriate highway visibility is maintained.

## 22. Provision of Public Art in Accordance with Strategy

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Detailed designs for the public art work for the relevant development phase will be submitted to and

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approved in writing by the Local Planning Authority.

The designs will be accompanied by a timetable for the installation of the art work in line with the development build programme, together with details of how the work will be maintained.

The designs will be in general accordance with the provisions set out in the document 'Public Art Strategy including Artist's Designs by Alastair Mackie', Version 05, prepared by Ginko, dated February 2017. The budget for the proposals shall be as set out within this document.

The development shall be undertaken in accordance with the approved details.

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

23. Travel plans – Office Use

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

A revised travel plan relating to the office uses (B1a) hereby approved shall be submitted to and approved in writing by the local planning authority. The submission will specify which development phase it relates to and will include monitoring and review timetable and indicators.

From first commencement of approved use within the relevant development phase, the development will be managed in strict and full accordance with the approved travel plan details for the lifetime of the development, subject only to revisions to the approved in writing by the Local Planning Authority undertaken following monitoring and review.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

24. Travel Plan Statement – Commercial Use

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

A travel plan statement relating to the commercial uses on the site (A1 / A2 / A3) hereby approved shall be submitted to and approved in writing by the local planning authority. The submission will specify which development phase(s) it relates to and will include monitoring and review timetable and indicators.

From first commencement of approved use within the relevant development phase, the development will be managed in strict and full accordance with the approved travel plan statement for the lifetime of the development, subject only to revisions to the approved in writing by the Local Planning Authority undertaken following monitoring and review.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

25. Security details

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Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of the security measures to be installed into the relevant development phase(s) will be submitted to and approved in writing by the local planning authority. The details shall set out which development phases they relate to and shall include:

- a) CCTV locations
- b) Details of typical door and window security credentials
- c) Details of access / exit from the roof terraces on Building F (as shown on the approved plans).

The approved details shall be implemented in full prior to the first commencement of the approved use(s) within the relevant phase(s) and will be maintained thereafter for the lifetime of the development.

Reason: to ensure sufficient security is provided to the occupants of the development.

26. Odour Assessment (A3 uses)

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of ventilation/extraction equipment serving any commercial kitchen will be submitted to and approved in writing by the Local Planning Authority. The details shall specify the development phase(s) to which they relate and include the following:

- a) Specification of equipment
- b) Method of ensuring that plant fumes and smells do not affect residents or neighbouring occupiers
- c) Management/maintenance schedule.
- d) Monitoring procedure and reporting to the city council department responsible for pollution control matters
- e) Definition of thresholds of odour nuisance to occupants of the development and mitigation measures for instances where these thresholds are breached.

The details provided shall be in accordance with Annexe B of the 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System'. Published electronically by Department for Environment, Food and Rural Affairs, or the most up to date superseding document / guidance.

The approved details shall be implemented in full prior to the first commencement of the hereby approved uses of the floor space identified as uses A3 on the approved plans within the relevant development phase and maintained thereafter for the lifetime of the development.

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

27. External Artificial Lighting on the site

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details for all proposed external artificial lighting to be provided as part of the development phase will be submitted to and approved in writing by the Local Planning Authority. The details provided shall set out which development phase they relate to and shall include:

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- a) A lux level contour plan, and should seek to minimise light spill onto the Floating Harbour Wildlife Corridor site. The lux contour plan should show lux levels at frequent intervals (lux levels at 0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels should be superimposed on a site plan which includes all land that is affected by raised light levels (including potentially land outside the red line planning application area).
- b) demonstration that the lighting of the site shall be suitable given the shared use of the site for pedestrians and vehicles
- c) demonstration that External artificial lighting to the development will conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting contained within Table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011, or any superseding document(s).

The approved details shall be implemented in full prior to the first commencement of the approved uses within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To conserve legally protected bats and other nocturnal wildlife and to ensure a safe and suitable environment during hours of darkness for users of the site.

28. To ensure completion of a programme of archaeological works

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Evidence that the archaeological site investigation and post investigation assessment will be completed in accordance with the programme and timetable set out in the Written Scheme of Archaeological Investigation approved under condition 10 and the provision made for analysis, publication and dissemination of results and archive deposition will be secured will be submitted to and approved in writing by the local planning authority.

Reason: To ensure that archaeological remains and features are recorded and published prior to their destruction.

29. BREEAM

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The following information will be submitted to and approved in writing by the local planning authority:

- a) The full BREEAM Post Construction report prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (including dates/ receipt confirmation email from the BRE)
- b) A letter of confirmation from the BREEAM assessor confirming any known reasons why the building may not be able to achieve the credits and rating indicated in the final BREEAM post construction report.

Within 3 months of first commencement of approved uses within the relevant development phase the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the development is built in a sustainable manner in accordance with BCS15

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(Sustainable design and construction), and BCAP20 (Sustainable design standards).

## 30. Provision of Ecological Mitigation

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of ecological mitigation will be submitted to and approved in writing by the local planning authority. The scheme shall be in general accordance with the documents submitted in support of the proposals titled 'Ecological assessment' carried out by Clarkson & Woods Ecological Consultants and dated March 2017 and 'Bat and Black Redstart Survey' carried out by Clarkson & Woods Ecological Consultants dated July 2017. The submitted details will set out the dimensions, materials and location of the following within the site as a whole (once all development phases are completed):

- 15 bird nesting places or boxes including 10 swift nesting places or boxes and 3 black redstart nesting places or boxes
- 5 bat nesting places or boxes

The approved details shall be implemented in full prior to the first commencement of approved uses in the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration.

## 31. Hours of Use of Indoor Areas

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

An Hours of Use Management Plan will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall identify to which development phase they relate to and shall include:

- a) details of the areas that will be used
- b) the times the areas will be used

The approved details shall be implemented in full immediately following the first commencement of approved uses within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To protect the amenities of adjoining occupiers.

## 32. Hours of Use of Outdoor Areas

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

An Outdoor Area Management Plan will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall identify to which development phase they relate and shall include:

- a) details of the areas that will be used
- b) the times the areas will be used
- c) approximate numbers of seats and tables and how the areas will be supervised

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The approved details shall be implemented in full immediately following the first commencement of approved uses within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To protect the amenities of adjoining occupiers.

### 33. Contaminated Land – Reporting of Unexpected Contamination

If, at any time during the construction of the development hereby approved, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be ameliorated to suitable levels and the timetable for this has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved in accordance with the approved timetable.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

### 34. Energy and Sustainability in accordance with statement:

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The buildings within the relevant development phase will be constructed so as to 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 sustainability & Energy Strategy submitted in support of the application prepared by Hoare Lea and dated 28 April 2017.

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), BCAP20 (Sustainable design standards), BCAP21 (connection to heat networks).

### 35. Implementation of Flood Risk Mitigation

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The construction of the development within the relevant development phase will be in strict and full accordance with the submitted Flood Risk Assessment (FRA) Issue 4, produced by ARUP, dated 13 March 2017 and the following mitigation measures detailed within the FRA shall be implemented in full prior to the first commencement of approved uses within the relevant development phase:

- a) All residential finished floor levels are set no lower than 10.3m above Ordnance Datum (AOD).
- b) All commercial finished floor levels are set no lower than 9.4m above Ordnance Datum (AOD) except for Building A identified on the approved plans where the finished floor level should be

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set no lower than 7.8m above Ordnance Datum (AOD) as per the submitted plans.  
c) Flood-resilience measures detailed in section 4.3 in the FRA.

Reasons:

- a) To ensure safe access and egress from and to the site.
- b) To reduce the risk of flooding to the proposed development and future occupants.
- c) To reduce the risk of flooding to the proposed development and future occupants.

36. Completion of Vehicular Access - Shown on approved plans

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The means of vehicular access shown on the approved plans to the relevant development phase will be constructed and completed in accordance with the approved plans and the said means of vehicular access shall be retained for access purposes only for the lifetime of the development.

Reason: In the interests of highway safety.

37. Completion of Pedestrians/Cyclists Access - Shown on approved plans

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The means of access for pedestrians and/or cyclists shown on the approved plans to the relevant development phase will be constructed in accordance with the approved plans and shall be retained for access purposes only for the lifetime of the development.

Reason: In the interests of highway safety.

38. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The car/vehicle parking area shown on the approved plans within the relevant development phase will be completed. The area shall be kept free of obstruction and available for the parking of vehicles associated with the development for the lifetime of the development.

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

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

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The cycle parking provision shown on the approved plans within the relevant development phase will be completed. These will be kept free of obstruction and available for the parking of cycles only for the lifetime of the development.

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

40. Completion of Refuse and Recycling Facilities

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The refuse and recycling stores shown on the approved plans within the relevant development phase will be completed. These will be kept free of obstruction and available for the storage of refuse and recycling only for the lifetime of the development.

Reason: To ensure the provision and availability of adequate refuse and recycling storage.

Post-Development Management

41. Limitation of Uses - 'A1 (Shops)' Land Use

At any single point in time a maximum of 200 square metres of floor space within the development as a whole shall be used for A1 (shops) as defined in the Town and Country Planning Use Classes Order 1987 (as amended).

Reason: In order to protect the vitality of existing identified centres

42. Travel plans – Residential Uses

The development will be managed in strict and full accordance with the document titled 'Residential Travel Plan Statement' produced by ARUP and dated 30 January 2017 for the lifetime of the development, subject only to revisions which have been approved in writing by the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

43. Canopies or Covers on Building B Roof Terraces

At no point during the lifetime of the development may canopies or covers be erected upon or installed onto the roof terraces on Building B (as shown on the approved plans), except in the scenario where these covers are no taller than the parapets or balustrade (whichever is the tallest) to the specific roof terrace upon which the cover is erected. The only exception to this is if details relating to the design of the structure, including materials, dimensions and colour(s), and the duration of its erection have previously been submitted to and approved in writing by the local planning authority.

Reason: in order to safeguard the views and setting of listed buildings in the vicinity of the development.

44. Noise from plant & equipment affecting residential

The rating level of any noise generated by plant & equipment as part of the development shall be at



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least 5 dB below the pre-existing background level at any time at any residential premises.

Any assessments to be carried out and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound or the most up-to-date superseding document / guidance.

Reason: to safeguard the amenity of surrounding development and of the occupiers of the development hereby approved.

## 45. Public Realm Provision

Immediately following the first commencement of approved uses in the final development phase in accordance with the details approved under condition 2:

The area identified as 'Public Realm' on plan 1232 B titled 'Redcliffe Wharf, External Seating Areas Public and Private Realm' dated 9 June 2017 will at all times be accessible to the general public to access by foot (or mobility aid) unless to allow access to the site or an area of the site would lead to a public safety risk.

Reason: to ensure the development is as described in the documents and plans supporting the application.

## 46. 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.

1100 A 'Location Plan' dated 20 January 2017  
 1200 B 'Building F Lower Ground Floor Plan' dated 26 July 2017  
 1201 L 'Level 0 Plan' dated June 2017  
 1202 F 'Level 1 Plan' dated May 2017  
 1203 G 'Level 2 Plan' dated May 2017  
 1204 E 'Level 3 Plan' dated 14 December 2016  
 1205 E 'Level 4 Plan' dated 14 December 2016  
 1206 F 'Level 5 Plan' dated 14 December 2016  
 1207 F 'Level 6 Plan' dated 14 December 2016  
 1154 'Proposed Works to Quaker Gardens Wall' dated 27 January 2017  
 1250 D 'Building A Elevations and Sections' dated January 2017  
 1251 F 'Building B Section AA' dated January 2017  
 1252 F 'Building B Section BB' January 2017  
 1253 F 'Building B South West Elevation' January 2017  
 1254 G 'Building B North East Elevation' dated January 2017  
 1255 H 'Building B North West Elevation' dated January 2017  
 1256 H 'Building B South East Elevation' dated January 2017  
 1257 C 'Building C & D Elevations and Sections' dated January 2017  
 1258 D 'Building E Elevations & sections' dated January 2017  
 1259 C 'Building F North and South Elevations' dated January 2017  
 1260 E 'Building F East & West Elevations & Sections' dated January 2017  
 P10563-00-001-100 08 'Landscape General Arrangement' dated 10 January 2017  
 P10563-00-001-200 02 'Sections (01 of 03)' dated 2 February 2017  
 P10563-00-001-201 02 'Sections (02 of 03)' dated 2 February 2017

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P10563-00-001-202 02 'Sections (03 of 03)' dated 2 February 2017

Reason: For the avoidance of doubt.

Recommended Informative notes to be appended to the planning application 17/02049/F:

- 1 The recommended design criteria for dwellings are as follows:  
 Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.  
 Night time (23.00 - 07.00) 30 dB LAeq 8 hours & LAm<sub>ax</sub> less than 45 dB in bedrooms.

Where residential properties are likely to be affected by amplified music from neighbouring pubs or clubs, the recommended design criteria is as follows:  
 Noise Rating Curve NR20 at all times in any habitable rooms

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

- 2 Note that in deciding to grant permission, the Committee/Planning Service Director also decided to recommend to the Council's Executive in its capacity as Traffic Authority in the administration of the existing Controlled Parking Zone of which the development forms part, that the development should be treated as car free / low-car and the occupiers ineligible for resident parking permits.
- 3 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).
- 4 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.

Recommended Conditions relating to application 17/02050/LA:

1. Listed Building Consent

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

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

2. Further details of before relevant element started

Detailed drawings at an appropriate scale of the following elements (identified on the approved plans) shall be submitted to and be approved in writing by the Local Planning Authority before the

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relevant part of work is begun.

- a) details including colour of materials, dimensions, layout, foundations and fixings and security fencing of the proposed pontoon providing mooring berths, exhibition berth and ferry landing stages.
- b) details of the outfall proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- c) details of the intake proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- d) details of repointing of listed wharf wall including mortar mix and colour, extent of repairs required and replacement fabric (if required)
- e) details of repainting for listed bollards (mooring posts) including any surface preparation and colour / finish of paint
- f) construction details for junctions between existing paving materials on listed wharf wall and any new paving materials (showing level changes),
- g) construction details including boundary treatment for the laying and provision of paving materials surrounding the listed bollards
- h) details of street furniture including fencing along the front of Redcliffe Wharf adjacent to floating harbour, seating and lighting and fixings of these into the ground
- i) details of timetabling / scheduling for commencement and completion of the works

The detail thereby approved shall be implemented in accordance with the approved timetable under part 'i' and maintained thereafter for the lifetime of the development.

Reason: In the interests of visual amenity and the character of the area and to safeguard listed structures.

### 3. 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.

1100 A 'Location Plan' dated 20 January 2017

P10563-00-001-100 08 'Landscape General Arrangement' dated 10 January 2017

P10563-00-001-200 02 'Sections (01 of 03)' dated 2 February 2017

P10563-00-001-201 02 'Sections (02 of 03)' dated 2 February 2017

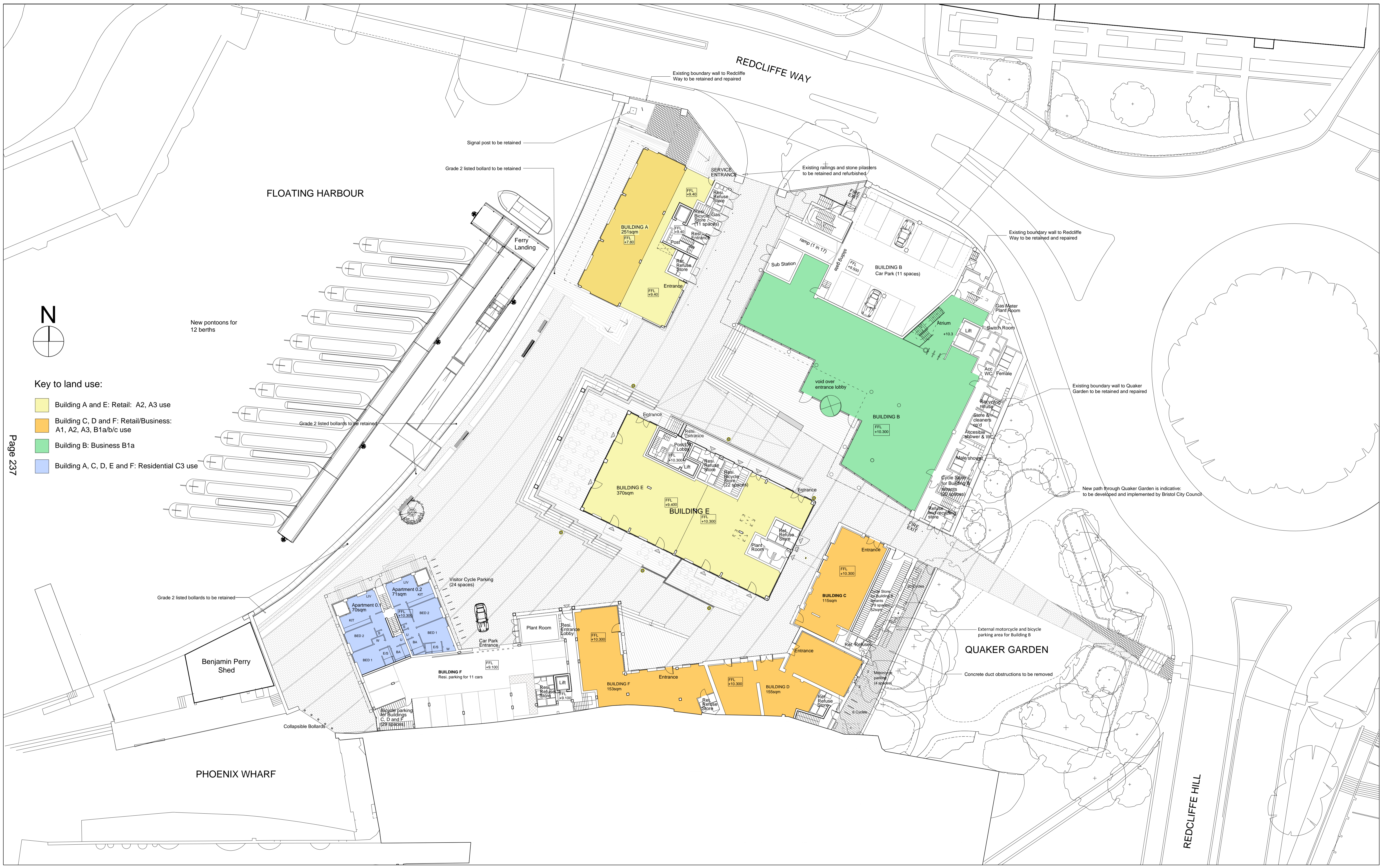
P10563-00-001-202 02 'Sections (03 of 03)' dated 2 February 2017

Reason: For the avoidance of doubt.

## Supporting Documents

### **5. Redcliff Wharf (Redcliffe Wharf), Redcliffe Way**

1. Ground floor plan
2. First floor plan
3. Second floor plan
4. Third floor plan
5. Fourth floor plan
6. Fifth floor plan
7. Sixth floor (roof) plan
8. North-west elevation (from floating harbour)
9. South-east elevation (from Quaker Burial Ground)
10. North-east elevation (from Redcliffe Way)



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Rev	Description	Date	Drawn by	Checked by
E	GAs & survey information updated, scale increased to 1:250.	19.12.16	BG	JS
F	Narrow boat berths & ferry landing added	03.01.17	BG	MO
G	Revised for public consultation.	17.01.17	BG	MO
H	Sea Scoop pontoon shown. Building C class use updated. Grade 2 listed bollards and Quakers Garden layout shown.	25.01.17	AW	MO
J	Revised for planning application.	27.01.17	AW	JS
K	General revision to Ground Floor.	15.05.17	AA	MO
L	Bollards added to protect doorways on Block A and Block B. A1 use class omitted from buildings A & E.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by
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**Redcliffe Wharf Development, Bristol**

**Level 0 Plan**

Scale	1:250@A1	Drawn by	AA	Checked by	MO	Job No.	4808	Dwg No.	1201	Rev.	L
Date	JUN 2017	AA	MO	4808	1201	L					

Stage RIBA STAGE 3



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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BIG	JS
C	Revised for public consultation	17.01.17	BIG	MO
D	Revised for planning application	27.01.17	AIW	JS
E	General revision to Ground Floor	15.05.17	AA	MO
F	A1 use class omitted from buildings A & E. Building B column positions altered.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by
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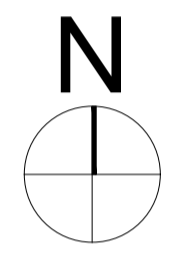
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**Redcliffe Wharf Development, Bristol**

**Level 1 Plan**

Scale: 1:250@A1 | Drawn by: AA | Checked by: MO | Job No.: 4808 | Dwg No.: 1202 | Rev.: F

Sheet: RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
C	Gas & survey information updated, scale increased to 1:250.	19.12.16	BG	JS
D	Revised for public consultation	17.01.17	BG	MO
E	Revised for planning application	27.01.17	AH	JS
F	General revision to Ground Floor.	15.05.17	AA	MO
G	A1 use class omitted from buildings A & E. Building B column positions altered.	30.08.17	JM	MO

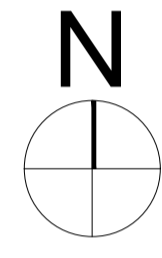
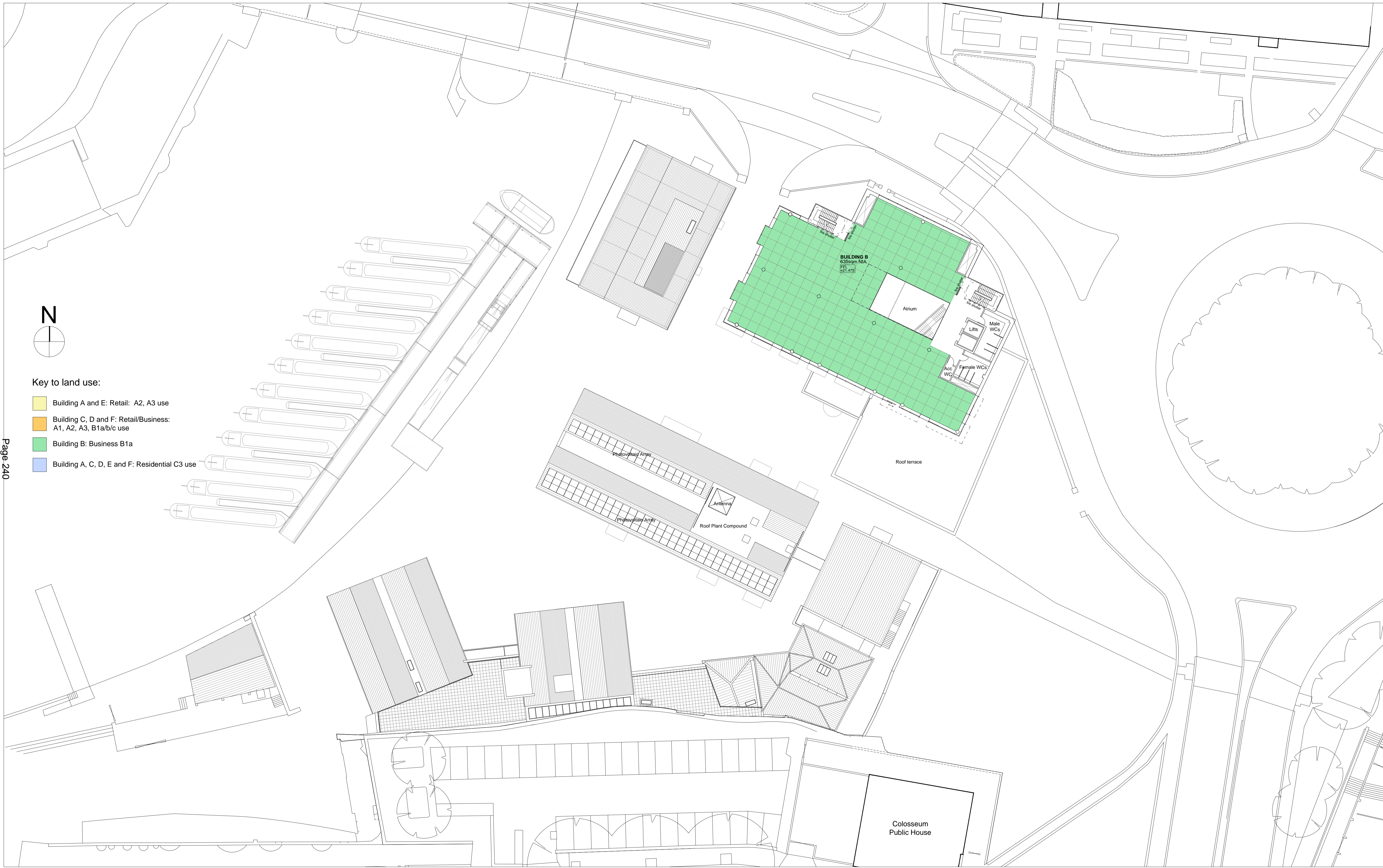
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**Level 2 Plan**

Scale	1:250@A1	Drawn by	Checked by	Job No.	Dwg No.	Rev.
Date	May 2017	AA	MO	4808	1203	G

RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BIG	JS
C	Revised for public consultation	17.01.17	BIG	MO
D	Revised for planning application	27.01.17	AW	JS
E	A1 use class omitted from buildings A & E. Building B column positions altered.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by

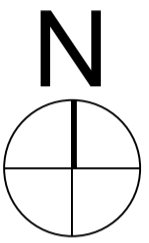
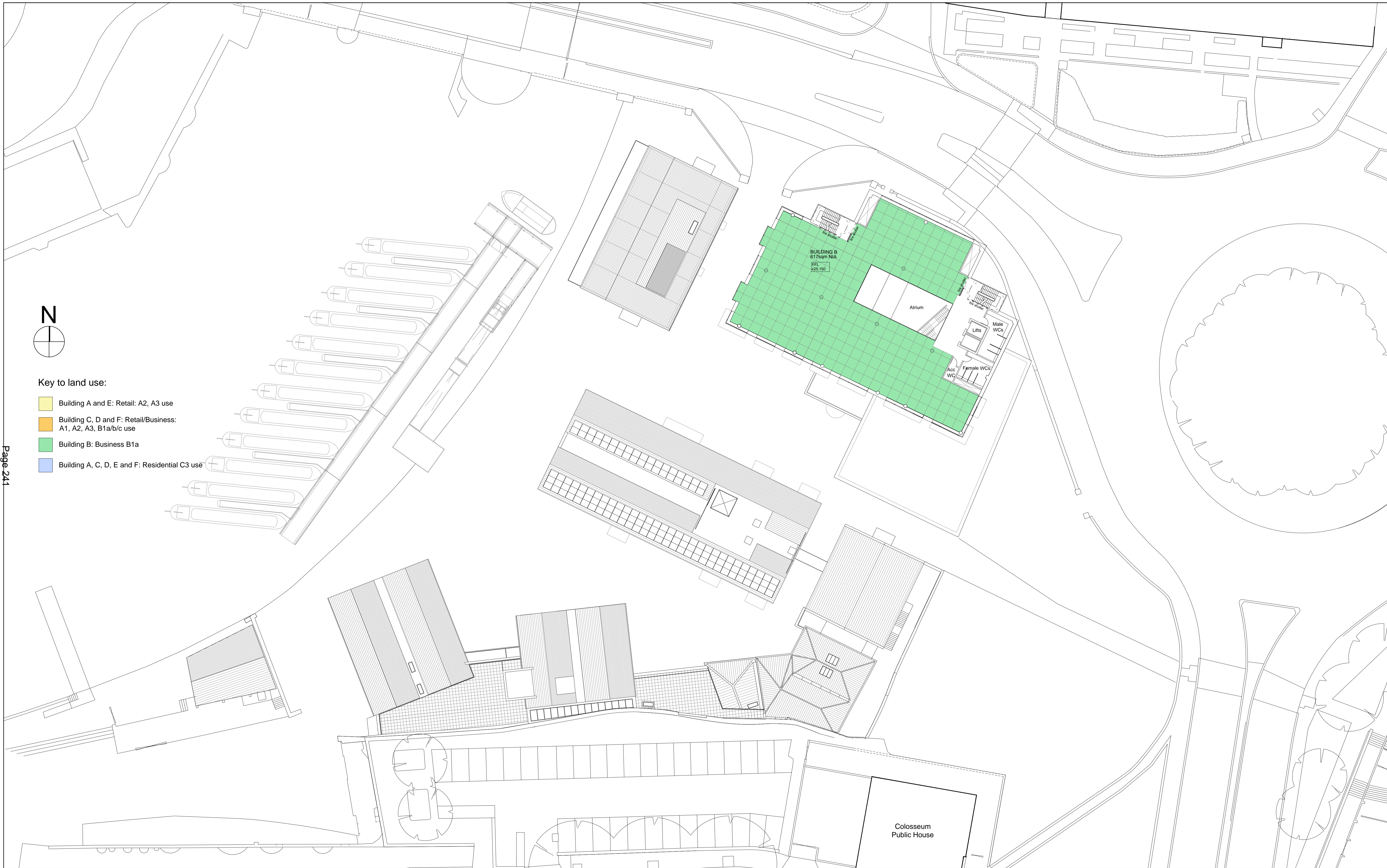
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**Redcliffe Wharf Development, Bristol**

**Level 3 Plan**

Scale	1:250@A1	Drawn by	JM	Checked by	JS	Job No.	4808	Dwg No.	1204	Rev.	E
Date	14/12/16										

RIBA STAGE 3





Key to land use:

- Building A and E: Retail: A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BG	JS
C	Revised for public consultation	17.01.17	BG	MO
D	Revised for planning application	27.01.17	AW	JS
E	A1 use class omitted from buildings A & E. Building B column positions altered.	01.09.17	BG	MO

Rev	Description	Date	Drawn by	Checked by

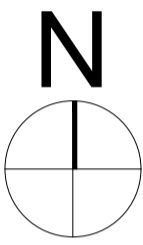
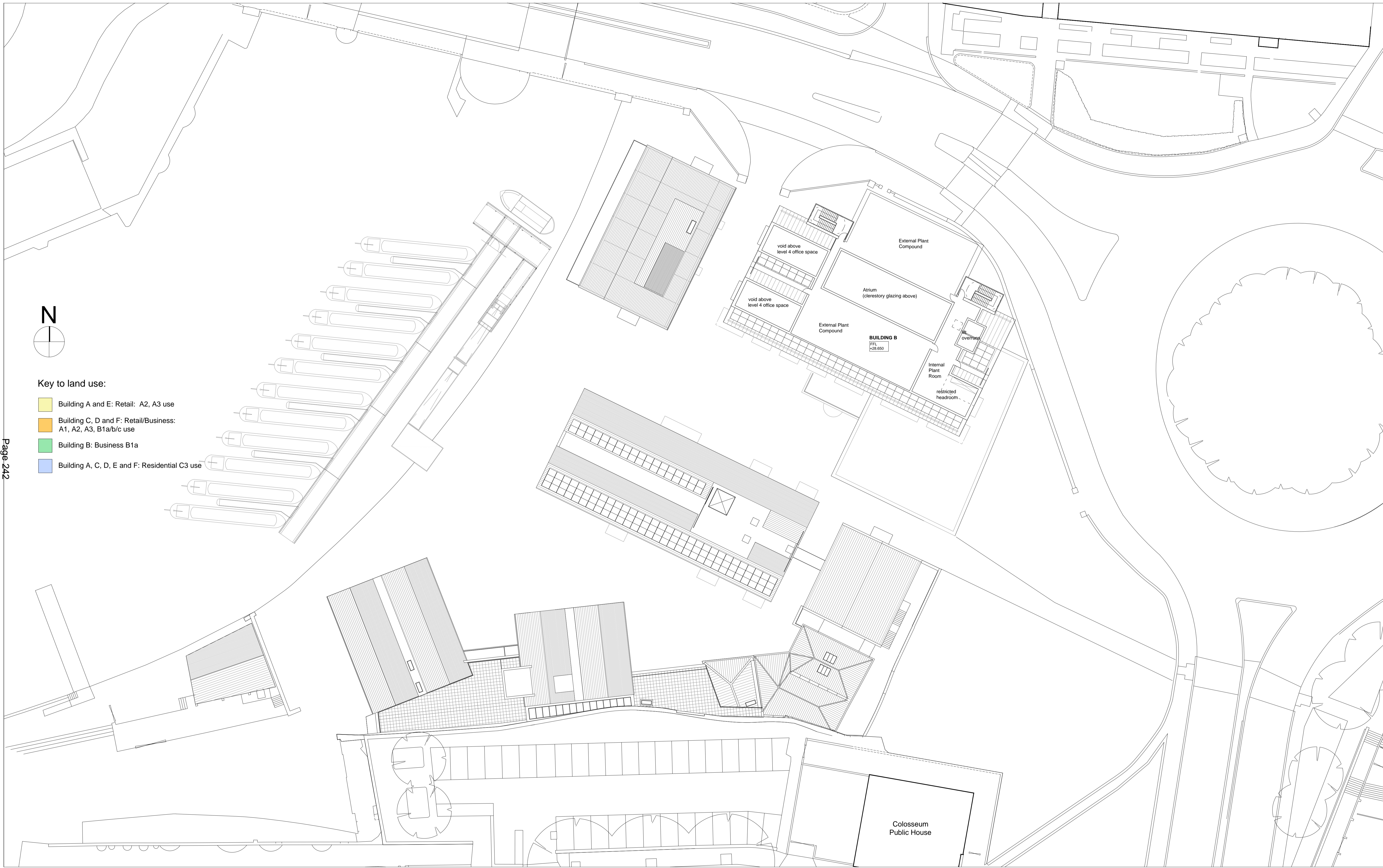
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**Redcliffe Wharf Development, Bristol**

**Level 4 Plan**

Scale	1:250@A1	Drawn by	JM	Checked by	JS	Job No.	4808	Dwg No.	1205	Rev.	E
Date	14/12/16										

Sheet RIBA STAGE 3



- Key to land use:
- Building A and E: Retail: A2, A3 use
  - Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
  - Building B: Business B1a
  - Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BG	JS
C	Revised for public consultation	17.01.17	BG	MO
D	Revised for planning application	27.01.17	AW	JS
E	Removal of window cleaning safety rail	18.08.17	EF	MO
F	A1 use class omitted from buildings A & E.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by

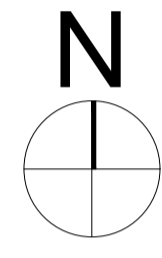
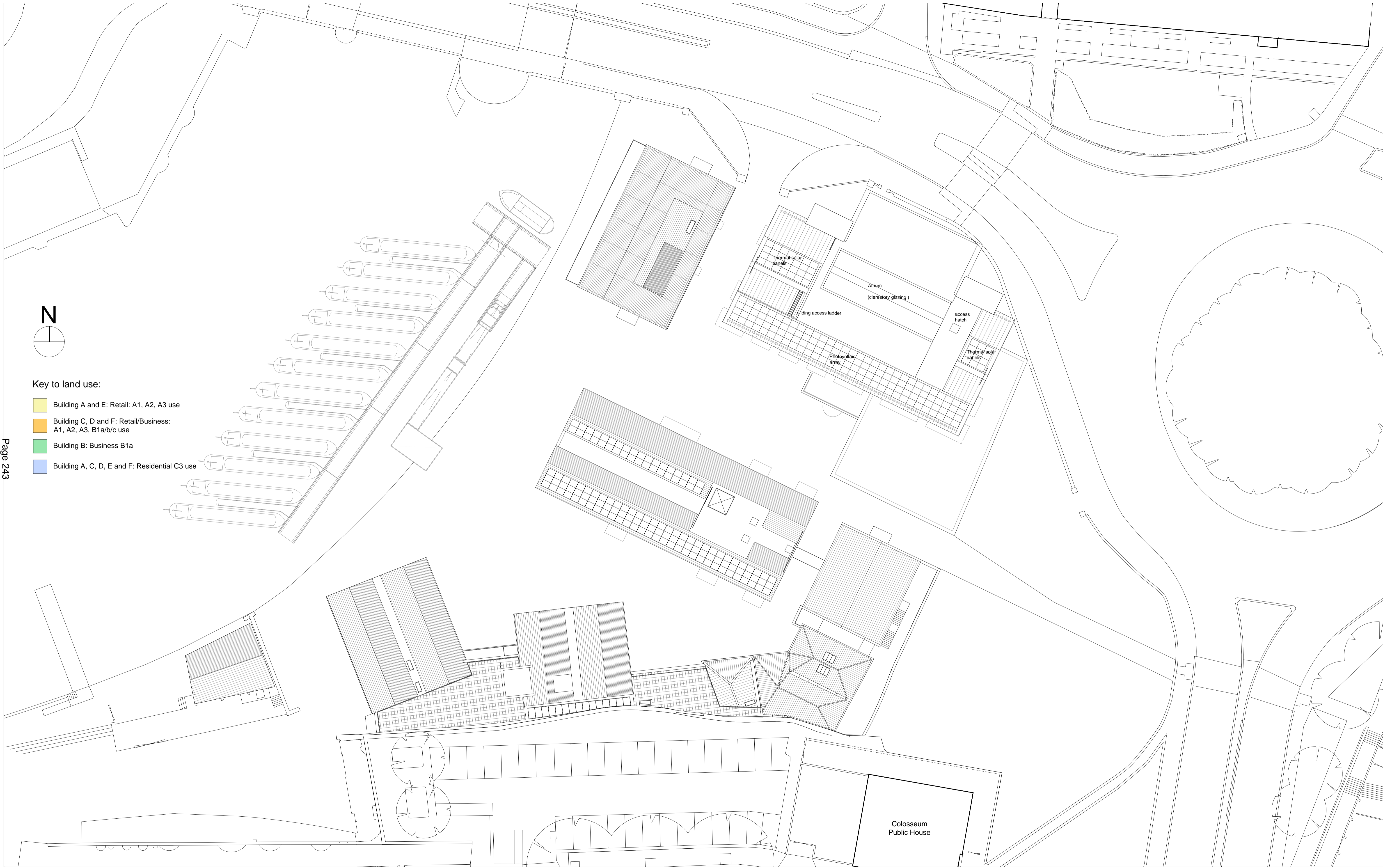
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**Redcliffe Wharf Development, Bristol**

**Level 5 Plan**

Scale	1:250@A1	Drawn by	JM	Checked by	JS	Job No.	4808	Dwg No.	1206	Rev.	F
Date	14/12/16	Stage									

RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A1, A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BIG	JS
C	Revised for public consultation	17.01.17	BIG	MO
D	Revised for planning application	27.01.17	AW	JS
E	Removal of window cleaning safety rail	18.08.17	EF	MO
F	A1 use class omitted from buildings A & E.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by

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**Redcliffe Wharf Development, Bristol**

**Level 6 Plan**

Scale	1:250@A1	Drawn by	JM	Checked by	JS	Job No.	4808	Dwg No.	1207	Rev.	F
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Stage: RIBA STAGE 3



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Rev	Description	Date	Drawn by	Checked by
A	Addition of undercroft storage space to Building F. Board marked concrete plinth (4) amended to rubble stone.	15.08.17	EF	MO
B	Block B stair louvres altered.	.05.09.17	JM	MO
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Date	Drawn by	Checked by
15.08.17	EF	MO
.05.09.17	JM	MO
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Redcliffe Wharf Development, Bristol

North-West Elevation

Scale	1:300 @ A3	Drawn by	BG	Checked by	MO	Job No.	4808	Dwg. No.	1300	Rev.	B
Date	Jan 2017										

Stage RIBA STAGE 3



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Rev	Description	Date	Drawn by	Checked by
A	Addition of undercroft storage space to Building F. Board marked concrete plinth (4) amended to rubble stone.	15.08.17	EF	MO
B	Building B window cleaning rail omitted. Louvres above staircase on building B altered.	29.08.17	JM	MO
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Scale	Drawn by	Checked by	Job No.	Dwg. No.	Rev.
1:300 @ A3	BG	MO	4808	1301	B

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 Redcliffe Wharf Development, Bristol

South-East Elevation

Scale: 1:300 @ A3 Drawn by: BG Checked by: MO Job No.: 4808 Dwg. No.: 1301 Rev.: B

Stage: RIBA STAGE 3



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B	Block B stair louvres altered.	05.09.17	JM	MO
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Scale	Drawn by	Checked by	Job No.	Drwg No.	Rev.
1:250 @ A3	BG	MO	4808	1302	B

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Redcliffe Wharf Development, Bristol

North-East Elevation

Date: Jan 2017

RIBA STAGE 3



**Development Control Committee B – 8 November 2017**  
**Application No. 16/06828/P & 16/06842/LA : Land At Temple Circus Bristol**

## SUMMARY

The application site represents an important and significant development opportunity on a central site close to Bristol Temple Meads. The site is partly formed by the Grade II listed George and Railway Hotel and the locally listed Grosvenor Hotel, and partly by land recovered following the redesign of the Temple Way Gyratory (works to which are currently ongoing). This report relates to two applications. The first of which is a hybrid application which includes full details for the redevelopment and extension of the listed George and Railway Hotel, and outline development for the northern plot, including the demolition of the Grosvenor Hotel and the new land created as a result of the highway works (ref. 16/06828/P). The second application is for listed building consent for the work to the George and Railway Hotel (16/06842/LA). The proposed development is for primarily an office based scheme, including commercial uses at ground floor level.

The site is located in the Bristol Temple Quarter Enterprise Zone, and is identified in the Spatial Framework as being a key site for generating the economic benefits associated with the Enterprise Zone. The site is also considered important in respect of delivering improvements to pedestrian and cycle links and to the public realm in what is clearly an important gateway to the city.

Notwithstanding this, the proposals have generated significant levels of objection. With respect to public comments on the application, the primary concerns relate to the proposed demolition of the locally listed Grosvenor Hotel. However, there is also a level of concern regarding the works to the listed building, and this includes an objection from Historic England.

In accordance with the relevant legislation, the Local Planning Authority are required to give 'considerable importance and weight' to the level of harm to heritage assets. Whilst officers are mindful of the level of benefits that the development will deliver, it is not considered that these benefits will outweigh the level of harm that has been identified by Historic England and the Council's Conservation Officer. As a result, the proposals are recommended for refusal.

## SITE DESCRIPTION

The application site occupies a prominent position in Bristol City Centre, approximately 300m to the west of Bristol Temple Meads railway station. The site is bound by Temple Gate to the east, the Temple Circus Gyratory to the north and Redcliffe Way to the west and south. It covers 0.65 hectares and includes two buildings, both of which are currently vacant, and in a general poor state of repair. These are the George and Railway Hotel, a grade II listed former public house and hotel, and the former Grosvenor Hotel, which is not subject to any statutory protection, but is included on the Local List. The land to the north of this is essentially made up of highway land provided as part of the Temple Way gyratory. The City Council, as highway authority, are in the process of revising the layout of the Temple Way gyratory, which will release a significant area of land for development, and the northern element of the development will occupy this part of the site. Finally, there is a small element of highway land which sits between the George and Railway and the Grosvenor, which is currently used as car parking.

The application site is located within the Bristol Temple Quarter Enterprise Zone, and is thus identified in the Enterprise Zone Spatial Framework as a development opportunity, for a mixture of commercial office and business incubator space. It is also noted that the site forms a major transport node, particularly for pedestrians and cyclists, and the Spatial Framework indicates provision of a new public square, acting as a link between the main railway station and the City Centre.

The context of the site is largely commercial, which includes the Council's offices at 100 Temple Street, as well as a number of other office developments facing on to the Temple Circus gyratory. To the south of the site is the grade I listed Bristol Temple Meads Station Complex. The Station Complex



**Development Control Committee B – 8 November 2017**  
**Application No. 16/06828/P & 16/06842/LA : Land At Temple Circus Bristol**

currently also houses the Engine Shed, a business hub providing for flexible office space primarily aimed at business start-ups. Other uses in the area include hotels, and a small proportion of medium density residential development. The predominant building height in the area is 5 to 8 storeys, although there is an extant planning permission for a 9 storey office development neighbouring the site.

The site is within the Air Quality Management Area, and is also located with Flood Zone 2, as identified by the Environment Agency.

#### RELEVANT HISTORY

It is clear that both the Grosvenor and the George and Railway have been vacant for a number of years, and during that time there have been numerous attempts to redevelop the site. Most recently this includes the following planning permission:

09/03587/F: Demolition of The Grosvenor Hotel, Redundant Railway Viaduct, Arches and Vacant Taxi Office; Renovation and Change of Use of George and Railway Hotel to Cafe/Bar Uses (A3/A4) at Ground Level with Offices (B1) above; Creation of 6 storey Office (B1) Building and 26 basement car parking spaces and 6 Storey Mixed-Use Building containing Cafe/Bar (A3/A4) Use within Part of the Ground Floor, Offices (B1) above and Basement Parking for 22 cars, associated motorbike and cycle parking and works to enhance the Public Realm. (as revised on 7.1.10).

This application was also accompanied by a listed building application ref. 09/03585/LA, and was approved on 29<sup>th</sup> September 2010. This permission has never been implemented, and has since expired.

Prior to this, other unsuccessful applications for predominant office development of the site were made in 2008 and 2001. It is also noted that there have been a number of other applications at the site for smaller scale development, including for various adverts across the site. There is also a current application for the change of use of the ground floor and basement of the Grosvenor hotel to A1, A3 and A5 uses, under ref. 16/06157/F, which is pending consideration.

Finally, it is noted that a request for an EIA screening was made under reference 16/03357/SCR, where it was concluded that an Environmental Statement was not required for the current development. The decision was issued on 1<sup>st</sup> August 2016.

#### APPLICATION

This report refers to two applications, a hybrid application (part fully details and part outline) and a linked listed building application for redevelopment of the site for office development. With regards to the hybrid application, the fully detailed element relates to the works to the south of the Brunel Mile, which bisects the site, and relates to the works to convert and extend the listed George and Railway. The outline element of the scheme relates to the land to the north of the Brunel Mile, and seeks approval of access and maximum scale, with issues of appearance, siting and landscaping reserved for later consideration. This is on land essentially created by the rearrangement of the road layout in the area.

With regard to the outline element of the proposal the application has been submitted based on Masterplanning principles, to ensure that the elements of the scheme fit together. The outline element is designed to deliver 250,350 square foot (27,200 square metres) of office space, to be provided over three interconnected blocks. This element would see the demolition of the Grosvenor Hotel, and also provide for a new public square, in a roughly triangular format, sitting between the office buildings and 100 Temple Street. This would also service as the service access for the development, via the existing service road which runs up to Victoria Street. The three proposed building elements would have a joint basement level, which would provide the main servicing area for the development, and

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the indicative plans also illustrate 42 parking spaces to be provided on this area. The illustrative plans also indicate these elements being linked at ground floor and first floor, with the public plazas, with retail type uses on these floors. Up to 2,550 square metres of A1-A5 uses are proposed over these floors. Above this the proposals would be more obviously split into three elements, with the plans showing these elements as being six, seven and eight storeys high. It is noted that this is a reduction from a maximum of 12 storeys in the original submission.

The fully detailed element of the proposal is designed to provide 5,630 square metres of flexible office space, partly within the existing George and Railway, and partly within a large extension to this building. This is designed with an extension to the facilities within the existing Engine Shed uses in mind (referred to as Engine Shed 2). The approach to the retention of the listed building is to demolish much of the interior of the George and Railway Hotel excepting the external walls and limited internal structural walls around the staircase (the latter removed). The exterior of the Grade II Listed building will be restored and a new facsimile roof created. The shell of the building will receive a new steel frame to support internal concrete floors and the new roof structure. This would be linked to a six storey (plus plant) extension by a two storey element, designed to provide a visual break between the extension and the original building. The lower two storeys of the building also have a different design approach, in deference to the listed building, with the upper storeys appearing as distinct glass and polycarbonate box. The lower floors are designed to have a more industrial character. These works are also covered by the linked listed building application.

The main access to the building would be from a regraded Brunel Mile which bisects the site. In order to provide level access to the building it is proposed to raise a short distance of the Brunel Mile at the point of the pedestrian access. It is not proposed to provide any car parking for this part of the development, with the servicing via the vehicle access referred to above, and across the public square.

#### PRE APPLICATION COMMUNITY INVOLVEMENT

The planning statement submitted with the application includes a Statement of Community Involvement, which highlights the following process:

##### i) Process

The principle means of pre-application public consultation on this development was through a public exhibition held on 30<sup>th</sup> November 2016. The event was advertised through a leaflet drop to over 1,000 addresses in the local area. The consultation material was also made available to Members at a later event in December. It is estimated that around 60 people attended the event, although only 13 were recorded on the attendance sheet provided. Opportunities were provided for attendees to provide feedback, and it is reported that 6 Feedback forms were submitted.

In addition to the public exhibition it is also reported that prior to the submission the developers sought feedback from Bristol Urban Design Forum, Historic England, the Environment Agency, The Engine Shed, Bristol City Council Major Projects Team, as well as a formal Pre-application being submitted to the Planning Section.

##### ii) Fundamental Outcomes

It is reported that the feedback forms submitted following the public exhibition all expressed support for the scheme, with the following highlighted as the key priorities for the site:

- The redevelopment of the site which is an eyesore – being able to show the city region off as a dynamic centre of commerce/new technology;
- Approach to the public realm and pedestrian movement;
- Balanced approach to old and new in terms of design;
- The creation of more affordable office space.

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As a result of the pre-application feedback the following amendments to the scheme have been made:

- Further work has been carried out to assess the feasibility of retaining more of the fabric of the George and Railway;
- A number of design changes to Engine Shed 2 have occurred to deliver active frontages and to ensure that the new build element would sit comfortably alongside the historic fabric;
- The building mass on the northern plot was rotated to continue views looking SE along Victoria Street, and to maximise pedestrian movements, 'indoor' public realm and active frontages;
- The site access has been moved from the south of the site to the north of the site (during the course of the application the access has been moved further to make use of the existing access to the site);
- The landscape and public realm strategy has been updated to take account of the BUDF comments regarding the creation of spaces which encourage 'dwell time';
- Further justification has been provided for the demolition of the Grosvenor.

The response to this from the Neighbourhood Planning Network is that 'For such a large and significant site, the community involvement carried out by the applicant has been particularly poor. There has been no attempt to follow the BCC Guidelines.'

#### EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities 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 the determination of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

#### RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by site notice, by advertisement in a local newspaper and by writing to 349 neighbouring properties. Following the receipt of amended plans the neighbours and contributors to the original submission were reconsulted. As a result of the consultation 76 representations were received in relation to the hybrid application, with a further 6 being submitted in relation to the listed building application. In large part these cover the same issues, and therefore are listed in their entirety here:

Of the consultation responses a total of four are in support of the application. These raise the following issues:

- The proposal will contribute to the economic growth of the area;
- The site has become an eyesore, being vacant for 20 years, and the proposal will positively showcase the city;
- The proposal will be to the benefit of traffic flow in the area;
- The proposal is appropriate for the Enterprise Zone.

A total of 78 objections have been received and are on the following grounds:

Principle of Use (see key issue A):

- There is substantial empty office space in the area, and there is no need for anymore;
- There are a number of empty retail units in this area;
- The proposal is unsuitable.

**Development Control Committee B – 8 November 2017**  
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Impact on heritage assets (see key issue B):

- The proposal would be harmful to the setting of the Grade I listed Temple Meads Station complex;
- The proposal would dominate the retained listed building;
- The former Grosvenor Hotel should be retained;
- The replacement development is not of the same quality, and is characterless.

Highways Issues (see key issues F):

- The proposal will exacerbate transport issues around Temple Meads;
- Servicing of the site from a basement below the Grosvenor is not supported by the owner of the Grosvenor.

Other Issues:

- The pre-application public consultation was inadequate as it did not include local groups such as TRESA (Officer Comment: These concerns are noted, but are not a determining factor on the application).

For clarity, all of the objections received raise concerns about the loss of heritage assets. These are variously listed just as historic buildings, specifically as the Grosvenor, or as listed buildings. For the purposes of these comments this has been taken as referring to the Grosvenor hotel, although it should be noted that the does not benefit from national listing (albeit it is on the local list).

An objection has been received from the **Conservation Advisory Panel** on the following grounds:

The Panel is disappointed with the quality and design of this scheme. The historic research undertaken for this application is poor. The Panel suggests that further research should be undertaken particularly regarding the site of the former Augustine Friary. It must be noted that the Grosvenor Hotel is on the Local List and is worthy of retention. Insufficient consideration has been given to the prominence, location and existence of the buildings on the island site in the centre of the Temple Circus road system. Very few Victorian and early C20 buildings associated with the former railway function of the wider area remain and therefore these buildings should be retained and celebrated in situ.

It is not considered that the location of a 14 storey building is suitable in relation to the context of the Grade I listed Temple Meads.

The Panel considers the adverse impact of this scheme will cause significant harm to surrounding heritage assets. The advice contained within the NPPF paras 128, 129, 132, 135 and 141 must be taken into account in the determination of this application in conjunction with the relevant suite of Local Plan policies.

Separate comments have been received from **Bristol Civic Society** on the fully detailed element of the proposal and the outline scheme – objecting in both counts (although it is noted that these comments relate to the original submission) .

In relation to the conversion and extension of the listed buildings the summarised comments are as follows:

The area around Temple Meads Station has long been a widespread concern. The architectural setting of the Station Approach gives the first-time visitor leaving the station a poor impression of the city. The area cries out for imaginative redevelopment and architecture that is informed by the surviving architectural context. The Society strongly supports the site's redevelopment but regrets that it cannot support the proposed, seven-floor equivalent, height of Engine Shed 2. The Society's primary concern is the impact of the development on the setting of the Grade 1 listed Temple Meads Old Station (the Old Station), a nationally important group of buildings, and the Grade II listed George

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and Railway Hotel (the Hotel). Whilst the Society welcomes the inclusion of the Hotel we are distressed at the way the Hotel will be overshadowed by Engine Shed 2. The mass of new building would render the context for the listed building meaningless. The retained Hotel would be reduced to a nominal gesture to the historic context. The Hotel would appear as an afterthought next to the mass of the new building. Similarly, the relationship between the proposed building and the Grade I listed Old Station would be out of scale. The massing of Engine Shed 2 would dominate the south side of the junction of the Temple Gate highway scheme and the setting of the Old Station. The Society supports an innovative architectural approach to the new development. The design of the glass cube attracted compliments.

With regards to the outline Masterplan for the northern element the comments are as follows:

The Society welcomed the Council's plan to realign the road junction to release land for development. It is encouraged to see proposals to bring forward this outstanding development opportunity made possible by the Temple Gate highway scheme. This is a major site in the Enterprise Zone. If this development succeeds it should encourage further investment to develop other sites that would transform the appearance and business activity in the Zone.

The Society regrets that it cannot support this ambitious scheme whose height and mass substantially conflicts with current planning policy. The proposed building mass maximises the development potential of the site without considering the local context. This approach contrasts unfavourably with the careful analysis of the local character and context set out in the Council's planning advice. The planning guidance seeks to achieve an integrated planning approach to deliver a vision for the area. A scheme that responds to the Council's extensive planning advice is required to achieve a successful development. The Society is not encouraged by the proposal to demolish the Grosvenor Hotel; a building locally listed for its architectural and artistic merit.

The Society suggests an alternative development philosophy. A closer grain scheme of buildings with a larger footprint, with lower heights and a redistributed public space could achieve the same or greater lettable space, an improved sense of place and be policy compliant.

Comments have been received from the South West Transport Network objecting to the loss of the Grosvenor Hotel. This also states that additional attention is required for bus shelter adjacent to the site, and quality Urban Design required for development close to Bristol Temple Meads.

The proposal was also presented to the **Bristol Urban Design Forum** during the course of the application. It is noted that the proposal had previously been discussed at the forum at pre-application stage, and the panel expressed disappointment that more of the issues that were raised at the time have not been addressed as part of the application, although it is noted that the extension to the George and Railway has been reduced in height, and the design has recognised the importance of the line of Victoria Street in its relationship with Temple Meads and the axis to Bristol Bridge.

With regard to the southern element of the scheme, the panel recognised that it was appropriate to create a building that exemplifies the reputation for Bristol in environmentalism, growth, enterprise and tech, and as such the Victorian building morphing into a high tech workplace is appropriate. The panel therefore supported the aesthetic approach, and considered that the Grosvenor Hotel was of insufficient architectural or historic merit to justify its retention.

However, the panel had reservations about the large blank panel of polycarbonate facing Redcliffe Way, which is in danger of being perceived more as hoarding than a high-quality finish.

With regards to the outline proposals, the panel had difficulty judging such a large and transformational scheme without more detail, and were not convinced that the blocks presented had been resolved enough to justify being finalised in their current form. The proposal is a significant departure from the Spatial Framework, and therefore a careful analysis of the impacts of the

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additional heights should be undertaken to justify such a departure from the policy. Concerns have been raised about tree loss, and emphasise the need to minimise tree loss and make as much space as possible for trees in the new scheme.

Whilst re-establishing Victoria Street as an open-air street at ground level would be beneficial, the panel were not convinced that the upper level concourse would be – it is difficult to think of a successful precedent in the UK.

The **Bristol Walking Alliance** have made the following comments regarding the proposal:

- There should be sufficient clearance between the buildings and the cycle path on Brunel Mile such that people entering and exiting the buildings do not interfere with clear passage. A width of at least 2.5 metres for pedestrians should be maintained;
- The primary north-south pedestrian route should be at least 3m wide;
- There should be a continuous level pavement whether the primary pedestrian route crosses the vehicle entrance to the car park;
- The highway at the Victoria Street/Temple Street junction should be raised to give a wide level crossing with pedestrian priority;
- It is not clear what provision is being made for access to the first floor retail area for those that cannot make stairs;
- At the southern end of Temple Street there should be barriers to stop vehicles diving south onto the public realm.

#### OTHER COMMENTS

The **Council's Conservation Team** have commented as follows:

Both the George and Railway Hotel, and the Grosvenor Hotel are identified as heritage assets, are protected under planning policy, and require sensitive integration within the proposals. Consistent with our pre-app response we are concerned by the proposal to façade the George and Railway Hotel, and require a conservation-led approach to retention of fabric and planform. Following a site inspection there's considered to be insufficient grounds to warrant partial demolition or the substantial harm this would cause to the building's special interest. Furthermore we restate that there is no support for the demolition of the Locally Listed Grosvenor Hotel.

We do not consider the current application demonstrates confirmation with Policy DM31. We would request an appraisal of the survival and significance of internal fabric and features is submitted in support of this application and justification made for the significant impact and harm the proposals may represent.

Whilst the applicant has sought to achieve BCO guidance for new office development this is not a national requirement. We do not consider that this should be achieved at the expense of any of the heritage assets and their loss is not justified. We do not support the proposal to demolish a Locally Listed structure without confidence that what might replace it is of an equal or better quality.

Inclusion on the Local List means its [conservation](#) as a heritage asset is an objective of the [NPPF](#) and a material consideration when determining the outcome of a planning application. Paragraph 135 of the NPPF states: *"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 affect directly or indirectly 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."* We would not support the substantial harm caused by the complete demolition of this asset.

Proposals seek consent for the removal of the interior of the Grade II Listed George & Railway hotel. Whilst it is recognised that the external elevations are the highest significance elements of this

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building we believe that the existing fabric, planform and spaces all strongly contribute to its special interest. Specific to this is the location of the original staircase, the Ballroom with its ornate plasterwork, and the unusual shaped room at the leading corner of the building at first floor level. We would consider retention and restoration of these elements to be an essential minimum in any supportable scheme. There remains an opportunity to retain further elements of the internal fabric and ornamental features that are integral to the overall interest and significance of the asset. This can be achieved at the same time as delivering this new use for the building.

Following a site inspection, feedback from Historic England structural engineers, and the submission of further information there remains insufficient justification for the complete loss of this fabric within the new development. The applicant has been wedded to compliance with BCO guidance for modern office floor loadings without serious compromise to ensure the conservation of the building's special interest. A less harmful proposal for sensitive repair and restoration has not been considered, and there's been no demonstration that this would prove unfeasible or unviable.

Whilst the replacement of lost chimney or rooftop features in facsimile is welcomed as a way of increasing the presence of the historic building alongside the new build elements, this cannot be used as mitigation against significant harm posed to authentic and original fabric that form part of the special interest of the building. Whilst there is public benefit in bringing a building on the At-Risk register back into use it is a disproportionate response to seek demolition of the majority of that building.

We would support innovative adaptation of the existing building and fabric of both the George & Railway, and Grosvenor Hotels within future development of the site. We strongly recommend that proposals act to protect and enhance local distinctiveness and respond responsibly to the existing built form and scale of these assets.

The proposed demolition of the Grosvenor Hotel and large portions of the George and Railway Hotel represent "substantial harm" to these assets through loss of fabric, integrity, and special interest. Although not Listed the Grosvenor is a close partner to the George and Railway in both date and function. As such the Grosvenor is an essential component to the setting of the George and Railway, and, by association, the Grade I Listed Temple Meads station they both served.

The site's historic significance extends further than the designated assets above ground. The site of the former Temple Gate, alignment of pre-medieval Temple Street, the city wall defined as modern Portwall Lane, and the major C19th civic work of Victoria Street all have special significance in defining the parameters of the site. These interrelated features all contribute in a tangible way to local distinctiveness and legibility of this part of the city; they create an historic framework into which the proposed development should sit within and respond to. The current scheme fails to respond in a positive way to this context nor does it seek to better reveal the significance of these features.

The alignment of Victoria Street is a significant element in the setting of Temple Meads Station. The street was laid out purposefully to make a direct connection between Bristol Bridge and the station; its significance celebrated by christening of the street after the reigning monarch, and the setting-up of her statue at its beginning. The loss of the alignment of Victoria Street both damages the setting of the station and George and Railway Hotel, but also harms the umbilical relationship between the historic station and ancient core of the city it served.

Revised design proposals have been submitted that seek to reduce the massing, scale, and profile of the outline proposed offices. The impact of these upon key views has reduced the negative impact on the setting of St Mary Redcliffe church, and on the Conservation Areas. The degree of harm posed on those assets is considered to be low to moderate degree of unsubstantial harm.

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The **Urban Design Team** have commented as follows:

Essentially the principle and general scale of the new building element is accepted in urban design terms. With regard to its overall concept and design, however there still remain some reservations related to the material specification, particularly on the south facing façade and related to the stair and service core. As suggested previously a more expressive design on this elevation would add a higher degree of visual interest and provide an improved backdrop to the Listed Building. An additional point that has arisen within the latest drawings is the scale of the rooftop plant which appears effectively as an additional storey. I am not sure if this is suggested as a zone within which the rooftop plant will be contained or as a detailed response, and it would be useful to clarify with the objective of ensuring that the rooftop plant is not overly, obtrusive particularly in longer views from the south. The new view from the East (view 1) also suggests that scale and detail of the roof top plant should be further scrutinised with the aim of reducing its bulk.

The conservation issues with regard to the George and Railway are included in the conservation note. I fully agree that the historic interior of the building should be retained and reflected in the final scheme.

With regard to the phase II outline part of the application. The revised LVIA suggests that the scale of the buildings proposed is more in keeping with the scale of the city centre generally. In saying that, the view from the station is the least satisfactory, and from this raised position the relationship with St Mary Redcliffe looks compromised. It is notable that there is no view from the Friary, which is from a lower vantage point and is likely to not be a favourable view of the development within its wider context and the setting of the Church. Notwithstanding this the building envelope presented as a uniform grey box is not the best way to appreciate the impact of any development on the site, and I am confident that a sensitive design of buildings within this envelope should be able to be achieved with a design that visually helps to contain the scale of the buildings and provides a finer grain of architecture. As part of this the retention of the Grosvenor Hotel, certainly the original elevations, would help, and I agree with the conservation comments that the building should be retained and integrated within the development scheme. The footprint of the scheme and the response to the line of Victoria Street is also not entirely convincing at this stage raising a question about usefulness of showing this level of design development on such a prominent city centre site.

The associated public realm associated with the Phase Two (outline application) is also underplayed within this application. The aspiration to deliver a high quality public space associated with the development is not put forward, and as such the importance of this as a requirement should be reiterated and made explicit within any advice related to the follow up reserved matters application.

The **Victorian Society** have commented as follows:

The need to redevelop this area should not be to the detriment of various designated and non-designated heritage assets, which would erode Bristol's distinctive local character. Temple Circus is an important gateway to the City. Beside the station complex it is an area devoid of any historic buildings. The grade II listed George and Railway Hotel and the locally listed Grosvenor Hotel that are subject to this application, as railway hotels, are exactly the sort of Victorian commercial buildings you would expect to find in this location. Both buildings would make a strong contribution to the streetscape, and it is therefore disappointing and short sighted that the redevelopment proposes to demolish one, and significant compromise the integrity of the other.

The Grosvenor Hotel has a very good quality façade and potentially an interior of some interest – the applicant has not supplied this information. It is by the architect Samuel Charles Fripp, whose other buildings include the Grade II\* Bristol and Exeter Building at Temple Meads, and the Grade II\* Church of St Peter, Bishopsworth. The Grosvenor fully merits its locally listed status, and it could be a borderline case for national listing. It is also interesting to consider the degree to which Fripp was responsible for the character of the area, given that he planned the new Victoria Street, and it would



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be pertinent for the only surviving building on the street, or possibly the only one that he designed, to be allowed to remain. It has great townscape value and adds much to the area's character – it is indispensable to the understanding of its historic development. We object to its loss.

The previous permission to demolish the Grosvenor Hotel has expired and was for an entirely different scheme. It is therefore not considered relevant to the current proposals, given that the building has since been locally listed. Historic England's guidance in local listing states that '*local listing can be a legitimate response to the threat of demolition*' and that '*the fact that a building or site is on a local list means that its conservation as a heritage asset is an objective of the NPPF and a material consideration when determining the outcome of a planning application*'.

With regard to the George and Railway the deteriorated condition of this building is noted, though it is suggested that this cause for the demolition of the majority of the building. It is a façade retention scheme with giant new floor plates to the office replacing the original floor levels. Such a significant loss of fabric and plan form should be considered to be substantial harm, and would need to be strongly justified. It is not an appropriate way to treat a listed building and the Society objects to this element of the proposal.

Bristol Temple Meads Station represents an outstanding group of railway buildings, each in fact deriving from what were three separate stations for different railway companies. Brunel's Great Western Railway is of course the most notable and is of immense historic importance. Brunel's surviving station building is described as '*easily the most complete survivor of the early provincial termini, and an exceptionally important one*'. The aforementioned railway hotels are very much part of the station's wider historic setting and their loss would arguably result in harm to the two grade I listed buildings.

Furthermore, we have reservations about the appropriateness of monolithic 6-12 storey buildings in the setting of these highly designated heritage assets. They are of a scale completely alien to the latter, and therefore would erode whatever sense of their historic context that remains.

The application sites are large and offer flexibility; a more interesting scheme might make the most of more evenly distributed buildings around a reinstated Victoria Street and Temple Street as the public and pedestrian highways. There is no better way to embed and integrate a new development in a historically sensitive area by rediscovering and adhering to medieval street patterns and Victorian town planning, which these respectively represent.

**Historic England** have commented on the application as follows:

Whilst we recognise the benefits of bringing this important site back into active use, we are unable to support the current proposals. Based on the information submitted, the demolition of all but the facade of the Grade II George & Railway Hotel would cause substantial harm to the listed building and is contrary to both the *Planning (Listed Buildings and Conservation Areas) Act 1990* and to the *National Planning Policy Framework 2012*. The building would appear to be capable of retention and re-use, which would enhance the character of the *Temple Quarter Enterprise Zone* and provide a distinctive approach to the City from Bristol Temple Meads Station. We are concerned with the scale and detailed design of the new element next to the George & Railway, as well as the scale and outline nature of the proposals to the north of the site. The impact on the settings of the listed assets in the area, e.g. the Grade I Temple Meads Station and the Grade I St Mary Redcliffe Church, is also of concern.

We recognise the important strategic aims of the Enterprise Zone, and hope that a suitable, high-quality scheme can be brought forward; one which enhances the historic environment and meets everyone's aspirations for the area. Should the scheme be amended to retain the George & Railway, we would be happy to offer advice on the structural interventions required, in order to bring forward a scheme which we can support. However, given the impacts of the current proposals we object to the

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proposals on heritage grounds.

The site contains the Grade II listed George & Railway Hotel and the Locally Listed Grosvenor Hotel. It is also close to the boundary of the Redcliffe Conservation Area, and within the setting of the Grade I listed buildings at Temple Meads Railway station. The taller element of the proposals can also be seen in longer distance views, e.g. from Prince Street Bridge and proposals can potentially impact on the setting of the Grade I listed St Mary Redcliffe Church, and other designated and undesignated heritage assets.

### Significance

The George & Railway is a prominent building when approaching Bristol from Temple Meads Station and along Bath Road. As the name suggests, the George & Railway Hotel was built as a hotel adjacent to the railway station. In that context it has aesthetic and historic value, and a degree of communal value. This is derived both from its external exuberant architectural expression and form (rendered detailing, statue of Queen Victoria, numerous dormer windows, etc.) and its internal features (spatial arrangement/plan-form, grand-staircase, remnants of plasterwork/skirtings/etc.).

Along with the adjacent Grosvenor Hotel, it therefore has a functional relationship with, and contributes to the setting of, the adjacent Grade I Temple Meads Station. Whilst the wider setting of the Station is varied, at 12 storeys (as originally submitted), these proposals would be taller than other buildings in the vicinity.

The site is an important “gateway”, at the confluence of Victoria Street, Temple Way Redcliffe Way and the Brunel Mile. Thus any proposal will have a significant impact on peoples’ approach to, and experience of, the setting Temple Meads Station. As noted previously, a proposal of this scale will be seen in the backdrop St Mary Redcliffe, whose setting is defined by lower scale buildings, adding to the prominence of its spectacular spire.

### Impact

The reduction in height of the outline element reduces the impact of the proposals on the setting of the Grade I listed St Mary Redcliffe Church, when seen from the west. However, this element remains a potentially bulky addition in key views, such as those from Temple Meads/Friary and along Temple Gate and Victoria Street, impacting on the setting of Temple Meads Station. The proposals still envisage the loss of the Locally Listed Grosvenor Hotel, contrary to the Council’s own policy and guidance.

The changes to the proposals to the Grade II listed George & Railway Hotel are relatively minor and **do not** address the significant concerns raised in any meaningful way. The retention of two internal walls does little to reduce the level of harm to the significance of the nationally important Grade II listed building. It is still proposed to retain only the facades of the building, removing all internal walls/partitions (now with the exception of two walls), floors, roof structure, staircase, etc. and replace them with a new internal, independent structure.

The applicant has presented no clear and convincing information to indicate that alternative less harmful approaches, to address the structural condition of the building, are not possible; nor have they sought to engage with us on exploring other options which would have a lesser impact on the significance of the listed building.

Despite its current condition the existing listed building is capable of reuse. The stated aim of reaching BCO floor loading of 3.5kN/m<sup>2</sup>, assumes a 1kN/m<sup>2</sup> load for the addition of partitions in excess of the 2.5kN/m<sup>2</sup> recommended in BS EN1991-1-1. However this assumption is not required in the existing cellular plan layout.

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Indeed, recent research (such as the *Institute of Structural Engineers'* paper - Conservation compendium Part 7: *Imposed load in historic buildings: assessing what is real* (2015)) typically shows that for cellular offices a floor loading of 1.5kN/m<sup>2</sup> is more than acceptable. Distribution of heavy loads can be successful planned and ideally located on ground floors.

The applicant has stated that (GVA Statement, dated 12 April 2017. Paragraph 1.16, sub-para. 8.03) "However, without draconian intervention, it is likely that the existing timber floors can only be strengthened to achieve 1.5 to 2.5kN/m<sup>2</sup> (30 to 50 lb./ft<sup>2</sup>) depending upon individual spans and weights." i.e. the applicant agrees that the building can be upgraded to reasonable office loadings.

This can be achieved by strengthening or doubling up the joists, and for longer spans (e.g. 7-8m) using engineered joists. We would not object to the re-introduction of walls previously removed on the ground floor to assist in shortening joist spans at upper level or introduction of downstand beams.

We understand from the applicant that the preferred tenant (Engine Shed II) has expressed a desire for some cellular office/meeting spaces, further undermining the case for retaining virtually only the façade of the Grade II building.

The suggestion of possibly introducing office partitions within the open plan offices (at an unspecified later date) to somehow reflect the demolished elements, is meaningless, given that the authenticity and integrity of the internals will already have been destroyed.

The application remains lacking in key information regarding the condition of the building, and as such cannot be regarded as convincing. There needs to be a structural report updating the original *Cameron Taylor* report, especially as the proposals differ from those at the time of that report.

Further ground investigation is required, as the depths of the existing foundations on all sides of the building are not understood, nor are the ground conditions around the building. Without this information the piling options and ground improvement options cannot be outlined, but it seems reasonable to assume that underpinning is a potential solution for existing walls (should existing foundations prove to be inadequate).

We recognise the need for the building to be brought back into use, and the contribution it can make to the success of the Enterprise Zone. We remain willing to work with the applicant and the Council to find a solution which achieves that without unjustified harm to the integrity and importance of the historic environment; a key component of sustainable development, as set out in the National Planning Policy Framework.

Historic England objects to the applications on heritage grounds.

The **Economic Development Manager** for the Enterprise Zone has commented as follows:-

Engine Shed 2, as proposed by Skanska in this planning application, will deliver directly 5630 sq m GEA of commercial floorspace. Application of Government guidelines on jobs to floorspace densities suggests this gives capacity to accommodate up to 370 jobs. Business incubation activities will directly support jobs and business growth. The building is expected to be delivered and operational within the next 2-3 years, consequently responding promptly to identified market need. This supports the delivery of policies:

- Bristol Core Strategy Policy BCS8, by contributing to a sufficient and flexible supply of employment land
- Bristol Central Area Plan Policy BCAP6, by delivering employment space
- Bristol Central Area Plan Policy BCAP35, by creating employment space in Temple Quarter
- Bristol Temple Quarter Enterprise Zone Spatial Framework's aspirations for the site, namely to create commercial office and business incubator space

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- The West of England Local Enterprise Partnership's Strategic Economic Plan, by delivering an intervention specifically identified as a lever of growth and contributing to the delivery of the Temple Quarter Enterprise Zone.

Engine Shed 2 will support indirectly jobs and business growth in Bristol and the West of England, by a variety of means. Its business incubation activities will generate a stream of graduating companies needing space after they leave the building and with the strength they need to continue increasing the number of people they employ. Engine Shed 2 will also be the focus for a supportive cluster of businesses, all valuing and benefiting from being near to each other – to share ideas, gain intelligence etc. – that may increase their potential both to survive into the long term and grow. Engine Shed 2 will also provide facilities for use by businesses, including meeting room space, a café and a business lounge. All of these will offer space for “creative collisions” between business, academia and the public sector that enables the sharing of innovative ideas and thinking on how to take them forward, which itself may translate into jobs growth and the need for commercial floorspace. In addition, the effect and impact of Engine Shed 2 will be increased by striking new development in this key gateway location, with active frontages that draws people in. The aspiration is for it to make a striking contribution to the city's economic strengths, by being a clear demonstration of them and a memorable reference point for anyone interested in jobs and business development. All of these factors support the delivery of the following policies:

- Bristol Core Strategy Policy BCS8, by contributing to a sufficient and flexible supply of employment land and promoting the city as a place to invest
- Bristol Core Strategy Policy BCS2, by creation of employment and active ground floor uses in wider mixed use development in the city centre
- Bristol Central Area Plan Policy BCAP6, by delivering employment space and bridging Temple Quarter with the rest of the city centre
- Bristol Central Area Plan Policy BCAP35, by delivering employment led development, creating an exemplar for new initiatives and a hub for creative minded businesses on the site.

By generating a source of business rates and supporting business rates growth elsewhere through business development, Engine Shed 2 will further contribute indirectly to jobs growth, floorspace development and enhancements to well-being across the West of England. Business rates growth achieved in the Temple Quarter Enterprise Zone contributes to the West of England Economic Development Fund, administered by the West of England Combined Authority and Local Enterprise Partnership for investment in projects to support economic growth and well-being. This supports the delivery of the objectives of the West of England LEP's Strategic Economic Plan.

Engine Shed 2 will be a high profile building intended to promote economic growth and respond to identified market need. It will revitalise a historic asset that has lain vacant for some time, bringing it into use to deliver important benefits for the local community. This scheme will be developed promptly; without it, it is unclear whether or not development may come forward on this site in the medium term. This is believed to be particularly true in respect of interest in developing a hotel on the site, but it may well apply to office development too. In this context the proposals are supportive of the aspiration in the Bristol Temple Quarter Spatial Framework to refurbish the derelict George and Railway Hotel and connect it to wider development on site.

The comments of Knight Frank on both the importance of BCO floor loadings being achieved to enable flexible allocation of space and – most significantly – it being increasingly the case that occupiers seek BCO floor loading standards when looking for space are noted. Futureproofing, by ensuring its ongoing attractiveness to potential occupiers, will be important to give the Council enough confidence in the scheme's long term viability to take on the lease to enable Engine Shed 2 to locate on site. It is also important to note that current discussions on the use of grant funding to support the project suggest that its viability is tight.

Engine Shed has been developing and delivering programmes of activity to help develop in Bristol, a diverse workforce and diverse talent pool that employers can draw from both now and in the future. It

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is also building strong links with schools to introduce school age children both to work environments and the idea of innovation. It has also been active in stimulating the sustainable flow of private capital into small businesses to help them scale up and thus create high quality jobs for the youngsters it works with. Engine Shed 2 will provide the opportunity to both expand and develop further this strand of activity. This supports the delivery of:

- Bristol Core Strategy Policy BCS8, by helping to address barriers to employment
- The West of England LEP's Strategic Economic Plan, by helping to ensure that the Enterprise Zone is inclusive to all.

Engine Shed 2 also fits very strongly with the objectives of the Temple Quarter Enterprise Zone. It will support jobs growth that contributes to its target of 22,000 by 2043, floorspace development and business rates growth. It reflects a clear fit with the Mayor of Bristol's vision for the Zone, to "create a sustainable and flourishing new urban quarter for Bristol: a place that is welcoming to all – to live, work, enjoy leisure time and build on Bristol's strengths as a world class city". This is in line with the delivery of policies:

- Bristol Central Area Plan Policy BCAP35, by helping to create an Enterprise Zone that is employment led, acts as an exemplar for new initiatives and is a hub for creative minded businesses
- The Bristol Temple Quarter Spatial Framework
- West of England LEP's Strategic Economic Plan, by supporting the delivery of the Enterprise Zone.

Engine Shed 2 is also complimentary to emerging proposals from the University of Bristol to develop a Temple Quarter Enterprise Campus near to Temple Meads Station. Engine Shed 2 is seen by the University as a component part of the campus, which will itself contribute strongly to the delivery of EZ objectives – being likely to be a significant catalyst for future growth in the area – and all of the policies outlined in these comments.

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

Assessment has been made of the likely impacts from dust during the construction phase of the proposals. Mitigation of these impacts will be required. Section 8 of the air quality assessment outlines the level of mitigation required in light of the results of the dust assessment. With these mitigation measures in place, the impact from dust during construction will be acceptable.

Air quality Impacts from proposed on-site combustion plant have been screened out due to the proposed gas boiler being rated below the 300kWh assessment threshold in the IAQM/EPUK guidance.

The air quality at the development site in relation to the proposed use has been considered and found to be acceptable. It is welcomed that the applicant has however acknowledged that despite the air quality technically meeting the standards required for office use, that the building occupants would still benefit from air being drawn into the building via mechanical ventilation from locations of better air quality.

No assessment of the impacts from the predicted increase in vehicle movements has been carried out. Despite the limited on-site car parking provision, the Transport Assessment states that the development will potentially generate an additional 700 AADT which will utilise parking in locations nearby. Given the already very poor air quality in this part of the city, it will be important that the applicant assesses the effect that this significant increase in vehicle movements will have upon air quality within the Air Quality management Area. Given the level of development within this part of the city it is important that any assessment of air quality impacts from additional traffic takes into account the cumulative impacts from committed development in the area.

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

The following conditions should be added to any planning permission.

A site specific risk assessment and intrusive investigation shall be carried out to assess the nature and extent of the site contamination and whether or not it originates from the site.

Prior to construction of each phase of development, no construction shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health has been submitted and approved.

If remediation is required, prior to occupation of the development, and following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted.

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 to the Local Planning Authority.

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

The George and Railway was subject to a bat emergence survey on 17th August 2016, and no bats were roosting in the building. However, the Grosvenor was not surveyed at the same time. Therefore, a further survey of the Grosvenor would need to be secured by condition prior to the demolition of this building.

Trees are proposed for removal. The Ecological Survey Report highlights the potential for birds to nest within the trees, other vegetation or on buildings. All species of wild birds, their eggs, nests and chicks are legally protected and therefore a condition requiring no site clearance in the nesting season is recommended.

Foxes have previously been seen on the site, which are protected by the Wild Mammals (Protection) Act 1996. Therefore, a planning condition is recommended that a check for active fox earths shall take place prior to development, and if an active fox earth is located, an appropriate mitigation strategy shall be submitted and approved in writing.

It is also recommended that bird nesting opportunities (built-in bird boxes) should be secured by condition.

In accordance with Policy DM29 in the Local Plan, the provision of living (green/brown) roofs is recommended to provide habitat for wildlife on the new build elements. Policy DM29 states that 'proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks.'

The applicant should be advised that all species of bats and their roosts are protected, and if encountered during construction work should cease and the Bat Conservation Trust contacted.

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

The outline drainage strategy is acceptable, we therefore have no objection to the proposal but request that the following pre commencement condition is applied:

The development hereby approved shall not commence until a detailed design, management and maintenance plan of surface water drainage for the site formed in accordance with the approved Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The drainage system shall be implemented in accordance with the approved design prior to the use of the

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building commencing and maintained thereafter for the lifetime of the development.

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.

**Sustainable Cities Team** has commented as follows:-

Comments made on the original submission.

In order to demonstrate policy compliance it is recommended that the sustainability submission is expanded to cover the following issues:

- \* Water efficiency measures;
- \* How the development will minimise flooding through SUDs and blue and green infrastructure;
- \* How the development will avoid climate impacts leading to increases in energy use;
- \* The inclusion of a BREEAM Pre-assessment estimate would be helpful as an indication of the sustainability approach;
- \* Overheating analysis to demonstrate how the building will operate under current and projected climate change scenarios;
- \* The wind assessment should be expanded to include future climatic conditions;
- \* The inclusion of the BREEAM Pre-assessment would be helpful as an indication of the sustainability approach;
- \* Further information should be provided on the provision of space heating and cooling, and how this will be provided in future climate change scenarios, and how this will be maintained in operation;
- \* Clarification on whether or not the proposal will be linked to the heat network;

It is noted that revised details have been submitted, and the proposal is now considered to comply with policy BCS14.

**Wales & West Utilities** has commented as follows:-

Wales and West has pipes in the area. Our apparatus may be affected and at risk during construction works. Should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail before any works commence on site. Should diversion works be required these will be fully chargeable.

**City Centre Projects (Public Art)** has commented as follows:-

The planning submission 16/06842/LA is for a development of scale that triggers Policy BCS21 of the Bristol City Council Core Strategy which states Major Developments should deliver high quality urban design and: - enable the delivery of permanent and temporary public art, promoting a multi-disciplinary approach to commissioning artists in the design process (page 124).

Temple Circus is an important public site adjacent to Temple Meads close to Engine Shed and the Container Park and is within the Temple Quarter Enterprise Zone. The scheme comprises a series of significant buildings of scale, plus extensive landscape scheme. As such the development represents an important opportunity to develop a public art programme that will contribute to and enhance an important public space.

The material and documents provided with the planning application does not include a public art strategy or statement, however the Design and Access Statement does include a statement that public art strategy will be provided at Reserved Matters stage. Given that most of the design would be completed by submission of reserved matters and as such a public art strategy should be submitted with the current submission to inform the design that progress up to submission of reserved matters.

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A public art consultant would work with the applicant and the design team to identify opportunities for artists relating to the buildings and the public realm, to identify programme and budget for the development of the public art works.

#### RELEVANT POLICIES

National Planning Policy Framework – March 2012  
 Planning (Listed Buildings and Conservation Areas) Act 1990  
 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.

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) IS THE PROPOSAL ACCEPTABLE IN LAND USE TERMS?

The application site is located within the Temple Quarter Enterprise Zone, and as such policy BCAP35 of the Bristol Central Area plan applies. This establishes the aims for the Temple Quarter Enterprise Zone, as an employment-led mixed use regeneration area. Amongst the specific developments allowed for in the zone include:

- At least 100,000m<sup>2</sup> of net additional high quality office and flexible workspace;
- Up to 2,200 new homes including live/work space;
- Complementary retail and leisure uses, particularly within and adjacent to Bristol Temple Meads station;
- New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
- Green infrastructure and public realm enhancements including the improvement of open space to serve the new developments.

Clearly, this allows for considerable flexibility in the delivery of development across the zone, although establishes a minimum provision of office floorspace and a maximum provision for residential accommodation. Whilst historically the site has been used for hotel/leisure use there are previous permissions for office development, and this has fed in to the policy designation. The policy also requires development to reflect the Spatial Framework for the Enterprise Zone.

The Spatial Framework is designed to be a 'living' document, which sets out a strategy and framework for meeting the policy aims set out above. It does not hold the weight of adopted planning policy for the purposes of section 38(6) of the Planning and Compulsory Purchase Act 2004, but it is a material consideration for the purposes of determining the application. This promotes the site for 'Business Emphasis development (B1)' use, and therefore the currently proposed office space is in accordance with the framework. Importantly, the Spatial Framework also indicates the provision of a new area of public open space on the site, as well as improvements to pedestrian and cycle routes across the site. All of these issues are accounted for within the current development proposals.

Clearly, the provision of nearly 33,000 sq. m. of office floorspace would contribute to meeting these policy aims. This proposal also includes flexible commercial floorspace at ground floor, which could at its maximum provide 2,550 sq. m. of A1, A2, A3, A4 or A5 uses. Whilst retail uses ('A' type uses) are allowed by the policy, it should also be noted that the site is within the central area, but not within the Primary or Secondary Shopping frontages. In accordance with the NPPF and policy BCS7 of the Core Strategy, whilst other town centres uses can be located anywhere within the central area, A1 retail



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uses should be directed to the Primary Shopping Frontages. However, policy DM7 and BCAP15 do allow for small scale retail (A1) units outside of those frontages for local needs, and this specifies that a small scale use is below 200 square metres. Larger retail units are only permitted outside of the Primary Shopping Areas where they will not be harmful to the vitality, viability and retail function of identified shopping areas. It is noted that the potential to exceed the 200 square metres relates to the outline part of the development, where the final layout is not yet known, and therefore there is potential to subdivide these units to meet the policy aims. However, for the purposes of this application it is considered reasonable to include a condition on any planning permission to ensure that no single retail (A1) unit exceeds to 200 square metres, without the permission of the Local Planning Authority.

The other potential alternative uses are food and drink uses, which need to be considered against policy DM10. This policy permits such uses, subject to the development not harming the character of the area, residential amenity or public safety, either individually or as a result of the concentration of uses. These issues are dealt with specifically in the key issues below. However, in respect of the concentration of uses, it is noted that there are currently few other A3, A4 or A5 uses in the surrounding streets. It is noted that cumulatively with other developments this proposal would result in a significant increase in the number of office workers in the area, and therefore these type of uses would be considered appropriate to support this type of working population.

It should be noted that policy BCAP31 encourages the provision of active ground floor uses, and the proposed uses would help to deliver these. Clearly the different uses proposed would result in different levels of activity, and A1 and A3 uses would be particularly beneficial in this regard. The Spatial Framework particularly identifies the Brunel Mile and the newly created public space as being a focus for these uses. In broad terms the indicative plans demonstrate that proposal would reflect the Spatial Framework in this regard. As such the proposed uses on the site are considered appropriate.

**(B) WOULD THE PROPOSED DEVELOPMENT PRESERVE OR ENHANCE DESIGNATED AND UNDESIGNATED HERITAGE ASSETS, BOTH ON THE SITE AND NEIGHBOURING THE SITE?**

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 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) and in Barnwell Manor Wind Energy Ltd v East Northants District Council, English Heritage, National Trust and Secretary of State for Communities and Local Government [2014] EWCA Civ 137 it is made clear that 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 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 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 132 of the NPPF states that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Para.133 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 loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Further, Para. 134 states that where the proposal will lead to less than substantial harm, the harm should be weighed against the public benefits. These tests are relevant here as it is considered that the proposal would be harmful to heritage assets.

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Policy BCS22 of the Core Strategy requires development to safeguard or enhance heritage assets, which includes historic buildings, both nationally and locally listed, and conservation areas.

In this case the proposals would impact on a number of heritage assets, including directly impacting the Grade II listed George and Railway Hotel, and the locally listed Grosvenor Hotel, and the setting of the Grade I listed Temple Mead Complex, and the Redcliffe and City Docks Conservation Areas, including St Mary Redcliffe Church.

- George and Railway Hotel

The George and Railway Hotel appears to be contemporary with the laying-out of Victoria Street, but retains some evidence of an earlier manifestation in its western end. The external facades retain much of the original Italianate ornamentation though the building has been vacant for a number of years. The hotel is currently protected, and kept watertight, by a temporary roof structure erected over scaffolding. Historic England structural engineers have advised that this is freestanding and has little structural support of the historic walls.

Internally much of the original planform remains, especially at first floor level. The east side of the ground floor has been impacted by the bar being opened out into adjacent rooms, but the former ballroom on the west side of the building appears to survive, with a high degree of survival of ornamental plasterwork above a C20th suspended ceiling. The stairs remain in their original location, and whilst there are some later alteration and the balustrades panelled-over, they remain a significant feature of the old building.

At first floor level the original arrangement of hotel bedrooms survives, but the most significant space is the unusual shaped room in the apex of the triangular building, directly facing Temple Meads station. This room retains a good degree of its original ornamentation. The attic story has been significantly damaged during the erection of the scaffolding structure for the temporary roof, however this has allowed the roof structure to dry out following repairs. The roof fabric has not been entirely replaced following these essential interventions.

The planform is integral to the special interest of this building and represents both its original use and a history of adaptation to continue that use. There are significant interiors retained which stylistically complement the external facades. The clear-spanning of floors across the original parts of the building is unusual, but gave the plans a great degree of flexibility in enabling small-scale hotel rooms to be built above larger reception spaces on the ground floor.

The applicant argues in their Statement of Significance that 'with a few exceptions the features that contribute to this character and significance are external comprising Victoria Street and Redcliffe Way facades and the 18<sup>th</sup> century fabric in the westernmost elevation'. This is partly based on the listing description which provides only limited comment on the interior, and the fact that the interior has been much altered, and it is argued that what is retained is relatively insignificant. However, neither the Council's Conservation Officer nor Historic England accepts this conclusion. Whilst amended plans have been submitted, which show the retention of some internal structural walls, the conclusion reached is that the level of demolition involved would result in significant harm to the significance and character of the listed building. This conclusion has been reached following a site visit from the Conservation Officer, Historic England and Historic England's structural advisor, who consider that more of the internal fabric identified above could be reasonably retained, and therefore the site could be developed with less harm caused.

As a consequence, the Local Planning Authority in considering the application have to apply the tests as set out in paragraph 133 of the NPPF, which are as follows:

*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*

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*demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:*

- *the nature of the heritage asset prevents all reasonable uses of the site; and*
- *no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
- *conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
- *the harm or loss is outweighed by the benefit of bringing the site back into use.*

In this regard it is notable that the building has been vacant for some 20 years, and despite a number of attempts to redevelop the site it appears that there has been little success in respect of achieving a scheme which is both acceptable in planning terms and viable to the market. The applicant has sought to demonstrate that the level of harm is necessary to deliver development on this site, by comparing the proposals with a scheme that would deliver a more heritage focussed scheme, along with the development meeting the four tests above. The conclusion that the developer has reached is that the development of the heritage based scheme is unviable and undeliverable, and that the proposal would meet the relevant tests and therefore should be accepted, despite the level of harm caused.

However, the viability evidence submitted, whilst supporting the case that the retention of the historic fabric will make the development more expensive, suggests a difference in developer profit of £1,718,738. Whilst this is significant, a relatively minor increase in rental value would bring the development up to an acceptable level profit. Officers are concerned that the viability appraisal submitted by the applicant provides no justification for the rent level included within the statement, and this level appears to be substantially below market value for other similar accommodation (for example the rental value being achieved at 66 Queens Square – also built out by the same developers). In addition, the appraisal does not take into account the outline element of the development, which may well generate additional profits, which have the potential to subsidise the development of the George and Railway. In addition, whilst it is acknowledged that there are benefits in retaining the frontage of the George and Railway, the supporting statement also lists the benefits of the outline permission, and as such it is considered that the development should be treated in this respect as a single entity.

On the other policy tests, it is noted that the proposal would lead to the reuse of the existing building, albeit in a significant reduced form. The developer has explored grant funding, and none is available, and also there are significant benefits of the development, which are considered below. However, for the purposes of this section of the report it is not considered that the proposal meets the requirements of paragraph 133 of the NPPF.

- Grosvenor Hotel

The Grosvenor Hotel is a significant late C19th commercial hotel built contemporaneously with the nearby George and Railway Hotel and the freshly laid-out Victoria Street. This new thoroughfare was designed to give direct access between Brunel's Temple Meads Station and the city centre, by way of a direct and commodious route. In itself this alignment has significance, representing a major Victorian town planning intervention; one key to the development of the two hotels, and Temple Meads station, with which it connected. The Corporation stipulated that all new properties along the street were of brick, to ensure a uniformity of design along its length.

The importance of this as a heritage asset has been acknowledged, both in the Enterprise Zone Spatial Framework, which identifies the building for retention, and later by the inclusion of the building on the Local List. Added to this, the results of the consultation on the application highlight that the loss of this building is a significant concern. However, it is noted that neither of these documents offer statutory protection from demolition, which could be offered by national listing or through inclusion in a

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conservation area. Notwithstanding this, Paragraph 135 of the NPPF 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 affect directly or indirectly 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 this case it is difficult to fully assess the value of this as a heritage asset, as it has not been possible to fully inspect the interior of the building. Notwithstanding this, it is evident that the building has been much altered and extended. The heritage statement submitted by the applicant describes the building as a ‘mediocre example of Victorian Commercial architecture, but has some historic and evidential significance as one of only two surviving buildings south of Counterslip from the layout out of Victoria Street in 1872’. Therefore, it is acknowledged that the building does have some significance as a heritage asset, and the complete demolition of the building would result in significant harm to this asset. However, the level of significance must be tempered by the fact that the building has not statutory protection, and in regard to this point it is noted that Historic England have commented on the application, and it appears that there is not presently scope to list the building, and therefore offer it that additional level of protection.

On this basis therefore it is considered that the building as it stands can only be regarded on the lower end of the level of significance, although as the loss would be total and the level of harm would be significant. It should be noted that the as well as its individual value the building also contributes to the setting of the Temple Meads complex, and this is assessed further in the discussion below. However, in this case the tests referred to above (para. 135), in considering the demolition of the building must be applied, and as such the Local Planning Authority are required to consider and weigh against the loss the benefits of developing the site. With this regard the general benefits arising from the redevelopment are discussed in more detail below.

- Setting of the Grade I listed Bristol Temple Meads complex

In addition to harm to the fabric of heritage assets development can impact on the significance on those assets by impacting on their setting. It is clear, in this case, that the development site is part of the setting of one of the most significant assets within Bristol, the Temple Meads Station Complex. Both the George and Railway and the Grosvenor Hotel developed alongside, and had a functional relationship with, the station. It is considered, therefore, that a redevelopment of the site which retained the significance of both buildings would be of benefit to the setting of the station, and the loss of either building would therefore result in some harm to the setting of the station.

However, the current condition of the site does rather diminish the benefits provided by these buildings. Both buildings sit on an island surrounded by significant highway infrastructure, and are in a relatively poor state of repair. This means that the relationship is much harder to read on the ground, and little impression is retained of the historic environment around the station, or the historic street pattern. In some ways this does mean that the loss of any further historic buildings should be resisted, it also means that there is significant opportunities to improve this environment, and thus contribute positively to the setting of the listed station complex. Therefore, whilst it is acknowledged that the proposed loss of significance in relation to both the George and Railway and Grosvenor will result in some harm to the setting of the station, it is not considered that this will be significant.

With regard to the new development, both Historic England and the Council’s Conservation Officers have raised a concern about the impact of this on the historic setting. It is undoubtedly the case that the proposals will result in a significant change in scale in this location, and this will undoubtedly have an impact on the setting. It should also be noted that the changes to the road layout will also impact on this setting, and whilst the Conservation Officer comments has made reference to the reinstatement of Victoria Street, the changes to the road layout are already committed, and would not deliver this.

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Turning first to the proposed extension to the George and Railway, which is a substantial six storey element, and would fail to achieve the level of subservience that would normally be expected from an extension to a listed building. However, it is noted that the previous planning permission for this site included provision for a substantial and dominating extension. In this case, the approach taken is to make the extension distinct, in both style and materials, from the historic structure, and also to have this as a modern representation of the goals of the Enterprise Zone. As can be seen from the consultation responses both City Design Officers and the Urban Design Forum support this approach. The large mass of the extension is set away from the historic building, and would have a relatively simple, lightweight design, which would not challenge the very ornate appearance of the historic structure.

In relation to the southern elevation of the building, which is the view from Temple Meads, the building has been designed as largely blank, with a polycarbonate screen sat directly behind the listed building. In these views it is certainly the case that the roof top plant would be quite prominent, and add additional bulk to the proposed extension. Whilst the intention is to create a blank canvas, against which the listed buildings will be viewed, officers remain concerned that the materiality of this element is not appropriate to the context, which will be emphasised by the extent of this material, and the large extent of the roof top plan would exacerbate these concerns. As such, it is considered that this design element needs to be developed further to achieve a more successful extension to the building. However, the applicant has suggested an approach which would incorporate public art into this façade, and it is considered that conditions can be used to develop the design further, and secure an appropriate material treatment.

The outline element of the proposal will also impact on the setting of the station complex, and the views assessment submitted with the application does provide some indication of the impact on the context. It is noted that the impact in terms of the immediate context is address relatively poorly in the submission. Notwithstanding this, it is noted that previous permissions on the site, whilst permitted in a different policy context, did allow a development of a similar height, and the views assessment does suggest that a building of the height proposed would be consistent with the context, and an appropriate density of development for a sustainable, central site. However, as with the comments above a concern is maintained that the development is at odds with the historic development of the area, and certainly significant benefits could be achieved through closer replicating the historic street pattern. However, given this element of the scheme is in outline only, the final design and layout are not finalised. As such, there is an opportunity at the reserved matters stage to provide clearer legibility on the eastern side of the site, providing a clearer link between the station and the city centre.

Overall, there will clearly be a significant impact on the setting of the station, and whilst it is unfortunate that the development does not seek to retain and reinstate some of the historic fabric in this area, the current setting of the station is not of a particularly high quality. As such, it is considered that the proposal would be harmful to the setting of the station, largely as a result of the loss of significance from the heritage assets on the site. However, given these existing environment is considered that the harm would be less than significant, and given the further design work to the extension to the George and Railway, and the fact that the proposals for the northern plot are in outline only, there is scope to further reduce the degree of harm. As such, in accordance with paragraph 144 of the NPPF, in assessing the application the Local Planning Authority have to weigh this harm against the benefits of the development, which are set out below.

- Redcliffe and City Docks Conservation Area, and Grade I listed St. Mary Redcliffe Church

The proposals will impact upon the setting and character of both the Redcliffe and City Docks Conservation Areas. The character appraisal for these areas establishes several key views which will be impacted upon by the proposals. Most specifically, the view from Prince Street Bridge eastwards towards the spire of St. Mary Redcliffe, and the view south down Victoria Street, though proposals may impinge on other established views. In particular, St. Mary Redcliffe holds an import position in the hierarchy of buildings in this area, and the relationship between the station, the church and the

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floating harbour is an important axis in understanding the historic development of the city.

With regard to these elements the impact of the development will largely be as a result of the outline element of the proposal. As stated above, given the changes to the scale of the proposal, it is considered that in the relevant views the development is more in keeping with the scale of other buildings in the area. However, given the views assessment submitted the views from the station complex to St. Mary Redcliffe are the least convincing. However, the views assessment does illustrate the importance of the Brunel Mile in maintaining the visual link between the Church and the station. Notwithstanding this, the proposals for the northern plot are in outline only, and it is likely at the reserved matters stage these views can be considered further, and there is scope at the reserved matters stage to achieve a more satisfactory relationship, and a high quality design for this phase of the development could result in some improvements in that setting. Therefore, again it is considered that this element would result in less than significant harm to the setting of the heritage assets.

- Benefits of the Development

Whilst the proposal will result in harm to heritage assets, with the exception of the loss of significance from the George and Railway, the harm is considered to be less than significant. As a result, the Local Planning Authority have to consider the benefits of the development, and whether or not this will outweigh the degree of harm.

As stated above, the application site is an important site within the Enterprise Zone, and the delivery of Engine Shed 2 is considered to be key in delivering the economic benefits associated with this. As can be seen from the comments of the Economic Development team, it is expected that the proposed Engine Shed 2 development will deliver a number of jobs, along with additional benefits associated with the incubator type space. However, it does have to be noted that the whilst the development of the George and Railway has been designed with the Engine Shed 2 in mind, the application is for general B1 floorspace, and the design of scheme allows enough flexibility in terms of layout to ensure that it would be viable for an alternative occupier.

Notwithstanding this, the policy requirement for the Enterprise Zone is the delivery of 100,000 square metres of office space, and the Spatial Framework indicates this site as an opportunity for the delivery of office space. In addition, the quantum of office space proposed is in excess of that which is shown in the spatial framework. The current proposal would also deliver a number of other aims of the Spatial Framework, including a new area of public realm, the revision to the Brunel Mile, and significant improvements to the pedestrian and cycling facilities. It also has to be noted that the proposal would result in some benefits to the environment in that area, given that it would at least reinstate the façade of the George and Railway, and given the fact that the area is currently dominated by large scale transport infrastructure, would provide a more pedestrian friendly environment and a development appropriate to the context of a central site. These benefits clearly support policy aims for the site, and are a material consideration to be weighed against the identified harm.

Officers are therefore satisfied that where the harm is considered to be less than significant, there are benefits of the scheme which would provide justification for the level of harm. However, officers are not satisfied that there is sufficient evidence to demonstrate that these benefits could not be achieved without significant harm to the internal fabric of the listed building. As a result both the hybrid application and the listed building consent application are considered to be contrary to policy BCS22 of the Core Strategy, and the contents of the NPPF, and as such the application is recommended for refusal on these grounds.

(C)WOULD THE PROPOSED DEVELOPMENT HARM THE CHARACTER OR APPEARANCE OF THIS AREA?

Policy BCS21 of the Core Strategy promotes high quality design, requiring development to contribute

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positively to an area's character, promote accessibility and permeability, promote legibility, clearly define public and private space, deliver a safe, healthy and attractive environment and public realm, deliver public art, safeguard the amenity of existing development and future occupiers, promote diversity through the delivery of mixed developments and create buildings and spaces that are adaptable to change. The adopted development management policies reinforce this requirement, with reference to Local Character and Distinctiveness (DM26), Layout and Form (DM27), Public Realm (DM28) and the Design of New Buildings (DM29). The design policies in the draft Central Area Plan refer to issues that specifically relate the City Centre. Of particular relevance to this application is BCAP31, which requires active ground floor uses adjacent to the public realm.

It should also be noted that comments from Historic England suggest that the proposal falls to be considered under Supplementary Planning Guidance 1 on Tall Buildings. This sets out a number of criteria that require assessment for buildings of more than 9 stories or over 27 metres. Whilst the original submission was over 9 stories, even at the reduced height the proposal would still be over 27metres and therefore the SPD still applies. This sets out a number of criteria that require assessment for buildings of more than 9 stories, including the following:

- Relationship to context, including topography built form and skyline;
- Effect on the historic environment at a city-wide and local level;
- Relationship to transport infrastructure particularly public transport;
- Architectural excellence of the building;
- Contribution to public spaces and facilities, including the mix of uses;
- Effect on the local environment, including microclimate and general amenity;
- Contributions to permeability and legibility of the site and wider area;
- Sufficient accompanying material to enable a proper assessment including urban design study/masterplan, a 360 degree view analysis and relative height studies;
- Adoption of best practice guidance related to the sustainable design and construction of tall buildings; and
- Evaluation of providing a similar level of density in an alternative urban form.

The application site is marginally beyond that which has been identified as being appropriate for a tall building in the SPD, although these details are indicative, and many of the same conditions apply to this site as apply to the area to the east, which is considered to be appropriate. In addition, the analysis of the site shows that the proposed development is not significantly larger than the immediately surrounding development, with nearby buildings being generally five to seven storeys, and permission previously granted for an eight storey building directly to the north west. It is also material that the application site marks an important nodal point, and is particularly important for wayfinding and legibility. On this basis some marginal increase in height over and above the background buildings is considered to be justified.

In addition the Local Planning Authority do need to consider the design quality of the scheme proposed, and whether it is an appropriate response to the context. In large part this is discussed in Key Issue B above. In short, the design approach to the extension to the listed building is supported, and whilst some concerns remain regarding the materiality of the extension and the roof top plan, although there is scope to control some of these issues by condition. With regard to the outline part of the site it is accepted that the overall height of the building is appropriate for the context, although the layout shown in the indicative plans would require further design work to make this acceptable. Whilst in the terms of the tests above it is not possible to conclude that the proposal will represent architectural excellence, or to assess issues such as microclimate, given the nature of the site, and in trying to deliver a consistent approach which would deliver important connections across the site, the masterplanning approach is supported. As such, it is accepted that the outline plans provide an appropriate level of detail to direct the development. Given the importance of the site it is considered that the proposal would need to be of a high quality design which acts as a gateway to the city, although there is an opportunity to secure this at the reserved matters stage.

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It is also noted that the proposal will deliver a significant element of public realm. This would meet a policy aspiration for the site. However, it is noted that because of difficulties in accessing and servicing the site, the public realm will have to provide scope to service the site, and therefore achieve a number of competing goals. As such, a great deal of care will be required with the design to ensure that it will still deliver high quality public realm. The City Design Team remain unconvinced that the current proposals would achieve this, although again it is noted that these proposals are indicative only, and a fully detailed scheme has yet to be drawn up. As such, it is not considered that the proposal warrants refusal on these grounds.

It is noted that policy BCAP31 seeks active ground floor uses on primary pedestrian routes in order to activate the public realm. The current outline proposals suggest active uses at both ground and first floor levels. Whilst officers remain to be convinced regarding the benefits of first floor active uses, the ground floor provision would meet the policy requirements, and could be secured through conditions.

Ultimately, whilst the issue regarding harm to heritage assets remain, given the issues being considered in terms of design quality, it is considered that this is appropriate, subject to a suite of conditions to ensure an appropriate level of finish. Therefore, the proposal does not warrant refusal on these grounds.

**(D)WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE AMENITY OF THE AREA?**

Policy BCS21 of the Core Strategy, as well as requiring development to be of a high quality design, also requires new development to safeguard the amenities of existing residents. In addition, policy BCS23 also requires development to be designed so as not to have a detrimental impact on the surrounding environment. Included within this is the requirement that development should not impact on the viability of surrounding uses through its sensitivity to noise or other pollution.

Firstly, it should be noted that the surrounding development is largely commercial in character, with the nearest residential property being 35 metres away from the nearest building. This is also in a southerly direction, so there would be no impact in terms of overshadowing as a result. Whilst the scale and density of the proposal is significant, given the level of separation and the orientation of the site it is not considered that the proposal would have a harmful impact on the amenities of the nearest residential properties.

The closer buildings to the site are largely in office use. In terms of impact from loss of daylight it is likely that only the Council Offices at 100 Temple Street would be adversely affected. Given the building is in commercial use the policy does not seek to protect the amenity of that property, however it does allow the Local Planning Authority to consider the viability of the commercial use of the site. In this respect, office uses are not considered to be especially sensitive to loss of daylight, and it is also material that the impact will only be for part of the day, for much of the year any impact will have passed by between 10am and 11am in the morning. As a consequence there is no evidence that the proposal will impact on the viability of the neighbouring use, and as such it is not considered that the proposal would merit refusal on these grounds.

It is also noted that the location of the development is to some degree a hostile environment, which is next to a busy road, which is both noisy and polluted, and the proposed tall buildings will impact on the wind environment around the site, which is likely to impact how comfortable the area is for pedestrians. The application was accompanied by appropriate surveys, and includes proposals to mitigate any potential impact. With respect to noise the site has been considered by the Council's pollution control team who have confirmed that they are satisfied that the site is an appropriate for the proposed use, and any impact can be controlled by condition.

With regard to air quality, it is noted that a revised report has been prepared, and is currently being discussed with the Council's air quality officer. The results of this will be reported to Members at the meeting.



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It is also noted that the proposal includes potential for retail, and particularly food and drink type uses at ground floor level. Whilst this would contribute to the provision of active frontage, which would animate the new public square, policy DM10 also requires that consideration is given to the amenity impacts of the proposed uses. As these proposed uses are part of the outline element of proposal limited details have been provided at this stage. However, it is relevant that these proposed uses would not be directly adjacent to the nearest residential properties. Again, the pollution control team are satisfied that the appropriate mitigation can be provided, including appropriate restriction in hours, and subject to conditions to secure this mitigation it is not considered that the proposal would result in harm to amenity.

**(E) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?**

Development Plan policies are designed to promote schemes that reflect the list of transport user priorities outlined in the Joint Local Transport Plan, which includes pedestrian as the highest priority and private cars as the lowest (BCS10). In addition, policy DM23 requires development to provide safe and adequate access to new developments.

As referred to above the site is considered to be in a sustainable location, with easy access to the city centre, and Temple Meads station. This is a focus for public transport, not only the railway, but also busses and ferries. The location of the site therefore means that the development would be accessible by multiple modes of transport, other than the private car, and this meets with the above policy aims.

However, it is noted that the highway network around the site already operates at a high intensity, and revisions to the network have been carefully designed in order to accommodate the conflicting users in this area. In particular, the area has historically catered poorly for pedestrians and cyclists. In addition, the revised highway layout needs to incorporate provision for metrobus routes and stops (as has previously been permitted). This makes accessing and servicing the site very difficult, and various options have been considered for this. As a result of this the only access that the Council's highway officers are satisfied is safe and appropriate for the intended purposes is the current access from Victoria Street to Temple Street (which provides the current access to 100 Temple). Revised plans have been submitted which show the use of this access, and the highways team are satisfied that this is acceptable. However, the consequence of this is that the development would need to be serviced from the public square. This is clearly not ideal, and there is certainly some potential for this to lead to conflict between pedestrians and vehicles. Unfortunately, it is not considered that there is scope to provide an alternative safe access, and therefore it will be necessary for this potential conflict to be carefully managed. Given the design of this element is reserved for later consideration, and the management can be secured by condition, it is considered that this approach is acceptable for the purposes of the current application.

Notwithstanding the limited car parking proposed for the development and the sustainable location, the analysis submitted with the application suggests that the highest proportion of trips will be made by private car. However, given the limited availability of parking on site those car journeys are likely to be dispersed across a range of sites. It is also noted that the highway network adjacent to the site has been remodeled, and it is argued by the applicant that this has been designed to accommodate the additional traffic flows associated with the development of the Enterprise Zone. The Council's highways team accept that the impact of the additional traffic associated with the development would not be severe. As such, there is no objection to the development in principal, on highway grounds.

It is noted that the proposed car parking, at 60 spaces, for the development is well below the maximum provision allowed for in the development plan. Given the very sustainable location of the site it is considered that the site is accessible by a number of modes of transport, and indeed the construction of the metrobus route would make the site more accessible. However, as referred to in

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the above paragraph, analysis of the development does suggest that a large number of trips to the site will be made by private car, and this will have an impact on the car parking capacity close to the site. It is noted that the applicant has identified a number of city centre car parks that could accommodate the additional vehicles, although it is considered that the most significant impact will be on those car parks that are close to the site, and no evidence has been provided regarding the capacity of these car parks. However, notwithstanding this the highways team have not raised an objection on this basis, and to a degree this will be self managing.

It should be noted that the impact, both in terms of vehicle movements and car parking, can be mitigated in part with the use of a travel plan for the proposed development, to encourage the use of alternative modes of transport. The submission was supported by a framework travel plan, which is broadly supported by the highway officer. In order to monitor the travel plan a fee of £13,500 has been agreed with the applicant, and this will need to be secured by a s.106 agreement. In addition, it is proposed to provide a policy compliant level of cycle parking as part of the development, and a contribution of £10,000 for a car club. These measures are therefore supported.

It is noted that the layout of the metrobus stop on Victoria Street has changed since the application was submitted, although it is not clear whether or not the design has been finalised yet. This has the potential to create a pinch point with the northern corner of the development. However, as this element of the development is in outline only the final layout can be resolved at the reserved matters stage. As such, there is no objection to the development on these grounds.

**(F) WOULD THE PROPOSED DEVELOPMENT BE AT RISK FROM FLOODING, HAS A SEQUENTIAL APPROACH BEEN TAKEN TO LOCATING THE DEVELOPMENT, AND WOULD IT INCREASE THE RISK OF FLOODING ELSEWHERE?**

The application site is partly in flood zone 2 as identified by the Environment Agency. The NPPF and policy BCS16 require that a sequential approach is taken to the location of development, locating developments in areas with the lowest risk of flooding first. However, the site is also allocated for development by virtue of policy BCAP35, and that allocation in itself has been sequentially tested. Whilst there is still a need to locate developments with the allocated area in areas of lowest flood risk, it is noted that much of the Enterprise Zone is at risk of flooding, and at a higher risk than this site. Therefore, in order to meet the ambitious development targets for the Enterprise Zone, Less Vulnerable uses (such as offices) will need to be developed on site in Flood Zone 2 (and potentially on Flood Zone 3). In addition, the Strategic Flood Risk Assessment for the area indicates that the flood risk is higher to the north and west of the site, with the majority of the development to the south and east, showing that a sequential approach has been taken to locating the development on the site.

In addition, where development is to be located in areas liable to flood it does need to be designed to offer appropriate resilience and protection to the proposed occupants. The Central Area Flood Risk Assessment predicts that the appropriate flood design level, taking account of climate change, for 2060 (the likely lifespan of a commercial building of this nature) would be 9.4 metres above ordnance datum. With regards to the Engine Shed II proposals, this has been designed where the usable floor space would be at 9.4 metres above ordnance datum, and therefore would be safe from flooding. In order to provide flush access to the development at this point this requires raising the Brunel Mile where adjacent to the building, as well as the floor level in the existing building. With regard to the raising of the Brunel Mile, the Council's highways team have raised a concern that this would result in issues with this part of the site draining on to the existing highway. However, given that this part of the site is an adopted highway, a section 278 agreement would be required to carry out these works, details of the drainage would be covered by this agreement, and therefore there is no objection to the development in these grounds.

For the outline part of the site limited information has been provided at this stage. However, it is considered that the recommendations of the submitted Flood Risk Assessment do provide an appropriate basis for designing the outline element of the scheme. Full details of the flood resilience

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and mitigation measures would be expected at the reserved matters stage. It is noted that the Environment Agency have been consulted on the application and have confirmed that they do not wish to comment on the proposal. As such, it is considered that there are no objections to the development on flooding grounds.

With regard to the surface water drainage, for the fully detailed element of the site the proposal this is largely hardstanding currently, and the proposals would result in a 30% betterment against existing surface water flow rates. It is not clear at this stage whether or not this will require attenuation tanks within the footprint of the building, or a blue roof system on the new build element. However, this is supported by the Council's flood drainage team, and the final design can be secured by condition. Again, relatively limited information has been provided regarding the outline element of the scheme, but the Flood Risk Assessment has indicated a number of measures that could be used, and sets a target of 30 % reduction in surface water flows against the existing position. Therefore, these improvements can be secured through the reserved matters application, and therefore there is no objection to the development on these grounds.

**(G) WILL THE PROPOSED DEVELOPMENT MAKE AN ADEQUATE CONTRIBUTION TO THE SUSTIANABILITY AND CLIMATE CHANGE GOALS OF ADOPTED PLANNING POLICIES?**

Policies BCS13, BCS14, BCS15 and BCS16 of the adopted Core Strategy give guidance on sustainability standards to be achieved in any development, and what measures to be included to ensure that development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet those standards by means of a sustainability statement. A sustainability statement has been submitted with this application, which includes a number of measures to improve the environmental performance of the buildings.

A detailed Sustainability Statement has been submitted in respect of Engine Shed 2, which sets out a number of measures designed to improve the performance of the building. This has resulted in a modeled reduction in CO2 emissions against the building regulations baseline of around 10%. In addition to this, it is proposed to include PV panels and air source heat pumps in the building, which will achieve a saving over and above this of 24%. It is also noted that the site is located within close proximity to the Council's emerging heat network, which should be available for a day 1 connection. The applicant is currently in discussions with the Council's Energy team in order to facilitate the connection to this network. The Sustainability Statement also commits the developer to achieving BREEAM 'Excellent' for this part of the development.

With regards to the outline elements of the proposal, as the detailed design has not been considered, it is not possible to provide a final assessment of the sustainability performance of that part of the development. However, this will need to be revisited when the detailed design emerges and this may offer the opportunity for further savings to be made. It is therefore recommended that a condition is attached to the outline element of the scheme to secure further details of the sustainability proposals.

**(G)WILL THE PROPOSAL HAVE A HARMFUL IMPACT ON TREES, WILDLIFE AND ECOLOGY IN THE SURROUNDING AREA?**

Policy BCS9 of the Core Strategy states that 'Individual green assets should be retained wherever possible and integrated into new development'. It also states that 'Development should incorporate new and/or enhanced green infrastructure of an appropriate type, standard and size. Where on-site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off site.'

It is noted that there are currently a number of significant trees on site, however within the course of the highway works a number of these trees will need to be removed. However, within the course of the development it is indicated in the submitted documents that the developer would need to remove 16 trees, all of which are located within the outline part of the site. Some of these are relatively

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significant specimens, although the retention of these trees would significantly limit the development potential on this key site. It is noted that as part of the highway works it is proposed to undertake some additional street tree planting. The development of a new public square will also allow for the planting of a number of new significant trees; the current plan showing 12 new trees in this location. Overall, whilst the proposal would see the removal of trees, it is considered that the overall improvement in the environment will compensate for this. However, with regard to the requirements of policy DM17, in respect of replacement tree planting, it will only be possible to fully assess whether or not the level of replacement planting is adequate at the reserved matters stage, once the finalised plan for Temple Square has been submitted. As such, it is considered that there is no objection to the development on these grounds at this stage, although it will be necessary to undertake a tree survey and replacement planting at the reserved matters stage.

With regard to the potential impact on wildlife at the site, an ecological report was submitted in support of the application. Broadly, the Council's ecologist is satisfied with the contents of this report. It is noted that a bat emergence survey has not been carried out of the Grosvenor. Whilst it is best practice that this is carried out before a decision is made on the application, given that there is no access to this building at present, this would have to be secured by condition prior to the demolition of this building. Therefore, subject to relevant conditions there are no objections to the development on these grounds.

#### CONCLUSION

The application seeks planning permission for a hybrid development for an office led development on a currently vacant site. The decision on the application does need to take account of the planning balance, and whilst the proposal offers significant benefits, there is also some outstanding concerns, most significant regarding the impact on historic assets. It is noted that both the Council's conservation advisor and Historic England have concluded that the works to the grade II listed building would result in significant harm. Whilst the development would offer significant benefits, Officers are not currently satisfied that either the benefits of the development would outweigh the level of harm, or that there are no other ways of delivering the benefits of the development, without the level of harm identified.

It is considered that any outstanding concerns with the outline part of the permission can be overcome at reserved matters stage, or by condition, and as such there is no objection to this element of the development. However, this does not outweigh the harm to the listed building referred to above, and on this basis the application is recommended for refusal.

#### Application no. 16/06828/P

#### **RECOMMENDED      REFUSED for the Following Reason:**

1. The redevelopment of the Grade II listed George and Railway Hotel, given the limited level of retention of historic fabric proposed, would result in significant harm to the heritage asset. The application fails to present clear and convincing information to indicate that alternative less harmful approaches, to address the structural condition of the building, are not possible, or that the benefits of the scheme outweigh the level of harm. As such, the proposal is considered to be contrary to policy BCS22 of the Bristol Core Strategy, 2011, policy DM31 of the Site Allocations and Development Management Policies, 2014, and the National Planning Policy Framework.

**Development Control Committee B – 8 November 2017**  
**Application No. 16/06828/P & 16/06842/LA : Land At Temple Circus Bristol**

**Application no. 16/06842/LA**

**RECOMMENDED      REFUSED for the Following Reason:**

1. The redevelopment of the Grade II listed George and Railway Hotel, given the limited level of retention of historic fabric proposed, would result in significant harm to the heritage asset. The application fails to present clear and convincing information to indicate that alternative less harmful approaches, to address the structural condition of the building, are not possible, or that the benefits of the scheme outweigh the level of harm. As such, the proposal is considered to be contrary the National Planning Policy Framework and Planning (Listed Buildings and Conservation Areas) Act 1990.

## Supporting Documents

### **6. Land At Temple Circus**

1. Photo survey – George & Railway
2. Proposed ground plan
3. Proposed site elevation east
4. Proposed masterplan
5. Maximum building height
6. Basement GF & L1 access & movement
7. Proposed parameter sections

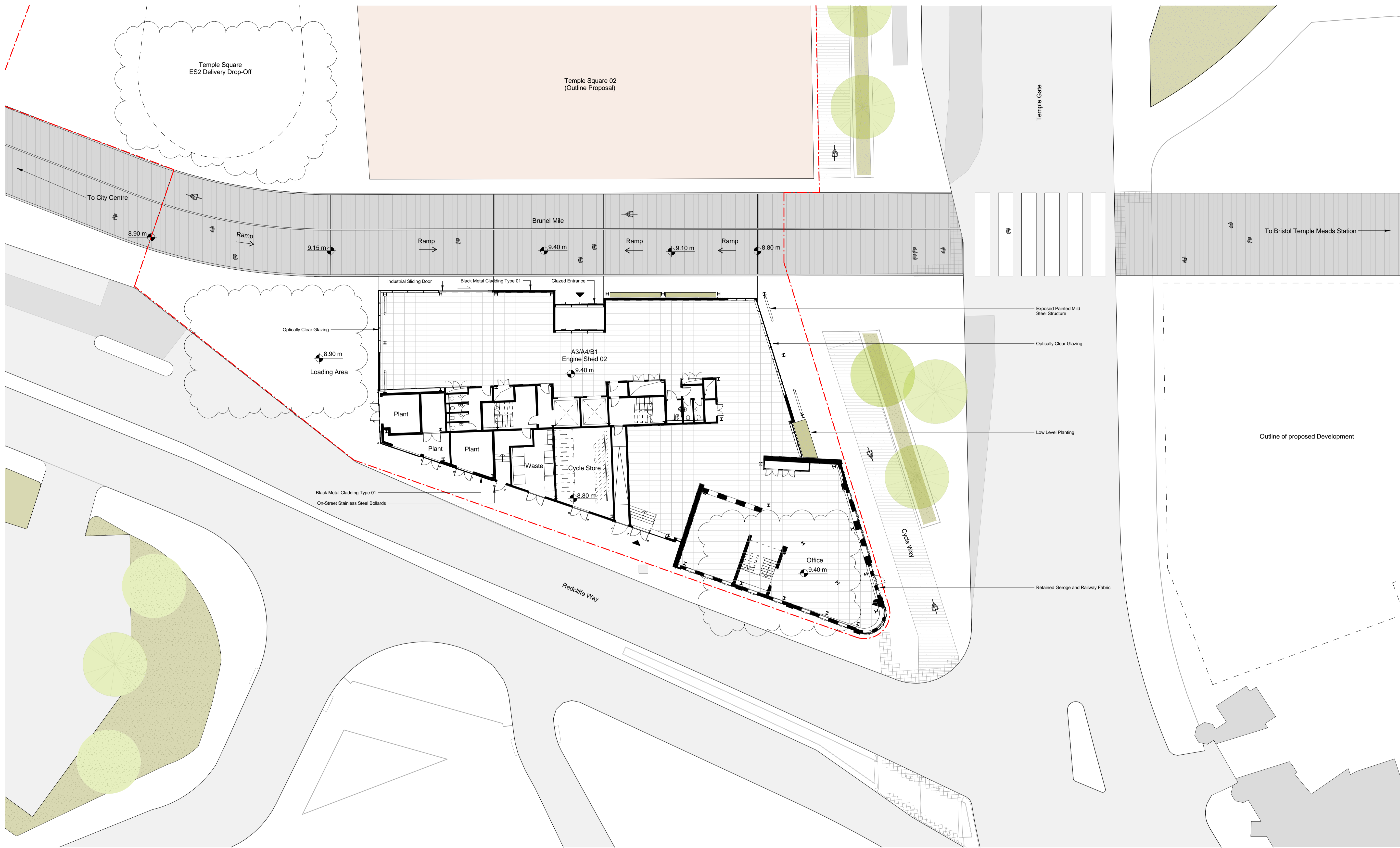












1 Proposed Plan - Ground  
1:200

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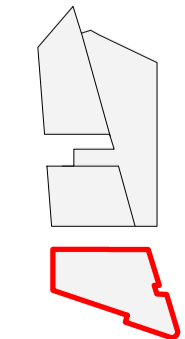
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REV	DESCRIPTION	DATE	CLIENT
A	Planning	12/12/2016	SKANSKA
B	Planning Amendment	25/08/2017	

## DETAIL PLANNING APPLICATION

LOCATION KEY



PROJECT  
**Bristol Temple Square**

ADDRESS  
**Temple Square, Bristol**

GRIMSHAW PROJECT NO.  
**16008**

NORTH



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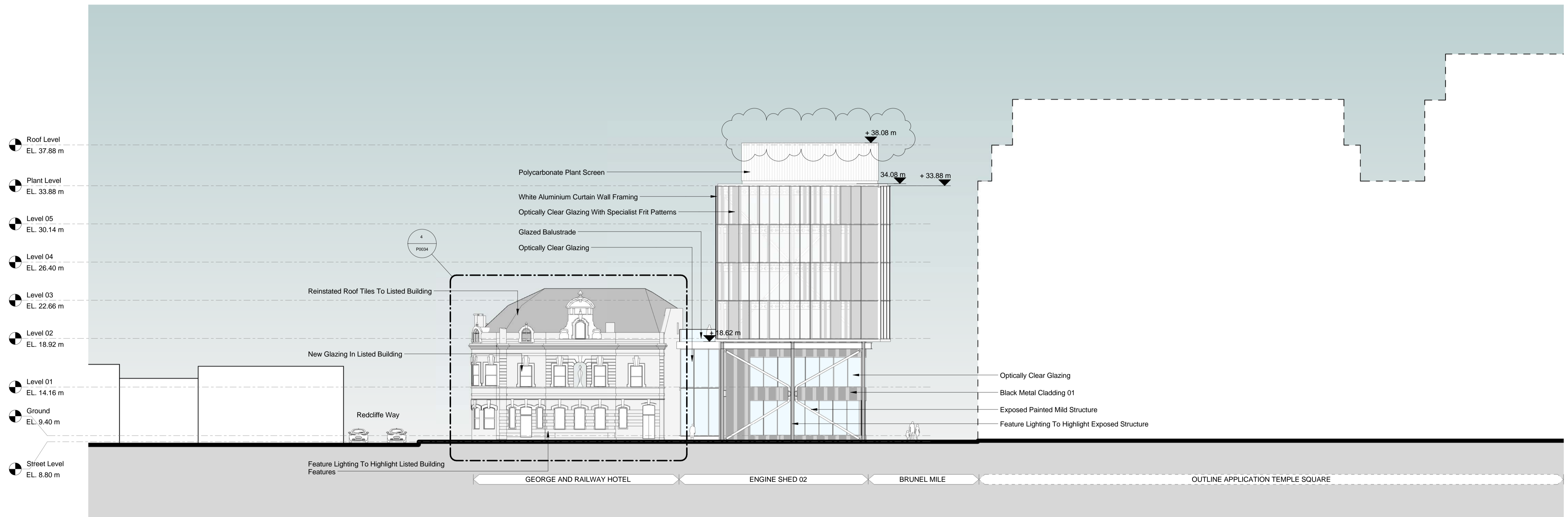
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**Planning**

DRAWING  
**Proposed Ground Plan**

DRAWN CHECKED AUTHORISED  
**VV AK AB**

DRAWING NUMBER  
**16008-GAL-ES02-GF-DR-AX-P0018**

REVISION  
**B**



1 PL\_ELE E Proposed Elevation 1-200  
1:200

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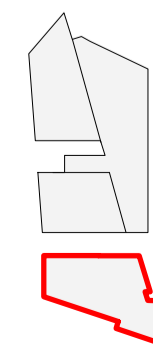
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A	Planning	12/12/2016	SKANSKA
B	Planning Amendment	25/08/2017	
C	Planning Amendment 02	13/10/2017	

DETAIL  
PLANNING  
APPLICATION

## LOCATION KEY



PROJECT  
Bristol Temple Square

ADDRESS  
Temple Square, Bristol

GRIMSHAW PROJECT NO.  
16008

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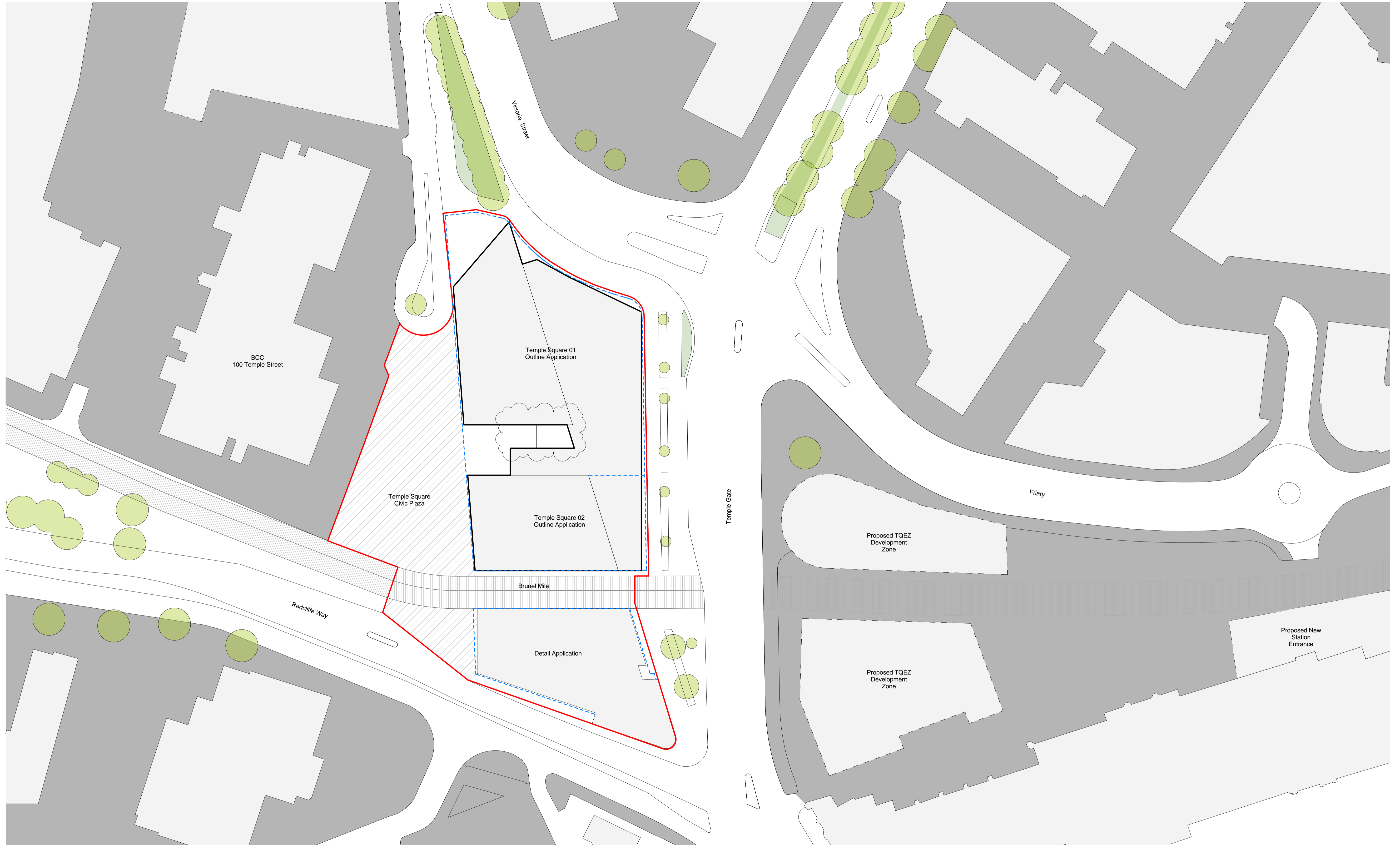
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Planning

DRAWING  
Proposed Site Elevation East

DRAWN CHECKED AUTHORISED  
SP AK AB

DRAWING NUMBER  
16008-GAL-ES02-XX-DR-AX-P0028

REVISION  
C



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A	Planning	12/12/2016	SKANSKA
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## OUTLINE PLANNING APPLICATION

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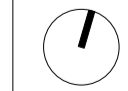
- Site Boundary
- - - Development Boundary

PROJECT  
**Bristol Temple Square**

ADDRESS  
**Temple Square, Bristol**

GRIMSHAW PROJECT NO.  
**16008**

### NORTH



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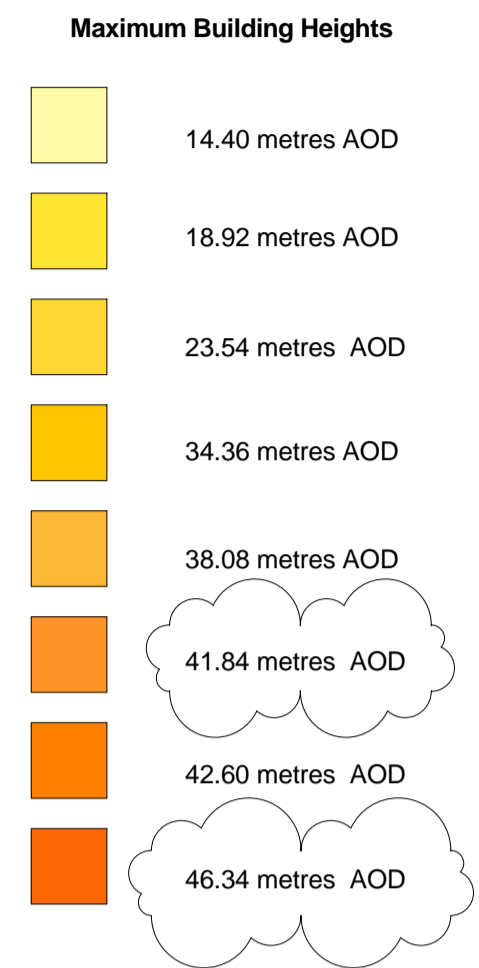
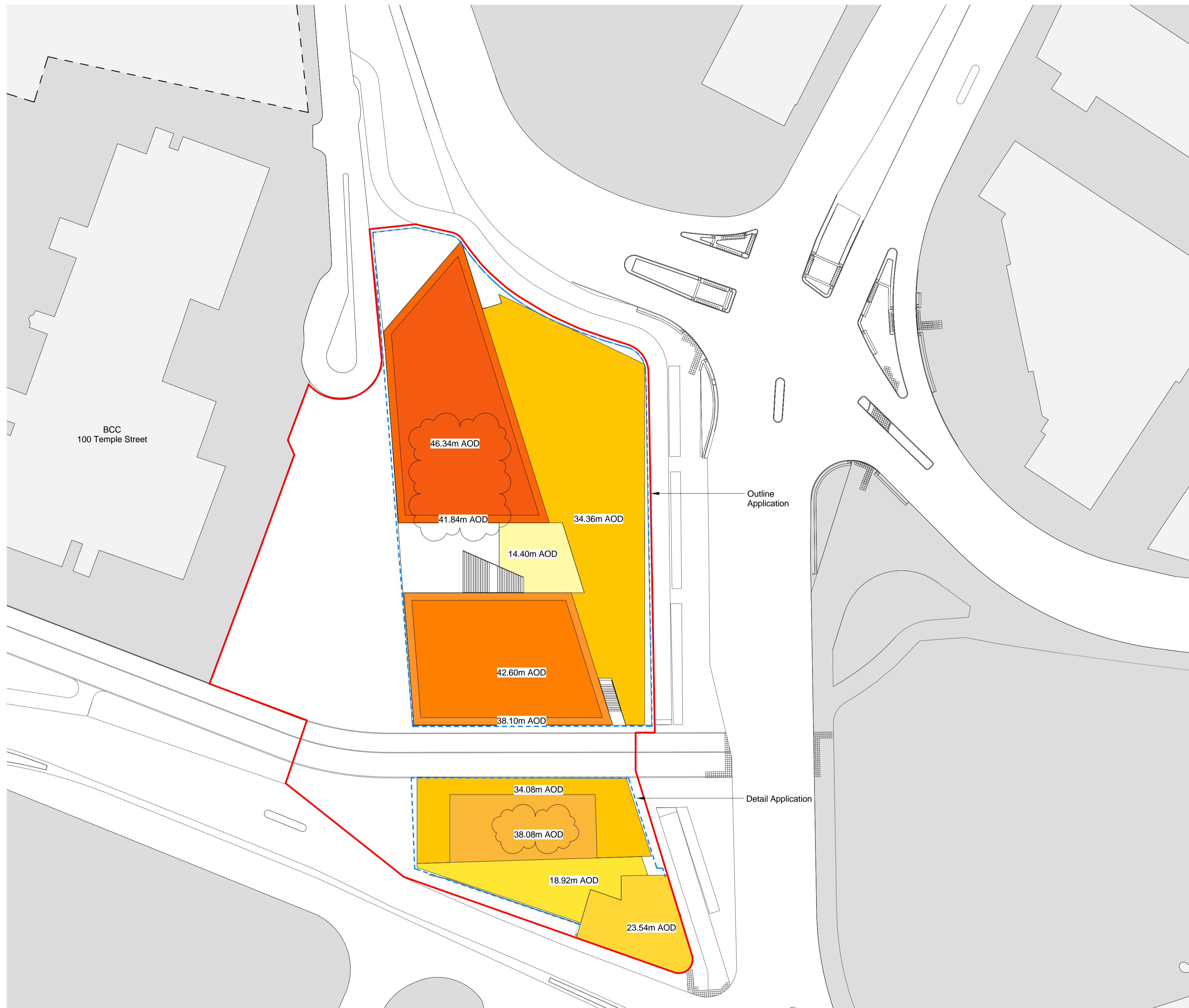
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**Proposed Masterplan**

DRAWN	CHECKED	AUTHORISED
EHP	AK	AB

DRAWING NUMBER  
**16008-GAL-MP-00-DR-AX-P0003**

REVISION  
**B**



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B	Planning Amendment	25/08/2017	
C	Planning Amendment 02	13/10/2017	

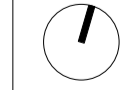
## OUTLINE PLANNING APPLICATION

PROJECT  
**Bristol Temple Square**

ADDRESS  
**Temple Square, Bristol**

GRIMSHAW PROJECT NO.  
**16008**

**NORTH**



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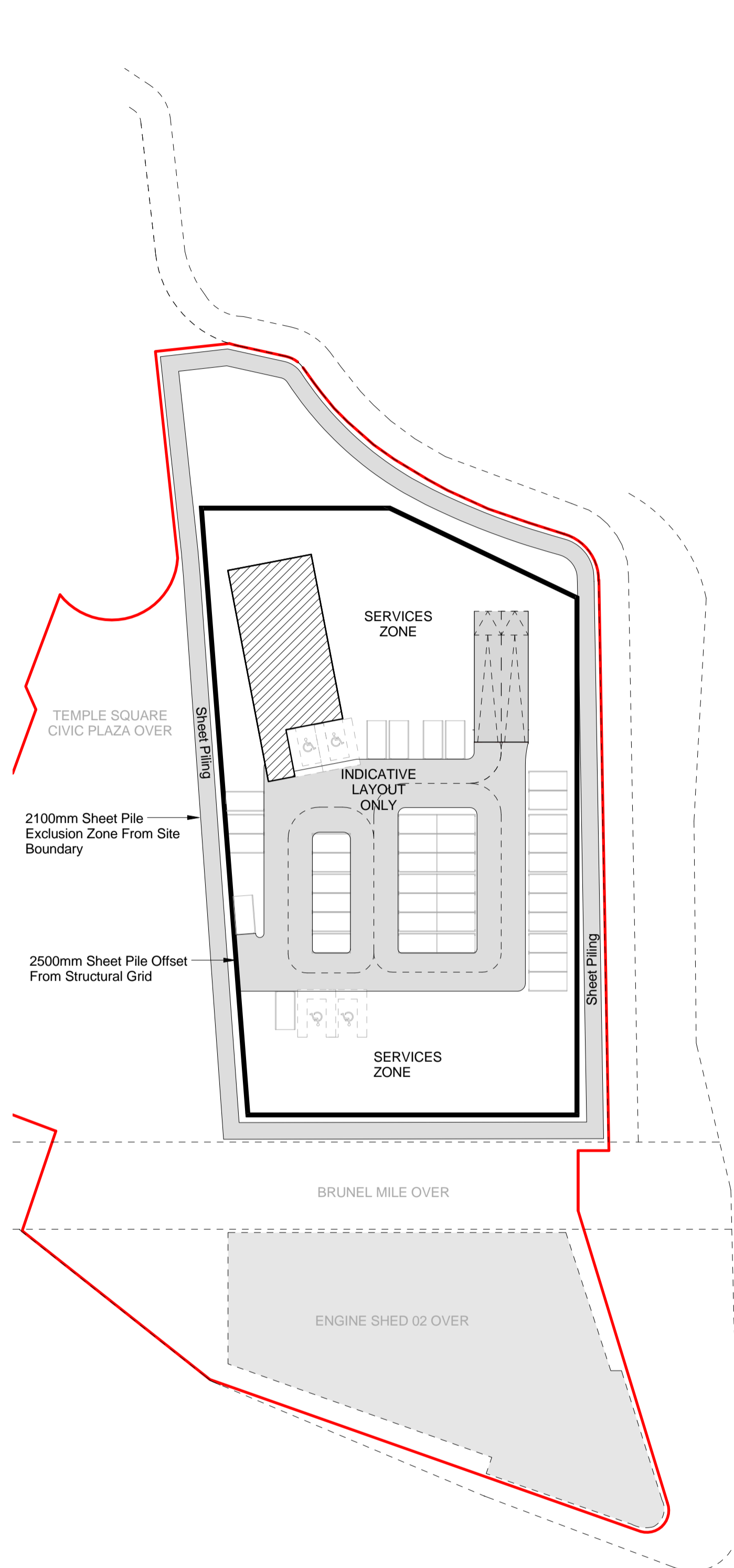
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**Maximum Building Heights**

DRAWN	CHECKED	AUTHORISED
EHP	AK	AB

DRAWING NUMBER  
**16008-GAL-TS-00-DR-XX-P0004**

REVISION  
**C**



1 Basement Plan  
1:500



2 Ground Floor Access & Movement Plan  
1:500



3 Level 01 Access & Movement Plan  
1:500

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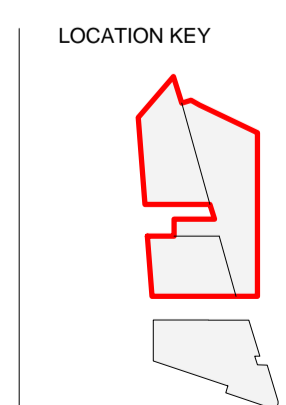
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B	Planning Amendment	25/08/2017	
C	Planning Amendment 02	13/10/2017	

OUTLINE PLANNING APPLICATION



DRAWING KEY

	Primary Pedestrian Route
	Secondary Pedestrian Route
	Cycle Route

PROJECT  
**Bristol Temple Square**

ADDRESS  
**Temple Square, Bristol**

GRIMSHAW PROJECT NO.  
**16008**

NORTH

SCALE  
**As indicated @A1**

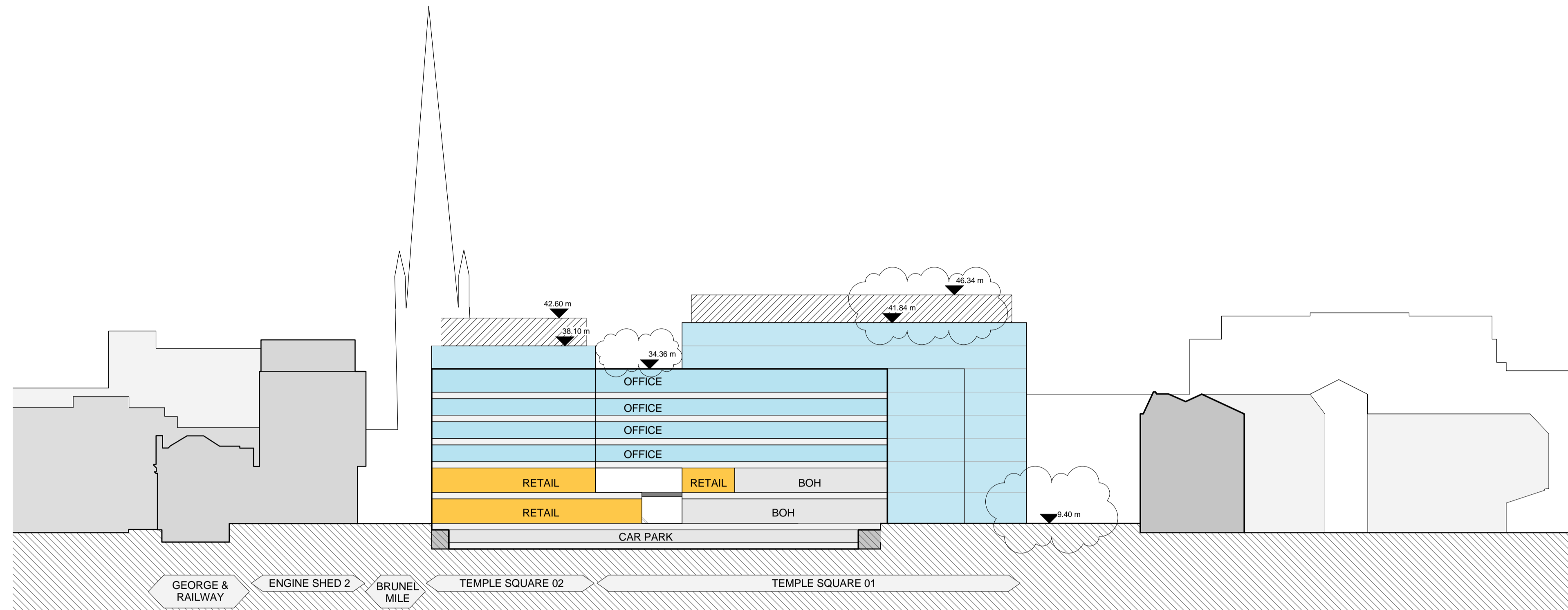
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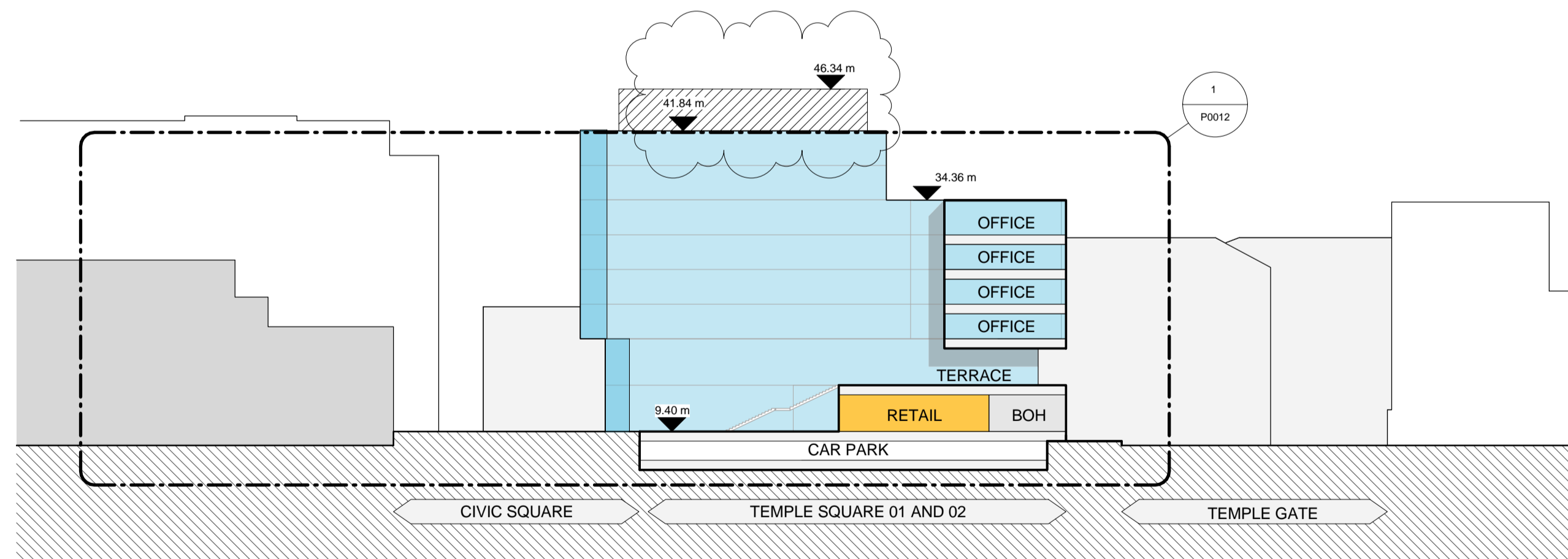
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DRAWING NUMBER  
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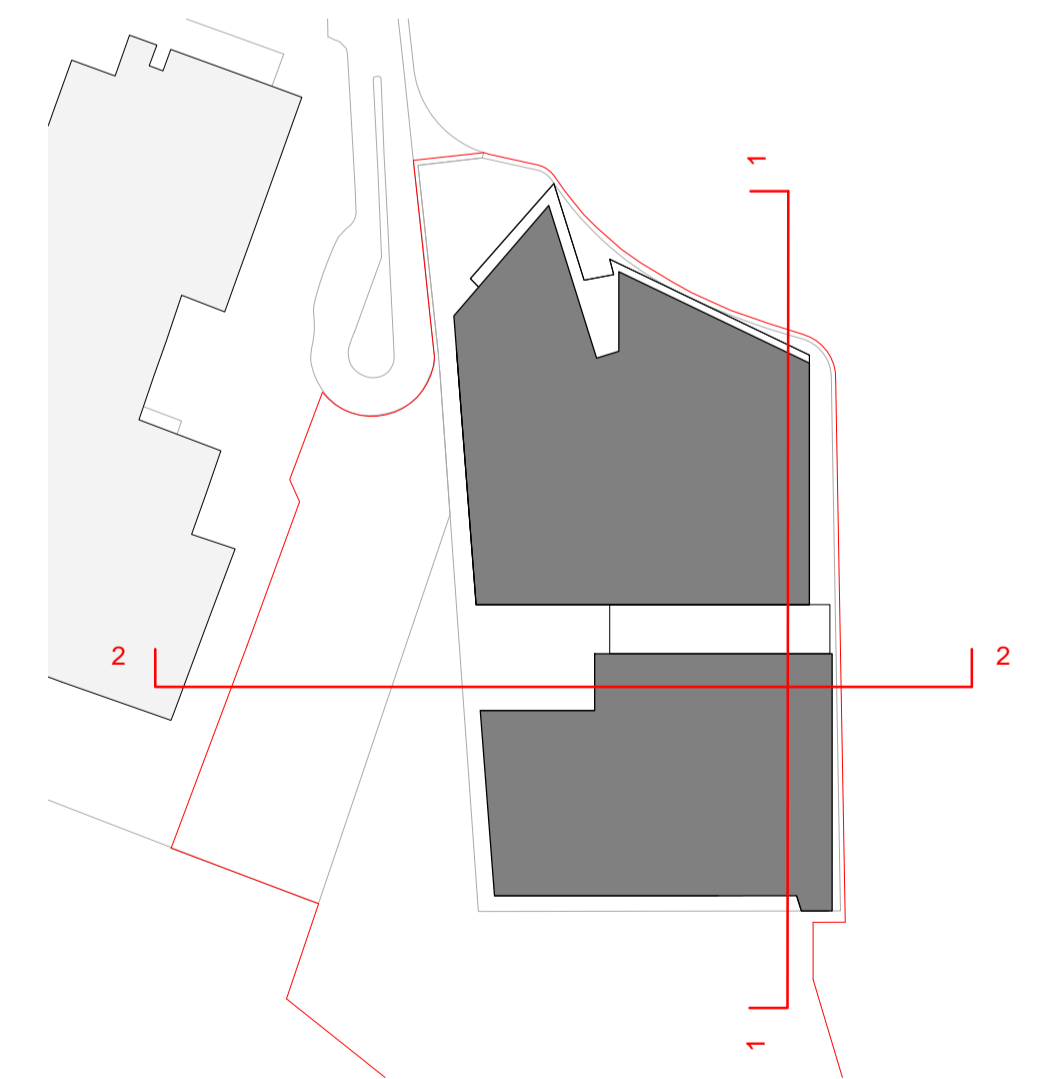
REVISION  
**C**



1 Proposed Development-Long Section  
1:500



2 Proposed Development-Cross Section  
1:500



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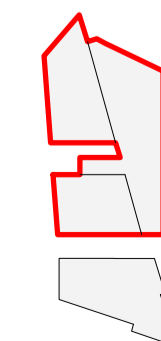
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REV	DESCRIPTION	DATE	CLIENT
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OUTLINE  
PLANNING  
APPLICATION

## LOCATION KEY



PROJECT  
Bristol Temple Square

ADDRESS  
Temple Square, Bristol

GRIMSHAW PROJECT NO.  
16008

SCALE  
As indicated @A1

STATUS  
Planning

DRAWING  
Proposed Parameter Sections

DRAWN CHECKED AUTHORISED  
EHP AK AB

DRAWING NUMBER  
16008-GAL-TS-XX-DR-AX-P0009

REVISION  
C



# Development Control B Committee

8<sup>th</sup> November 2017



**Report of:** Head of Development Management

**Title:** Review of Planning Application Requirements Local List

**Ward:** Citywide

**Officer Presenting Report:** Gary Collins

**Contact Telephone Number:** 23762

## Recommendation

That the Committee endorses the adoption of the revised Planning Application Requirements List including the Drawings Standards document.

## Summary

The Planning Application Requirements Local List sets out the information requirements for different types of applications. If an application does not meet the requirements then it is not registered and the statutory period to determine the application does not begin. The Local List has to be reviewed every two years.

## The significant issues in the report are:

A key issue with this review is that it provides an opportunity to tighten up the Council's approach to the receipt and publication of developers' viability appraisals. Adoption of the revised Local List will require major planning applications to be accompanied by viability appraisals from the outset and that this information is made publically available.



## Policy

1. Whilst the proposed changes to the Local List don't change Council policy, they will improve how the Council applies Policy BCS17 (Affordable Housing) of the Bristol Local Plan Core Strategy.

## Consultation

### 2. Internal

A briefing paper on this subject was presented to the Cabinet Members for Place and Housing in March 2017. Since then Legal service have advised that this is a non-executive matter and should be decided by the Development Control Committees.

### 3. External

A six week consultation exercise was undertaken during August and September 2017. The principles behind the proposed changes were also discussed at customer engagement forums, namely the Planning User Group and the Bristol Property Agents Association. Only one response was received during the consultation period which queried the principle of there being a local list, instead saying that there should just be one national list that all local planning authorities followed.

## Context

4. The Planning Application Requirements Local List allows the local planning authority to set information requirements for specific types of applications. This arrangement was introduced by Central Government around 10 years ago in the interests of applications being determined swiftly (as they would be accompanied by the correct supporting information) and that interested parties would have access to the supporting information from the outset so they could take this into account when making their comments. If an application does not meet the Local List requirements, it is not registered and the period for determining the application does not begin. It is however, a statutory requirements that the Local List is subject to public consultation and that it is reviewed every two years.
5. Whilst all aspects of the Local List have been reviewed, key issues that are dealt with during this review are:
  - Timing of receipt and publication of viability information
  - Information on broadband coverage
  - Drawings standards
6. The level of affordable housing being offered and achieved as part of major planning applications has come under increasing scrutiny over recent months. This has manifested itself in a number of ways:
  - A number of high profile major planning applications have been very carefully scrutinised and, in the case of the Elizabeth Shaw chocolate factory, deferred due to

doubts over the developers' ability to provide affordable housing.

- High profile applications have received increasing numbers of representations on the issue of affordable housing from local residents and also organisations such as Acorn
- The Council has received increasing numbers of requests under Freedom of Information for disclosure of developers' viability submissions
- There has been increasing media interest in the delivery of affordable housing

7. Whilst the constraints provided by Central Government policies are largely understood by members (through briefing sessions held in Summer 2016 and case-specific advice), and the planning authority's approach to viability testing is considered to be as robust as possible, there are some improvements that could be made that would improve the transparency and effectiveness of the process.
8. In recent times there have been two key events that should influence the Council's approach to this issue going forward:
  - The First Tier Tribunal judgement in the case of *Clyne v the Information Commissioner & the London Borough of Lambeth* (June 2016), which signals greater disclosure of viability information
  - Full Council motion and debate on affordable housing strategy on 13<sup>th</sup> December 2016 where the following (amongst other things) was resolved: In the case of schemes which do not comply with the Council's guidance on affordable homes; to instruct planning officers to make all information used in the viability process, whether it arises from a council appointed surveyor or a third party, available publicly in good time before a planning application is to be considered.
9. One of the current Local List requirements for major applications (>10 residential units) is for an "Affordable Housing Statement" which is defined as needing to set out the following:
  - the numbers of residential units;
  - the mix of units, with numbers of habitable rooms and/or bedrooms, or the floor space of habitable areas of residential units;
  - plans showing the location of units and their number of habitable rooms and/or bedrooms, and/or the floor space of the units;
  - if different levels or types of affordability or tenure are proposed for different units this should be clearly and fully explained;
  - design quality standards based on the HCA's technical requirements.

The main weakness of this approach is that it doesn't require the submission of viability information that justifies the affordable housing proportion that is being offered. This information is usually requested by officers once the application has been received and consulted on, meaning that it is normally received and assessment starts partway through the life of the planning application. A major drawback of this is that consultees and interested parties become aggrieved that the offer of affordable housing is either unclear or unsubstantiated. As a result, officers often feel on the "back foot" in negotiating affordable

housing and managing the responses of interested parties. Whilst this doesn't ultimately prejudice the Council's negotiating position, being in reactive mode takes up more officer time. There is also an opportunity to more rigorously enforce the requirement for Affordable Housing Statements to set out the required details of the proposed affordable housing offer.

- 10.** Officers have reviewed the requirements of Affordable Housing Statements to ensure that in future they clearly set out what the affordable housing offer is. An additional requirement is that the statement is accompanied by a full viability appraisal of the submitted scheme. This requirement would be rigorously enforced, meaning that major planning applications that were not accompanied by the necessary information would not be made valid and would not start progressing through the system until this information was provided. This would put the Council on the "front foot" in future negotiations and would enable interested parties to see what the affordable housing offer is from day one and to respond accordingly.
- 11.** Council officers have full access to the developers' viability appraisal once submitted and this is shared with the appointed consultant advising the Council on this matter. The Consultant's advice is then typically made available to members of the relevant DC Committee and is published on the Council's website as one of the planning application documents. The developers' viability information is not circulated or published on the BCC website because the request from the developer is normally that the document is to be treated as confidential information. The lack of access to the submitted viability information is clearly causing understandable frustration to interested parties and members of the DC Committees.
- 12.** Over the last 12 months we have seen an increase in Freedom of Information requests for the submitted viability reports and, whilst there is usually resistance from the developers when this is requested, the Council is normally releasing this information. This approach has disadvantages though because servicing the requests is taking up officer time and also leaves Members and interested parties feeling as if they have had to extract the information from the Council.
- 13.** The resolution passed by Full Council on 13<sup>th</sup> December, which followed a full debate, provides a clear steer on this issue from an elected member perspective. In addition to this our reading of the *Clyne* judgement is that viability information from developers should be placed in the public domain without delay, unless there is a genuinely commercially sensitive issue (such as a rent free period offer) which would then lead to just that information being redacted. So, we have both a political steer and a legal steer on this issue.
- 14.** The proposal therefore is that, through the revisions to the Local List, it is made clear that the viability information required to make applications valid will also be published on the Council's planning website, without redaction, along with all of the other supporting documents at the start of the application process. This approach will ensure that all interested parties will have access to the same information as Council officers and their appointed consultants.
- 15.** In support of Policy BCS15 (Sustainable design and construction) of the Bristol Local Plan Core Strategy, the Local List will now also require major applications to be accompanied by a Broadband Connectivity Assessment. This will raise the profile of this issue and encourage developers to think about facilitating high speed broadband in their developments.

- 16.** Finally, some of the West of England authorities have been working together on consistent standards that should be met by drawings submitted as part of applications. The revision to the Local List allows the Council to formally adopt these standards and implement them. This will improve the quality of submissions to the benefit of all interested parties.

### **Proposal**

- 17.** That the revised Local List is adopted, incorporating new requirements relating to Affordable Housing Statements, Broadband Connectivity Assessments and the Drawings Standards document. The revised Local List would come into effect from 1<sup>st</sup> December 2017 and would need to be reviewed again before 1<sup>st</sup> December 2019.

### **Other Options Considered**

- 18.** The Local List has to be reviewed at this point in time. Not amending the Affordable Housing Statement changes would be to fail to adequately respond to the motion passed by Full Council in December 2016.

### **Risk Assessment**

- 19.** The principle of making viability reports public has been tested at customer engagement forums without adverse reaction. Also, when these reports have been made public against the wishes of developers, legal action has not followed. Not making these changes to the Local List would impair the Council's effectiveness in negotiating affordable housing in an open and transparent way.

### **Public Sector Equality Duties**

- 20a)** Before making a decision, section 149 Equality Act 2010 requires that each decision-maker considers the need to promote equality for persons with the following "protected characteristics": age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation. Each decision-maker must, therefore, have due regard to the need to:
- i) Eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Equality Act 2010.
  - ii) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to --
    - remove or minimise disadvantage suffered by persons who share a relevant protected characteristic;
    - take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of people who do not share it (in relation to disabled people, this includes, in particular, steps to take account of disabled persons'

disabilities);

- encourage persons who share a protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

- iii) Foster good relations between persons who share a relevant protected characteristic and those who do not share it. This involves having due regard, in particular, to the need to –
  - tackle prejudice; and
  - promote understanding.

**20b)** None of the changes proposed to the Local List have a prejudicial impact on any groups of protected characteristics. Improving the quality and accessibility of information at the outset of the planning application process is likely to be beneficial to all stakeholders.

### **Legal and Resource Implications**

#### **Legal**

The Council's Head of Legal Services and Monitoring Officer reviewed this proposal earlier this year and advised that it was a non-executive matter, and therefore should be decided by the Development Control Committees.

#### **Financial**

##### **(a) Revenue**

N/A

##### **(b) Capital**

N/A

#### **Land**

N/A

#### **Personnel**

N/A

### **Appendices:**

*A: Revised Planning Application Requirements Local List*

*B: Drawings Standards Document*

### **LOCAL GOVERNMENT (ACCESS TO INFORMATION) ACT 1985**

#### **Background Papers:**

Link to Clyne

judgement: <http://informationrights.decisions.tribunals.gov.uk/DBFiles/Decision/i1808/Clyne,Jerney%20EA-2016-0012%20AMENDED%2023-06-16.pdf>

Link to minutes of Full Council meeting 13<sup>th</sup> December 2016 (from pg10):

<https://democracy.bristol.gov.uk/documents/g256/Printed%20minutes%2013th-Dec-2016%2014.00%20Full%20Council.pdf?T=1>



## Planning Application Requirements Local List 1<sup>st</sup> August 2017

The local list of Planning Application Requirements is in three parts.

**Part 1** sets out what supporting information is required.

**Part 2** provides detailed descriptions of documents, where to go for assistance and other report studies that might be required before determination.

**Part 3** is a separate document and relates to drawing standards for plans and drawings

### Part 1 – Local List of Planning Application Requirements

Local List Item <sup>1</sup>	Justification & details of the policy driver <ul style="list-style-type: none"> <li>i.e. <u>National Planning Policy</u></li> <li><u>Local Plan policy</u><sup>2</sup></li> </ul>	Types of application or development that require this information
1. <u>Affordable Housing Statement</u>	Core Strategy - BCS17 Affordable Housing Provision SADMP – DM3 Affordable Housing Provision: Smaller Sites	Residential or mixed use development providing 10 or more dwellings
2. <u>Air Quality Assessment</u>	Core Strategy - BCS10 Transport and Access Improvements & BCS23 Pollution SADMP – DM33 Pollution Control, Air Quality and Water Quality	All developments that meet the criteria outlined in Bristol City Councils <u>Air Quality and Land Use Planning Guide</u>
3. <u>Biodiversity Survey and Report</u>	Wildlife and Countryside Act 1981(as amended) The Protection of Badgers Act (1992) The Countryside and Rights of Way Act (2000) The Natural Environment and Rural Communities Act (2006) The Conservation of Habitats and Species Regulations 2010 and the Conservation of Habitats and Species (Amendment) Regulations 2012 Core Strategy - BCS9 Green Infrastructure & BCS15 Sustainable Design and Construction.	All developments in or adjacent to : <ul style="list-style-type: none"> <li>European Site (ie SAC/SPA/Ramsar)</li> <li>Site of Special Scientific Interest (SSSI)</li> <li>In or adjacent to National Nature Reserve (NNR)</li> <li>Site of Nature Conservation Interest (SNCI)</li> <li>Regionally Important Geological Sites (RIGS)</li> <li>Local Nature Reserve (LNR)</li> <li>Wildlife Corridors</li> <li>Priority Habitats (i.e. Section 41 Habitats of Principal</li> </ul>

<sup>1</sup> More information on all the local list items and other report studies that might be required before determination are found in Part 2 of this document – just follow the link

<sup>2</sup> The Local Plan includes the Core Strategy, Site Allocations and Development Management Policies (SADMP) and the Bristol Central Area Plan (BCAP).

## Part 1 – Local List of Planning Application Requirements

Local List Item <sup>1</sup>	Justification & details of the policy driver <ul style="list-style-type: none"> <li>• i.e. <u>National Planning Policy</u></li> <li>• <u>Local Plan policy</u><sup>2</sup></li> </ul>	Types of application or development that require this information
	SADMP DM19 - Development and Nature Conservation	Importance in England in the Natural Environment and Rural Communities Act 2006) <ul style="list-style-type: none"> <li>• Priority Species (i.e. Section 41 Species of Principal Importance in England in the Natural Environment and Rural Communities Act 2006) should also be surveyed for as well as legally protected species</li> </ul>
4. <u>Coal Mining Risk Assessment (CMRA)</u>	SADMP - DM37 Unstable Land	All development in <u>Development High Risk Areas</u> excluding those on the ' <u>Exemptions List</u> ' e.g. :- <ul style="list-style-type: none"> <li>• Householder development</li> <li>• Changes of use</li> <li>• variation of conditions (unless it relates to the CMRA)</li> <li>• advert applications</li> </ul>
5. <u>Community Infrastructure Levy (CIL) – Question Form</u>	CIL Charging Schedule approved by full council 18 September 2012.	All planning applications that comprise any of the following: <ul style="list-style-type: none"> <li>• New development of in excess of 100 square metres of new / additional floor space</li> <li>• The creation of a new dwelling</li> <li>• The conversion of a building no longer in use</li> </ul>
6. <u>Community Involvement Statement</u>	As set out in the council's Statement of Community Involvement	All major development NB including mixed applications where e.g. a combination of housing and another use would meet the Major threshold.
7. <u>Economic Statement</u>	Core Strategy - BCS8 Delivering a Thriving Economy SADMP – DM12 Retaining Valuable Employment Sites and DM13 Development proposals on Principal Industrial and Warehousing Areas BCAP – BCAP7 Loss of Employment Space and BCAP8 Maritime Industries	All applications where it is proposed to develop existing employment land/buildings within Use Classes B1, B2 or B8 for an alternative use outside these use classes.



## Part 1 – Local List of Planning Application Requirements

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8. <u>Environmental Impact Assessment (EIA)</u>	Town and Country Planning (Environmental Impact Assessment) <u>Regulations 2017</u>	In accordance with the 2017 Regulations (Schedules 1 and 2 type development)
9. <u>Flood Risk Assessment (FRA)</u> <u>Flood Risk Sequential Test Evidence (FRSTE)</u>	Core Strategy - BCS16 Flood Risk and Water Management BCAP – BCAP 5 Development and Flood Risk	FRA for most developments within one of the <u>flood zones</u> . This includes developments: <ul style="list-style-type: none"> <li>• in flood zone 2 or 3 including <u>minor development</u> and <u>change of use</u></li> <li>• more than 1 hectare (ha) in flood zone 1</li> <li>• less than 1 ha in flood zone 1, including a change of use in development type to a more vulnerable class (for example from commercial to residential), where they could be affected by sources of flooding other than rivers and the sea (for example surface water drains, reservoirs)</li> <li>• in an area within flood zone 1 which has critical drainage problems as notified by the Environment Agency</li> </ul> <p>These requirements are set out at: <a href="https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications">https://www.gov.uk/guidance/flood-risk-assessment-for-planning-applications</a>.</p>
		FRSTE for all applications (except for minor applications or change of use only- NB excluding change of use to a caravan, camping or chalet site) within flood zones 2, 3a and 3b.
10. Utilities		
10a <u>Foul Sewerage and Utilities</u>	Core Strategy - BCS16 Flood Risk and Water Management	<ul style="list-style-type: none"> <li>• all super major<sup>3</sup> applications;</li> <li>• all applications where non-mains sewerage is proposed.</li> </ul>

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<sup>3</sup> Development in excess of 100 dwellings or 10,000m<sup>2</sup> of new commercial or industrial floor space

## Part 1 – Local List of Planning Application Requirements

Local List Item <sup>1</sup>	Justification & details of the policy driver <ul style="list-style-type: none"> <li>• i.e. <u>National Planning Policy</u></li> <li>• <u>Local Plan</u> policy<sup>2</sup></li> </ul>	Types of application or development that require this information
<u>Assessment</u>		
10b <u>Broadband Connectivity Assessment</u>	Core Strategy – BCS15 Sustainable Design and Construction	<ul style="list-style-type: none"> <li>• All major development</li> </ul>
11. <u>Heritage Statement (including Historical, Archaeological features and Scheduled Ancient Monuments)</u>	Core Strategy - BSC22 Conservation and the Historic Environment  SADMP – DM26 Local Character and Distinctiveness and DM31 Heritage Assets	<ul style="list-style-type: none"> <li>• applications for planning permission affecting a nationally or locally listed building or its curtilage;</li> <li>• applications for Listed Building Consent;</li> <li>• planning applications affecting a conservation area or its setting;</li> <li>• applications for demolition within a Conservation Area;</li> <li>• planning application affecting nationally and locally designated parks and gardens;</li> <li>• planning application affecting an ancient monument or its setting;</li> <li>• planning application affecting undesignated heritage assets that are recorded on the Historic Environment Record including:               <ul style="list-style-type: none"> <li>○ known archaeological sites;</li> <li>○ known historic buildings.</li> </ul> </li> </ul>
12. <u>Land Contamination Assessment</u>	Core Strategy - BCS23 Pollution SADMP – DM34 Contaminated Land	All applications where <ul style="list-style-type: none"> <li>• The proposed end use is sensitive to contamination</li> <li>• The sites are known or suspected of being affected by current or previous contaminating land uses</li> <li>• The proposed end use could cause contamination</li> </ul>
13. <u>Lighting Assessment</u>	Core Strategy - BCS23 Pollution SADMP – DM33 Pollution Control, Air Quality and Water Quality	All applications including or for floodlighting
14. <u>Noise Impact Assessment</u>	Core Strategy - BCS23 Pollution SADMP – DM33 Pollution Control, Air Quality and	<ul style="list-style-type: none"> <li>• Applications for noise sensitive development (e.g. includes residential, schools and hospitals) adjacent to major</li> </ul>

## Part 1 – Local List of Planning Application Requirements

Local List Item <sup>1</sup>	Justification & details of the policy driver <ul style="list-style-type: none"> <li>• i.e. <u>National Planning Policy</u></li> <li>• <u>Local Plan policy</u><sup>2</sup></li> </ul>	Types of application or development that require this information
	Water Quality and DM35 Noise Mitigation	road/transport infrastructure and other significant sources of noise; <ul style="list-style-type: none"> <li>• Applications for development that involve activities that may generate significant levels of noise, e.g new commercial development in Use Classes B2 or B8 adjacent to existing residential development.</li> </ul>
15. <u>Open Space Assessment</u>	Core Strategy - BCS9 Green Infrastructure SADMP – DM16 Open Space for Recreation	All major residential or mixed use development, which create a need for open space
16. <u>Planning Obligations (s106) Statement</u>	Planning Obligations Supplementary Planning Document (adopted 27/09/12) Core Strategy - BCS11 Infrastructure and Developer Contributions	All Major development
17. <u>Sustainability Statement and Energy Strategy</u>	Core Strategy – BCS13 Climate Change, BCS14 Sustainable Energy, BCS15 Sustainable Design and Construction BCS16 Flood Risk and Water Management  BCAP - BCAP20 Sustainable design standards BCAP21 Connection to heat networks BCAP25 Green infrastructure in city centre developments  SADMP - DM15 Green Infrastructure Provision DM 29 Design of New Buildings	All planning applications for new residential, mixed use, commercial, retail, community or leisure uses with the <b>following exceptions</b> : <ol style="list-style-type: none"> <li>1. “Householder” applications for alterations and extensions to dwelling houses.</li> <li>2. Alterations and extensions to existing non-residential buildings, including:               <ul style="list-style-type: none"> <li>▪ Extensions of up to 10% additional gross internal floorspace, to a maximum of 250m<sup>2</sup>.</li> <li>▪ External works where no additional floorspace is being created, such as:                   <ul style="list-style-type: none"> <li>▪ New air-conditioning units</li> <li>▪ New shopfronts</li> <li>▪ New windows</li> </ul> </li> </ul> </li> <li>3. Applications for planning permission proposing a “change of use” <b>only</b> (unless over 1,000m<sup>2</sup> floorspace).</li> </ol>

## Part 1 – Local List of Planning Application Requirements

Local List Item <sup>1</sup>	Justification & details of the policy driver <ul style="list-style-type: none"> <li>• i.e. <u>National Planning Policy</u></li> <li>• <u>Local Plan</u> policy<sup>2</sup></li> </ul>	Types of application or development that require this information
Page 300		<p>The exemption for changes of use is only offered to proposals that involve no increase in floorspace or subdivision of units. For example:</p> <ul style="list-style-type: none"> <li>▪ An application that sought only to change the use of a retail unit from a shop to a building society, potentially including some external works e.g. a new shopfront. would be exempt.</li> <li>▪ An application that sought both to change the use of a retail unit from a shop to a building society and also to extend the premises would <b>not</b> be exempt.</li> <li>▪ An application that proposed the conversion of a house to two flats or the conversion of an office block to multiple units of student housing would <b>not</b> be exempt.</li> </ul> <p>4. Applications that are themselves solely for the installation of energy efficiency measures or renewables.</p>
18. <u>Sustainable Drainage System Strategy</u>	Core Strategy – BCS16 Flood Risk and Water Management	All Major applications
19. <u>Telecommunication information</u>	SADMP – DM36 Telecommunications	Telecoms development
20. <u>Town Centre Uses – impact assessment</u>	Core Strategy – BCS7 Centres and Retailing SADMP – DM7 Town Centre Uses BCAP – BCAP14 Location of larger retail development in Bristol City Centre	<p>Within Bristol City Centre:</p> <ul style="list-style-type: none"> <li>• All retail, development of 500m<sup>2</sup> or more in any location outside the Primary Shopping Areas.</li> </ul> <p>Outside Bristol City Centre:</p> <ul style="list-style-type: none"> <li>• All retail, development of 500m<sup>2</sup> or more in any location outside the Primary Shopping Areas or Local Centres.</li> <li>• Development in Use Classes A2 or A5 of 1,500m<sup>2</sup> or more in</li> </ul>

## Part 1 – Local List of Planning Application Requirements

Local List Item <sup>1</sup>	Justification & details of the policy driver <ul style="list-style-type: none"> <li>• i.e. <u>National Planning Policy</u></li> <li>• <u>Local Plan</u> policy<sup>2</sup></li> </ul>	Types of application or development that require this information
		all locations outside centres. <ul style="list-style-type: none"> <li>• Leisure development of 2,500 m<sup>2</sup> or more in all out of centre locations</li> <li>• Office development<sup>s</sup> of 10000m<sup>2</sup> or more in all out of centre locations.</li> </ul>
21. <u>Transport Statement/Assessment</u>	Core Strategy - BCS10 Transport & Access Improvements SADMP – DM23 Transport Development Management	All developments that generate significant amounts of movement
22. <u>Travel Plan</u>	Core Strategy - BCS10 Transport & Access Improvements SADMP – DM23 Transport Development Management	All developments that generate significant amounts of movement
23. <u>Tree Survey and/or Arboricultural Statement</u>	Core Strategy - BCS9 Green Infrastructure SADMP – DM17 Development Involving Existing Green Infrastructure	An arboricultural report (see Table 2) must be submitted where there are trees within a proposed application site, or on land adjacent to an application site (including trees in neighbouring gardens and street trees), that could influence or be affected by the development, including works such as site access, service routes and site compounds. Information will be required on which trees are to be removed and retained, the means of protecting those to be retained during demolition and construction works and compensatory planting for removed trees.
24. <u>Ventilation and Extraction Statement</u>	Core Strategy - BCS21 Quality Urban Design & BCS23 Pollution SADMP – DM33 Pollution Control, Air Quality and Water Quality	All applications where extraction equipment for the preparation of cooked food is to be installed.(excluding alterations to existing dwellings and proposals for new dwellings)
25. <u>Wildlife Survey and Report</u>	Wildlife and Countryside Act 1981(as amended) The Protection of Badgers Act (1992) The Countryside and Rights of Way Act (2000) The Natural Environment and Rural Communities Act (2006)	All applications involving new building works and/or the demolition of existing buildings, including conversions of roof spaces, where the application proposals will affect a nationally or internationally protected species or their habitat <ul style="list-style-type: none"> <li>• Priority Habitats (i.e. Section 41 Habitats and Species of</li> </ul>

## Part 1 – Local List of Planning Application Requirements

Local List Item <sup>1</sup>	Justification & details of the policy driver <ul style="list-style-type: none"> <li>• i.e. <u>National Planning Policy</u></li> <li>• <u>Local Plan policy</u><sup>2</sup></li> </ul>	Types of application or development that require this information
	<p>The Conservation of Habitats and Species Regulations 2010 and the Conservation of Habitats and Species (Amendment) Regulations 2012</p> <p>Core Strategy – BCS9 Green Infrastructure SADMP – DM19 Development and Nature Conservation</p>	<p>Principal Importance in England in the Natural Environment and Rural Communities Act 2006)</p> <ul style="list-style-type: none"> <li>• Priority Species (i.e. Section 41 Species of Principal Importance in England in the Natural Environment and Rural Communities Act 2006) should also be surveyed for as well as legally protected species</li> </ul>

**NB** - This local list does not limit the council's ability to request additional information in the event that further issues arise during the determination period, and are considered to be a material consideration in the determination of the application. For example it may be necessary to request a Geotechnical Survey and design or a Daylight/Sunlight Assessment.

**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Affordable Housing Statement</b></p> <p>All proposals for 10 or more dwellings require an element of affordable housing to be provided. If policy compliant affordable housing is not being proposed this needs to be clearly identified at the outset of the planning application process. The justification for below-policy provision of affordable housing needs to be provided before a planning application is validated and this information will be uploaded to the BCC website, along with the other documents submitted in support of an application. The Affordable Housing Statement shall include the following:</p> <p><u>Affordable Housing</u></p> <p>Page 303</p> <ul style="list-style-type: none"> <li>• The number of proposed units that fall into the Council’s definition of Affordable Housing</li> <li>• The type of affordable housing being proposed (social rent, shared ownership etc.)</li> <li>• Plans showing the location of affordable housing units, the type of affordable housing, and the number of bedrooms for each unit</li> <li>• Where below-policy affordable housing is being proposed, the Affordable Housing Statement shall be accompanied by a full, un-redacted Viability Appraisal of the proposed development.</li> </ul> <p><u>All Types of Housing</u></p> <ul style="list-style-type: none"> <li>• The total number of residential units</li> <li>• The mix of units, with numbers of habitable rooms and/or bedrooms, or the floor space of habitable areas of residential units;</li> </ul>	<p>BCC Affordable Housing Practice Note at <a href="#"><u>Affordable Housing – information for developers and homebuilders</u></a></p>
<p><b>Air Quality Assessment</b></p> <p>Report indicating the change in air quality resulting from the proposed development and/or assessment of impacts on receptors introduced into an area of existing poor air quality, outlining appropriate mitigation measures as necessary.</p>	<p>Local and national planning guidance relating to air quality can be found at <a href="#"><u>Air Quality</u></a></p>

**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Biodiversity Survey and Report</b></p> <p>Undertaken by a qualified ecological consultant at an appropriate time of year, information should be provided on existing nature conservation interest of the site and adjacent land and the possible impacts on the habitats and species present, in order to allow full consideration of those impacts. Where proposals are being made for mitigation and/or compensation measures, information to support those proposals will be needed.</p> <p>Information might form part of an Environmental Statement, where one is necessary. Certain proposals which include work such as the demolition of older buildings or roof spaces, removal of trees, scrub, hedgerows, rough grassland or alterations to watercourses may affect protected or notable species and you will need to provide information on use of the site by such species, any potential impacts on them and any mitigation proposals for such impacts.</p>	<p>Government Circular 06/2005: <u><i>Biodiversity and Geological Conservation – Statutory obligations and their impact within the planning system</i></u> (ODPM Circular 06/2005, and</p> <p>A useful source of information is the Bristol Regional Environmental Records Centre (BRERC) <a href="http://www.brerc.org.uk">www.brerc.org.uk</a></p>

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**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Coal Mining Risk Assessment</b></p> <p>The Coal Mining Risk Assessment should be prepared by a suitably qualified and competent person. It should contain:</p> <ul style="list-style-type: none"> <li>• site specific coal mining information – (including past/present/future underground mining, shallow coal workings, mine entries (shafts or adits), mine gas, within an area what has a current licence to extract coal, geological features, any recorded surface hazards, or within a former or present surface mining (old opencast) area;</li> <li>• identify what risks these coal mining issues, including cumulative effects pose to the proposed development;</li> <li>• identify how coal mining issues have influenced the proposed development and whether any other mitigation measures are required to manage those issues and/or whether any changes have been incorporated into the development.;</li> <li>• any development that involves intrusive activities which intersect, disturb or enter any coal seams, coal mine workings or mine entries will require the prior written permission of The Coal Authority.</li> </ul> <p>Note - if an Environmental Statement is required by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 as amended, it is suggested that the CMRA is included within the ES</p>	<p><u>The Coal Authority website</u>  E-mail the Coal Authority  <u><a href="mailto:planningconsultation@coal.gov.uk">planningconsultation@coal.gov.uk</a></u></p>
<p><b>Community Infrastructure Levy (CIL) <u>Question Form</u></b></p>	<p>The councils <u>Community Infrastructure Levy</u> web page.</p>

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**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Community Involvement Statement</b></p> <p>The statement should set out how the applicant has complied with the requirements for pre-application consultation set out in the Council’s <u>Statement of Community Involvement (SCI)</u>. The statement should demonstrate that the views of the local community have been sought and taken into account in the formulation of development proposals.</p> <p>NB To make the Community Involvement Statement as accessible as possible, it must be submitted as a free standing document and not be part of a larger document.</p>	<p>The “Ground Rules” for community involvement are set out on pages 5-7 of the SCI. There are also guidelines for <u>community involvement for major planning developments</u>.</p> <p>The administration of community involvement can be assisted by organisations such as the Bristol Neighbourhood Planning Network – email <a href="mailto:networkadministrator@bristolnbn.net">networkadministrator@bristolnbn.net</a>.</p>
<p><b>Daylight / Sunlight Assessment</b></p> <p>The document should assess the impact of proposals on adjoining properties, including associated gardens or amenity space, in respect of potential loss of daylight and sunlight.</p>	<p>Further guidance is provided in, for example, Building Research Establishment guidelines on daylight assessments –Site layout planning for daylight and sunlight: a guide to good practice BRE Report 209, 1991.</p>

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## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p><b>Economic Statement</b></p> <p>Applications involving the loss of land or buildings last used for employment purposes should be accompanied by a report setting out the following:</p> <ul style="list-style-type: none"> <li>• details of existing floorspace to be lost for each use;</li> <li>• evidence that the site has been marketed in accordance with the Council’s published marketing guidelines.</li> <li>• evidence of why the site is no longer capable of offering accommodation for employment uses;</li> <li>• evidence of why the use of the site for employment purposes raises unacceptable environmental or traffic problems;</li> <li>• a statement explaining why an alternative mix of uses offers greater potential benefits to the community, and explaining why the site is not required to meet economic development or local employment needs.</li> </ul>	<p>See the guidance document <u><a href="#">Marketing guidelines for a change of use planning application</a></u></p>
<p><b>Energy Strategy</b></p> <p>The energy strategy should address the requirements of policies BCS13, BCS 14 and BCAP 20, demonstrating the application of the energy hierarchy, and setting out how overall energy use will be minimised through the design (including through additional energy efficiency measures) to achieve energy performance beyond Building Regulations, renewable energy incorporated to reduce CO<sub>2</sub> emissions by a further 20%, and addressing the requirement to incorporate, where feasible, infrastructure for district heating within heat priority areas. The energy strategy should also demonstrate that the heating and cooling systems have been selected according to the heat hierarchy presented within Policy BCS14, and how the development has been designed to be resilient to future climate change in accordance with BCS13. This can be included as part of the <u><a href="#">Sustainability Statement</a></u>.</p>	<p>Bristol City council Practice Note – <u><a href="#">Climate Change and Sustainability, December 2012</a></u>.</p> <p><u><a href="#">BREEAM</a></u></p> <p><u><a href="#">Regen - South West</a></u></p>

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**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Environmental Impact Assessment (EIA)</b></p> <p>The 2017 Regulations set the screening threshold for Schedule 2 ‘Urban Development Projects’ at:</p> <ul style="list-style-type: none"> <li>• The development includes more than 1 hectare of urban development which is not dwelling house development; or</li> <li>• The development includes more than 150 dwellings; or</li> <li>• The overall area of the development exceeds 5 hectares.</li> </ul> <p>Where an EIA is required, Schedule 4 to the regulations sets out the information that should be included in an Environmental Statement.</p> <p>You may request a ‘screening opinion’ (i.e. to determine whether EIA is required) and a “scoping opinion” (scope of EIA) by writing to us before submitting a planning application. In cases where a full EIA is not required, we may still require environmental information to be provided.</p>	<p>Further guidance is available in NPPG – <u><a href="#">Environmental Impact Assessment</a></u></p>

## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p><b>Flood Risk Assessment (FRA)</b></p> <p>The FRA should address the issue of flood risk to both property and people</p> <p>The FRA should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. This should include a response to the exception test as set out in the NPPF.</p> <p>The FRA should identify opportunities to reduce the probability and consequences of flooding. The FRA should include the design of surface water management systems including Sustainable Drainage Systems (SUDs) and address the requirement for safe access to and from the development areas at risk of flooding.</p>	<p>National Planning Practice Guidance: <u>Flood Risk and Coastal Change</u> has guidance on development in areas at risk of flooding.</p> <p>Flood zones maps are available from the <u>Environment Agency</u>, but reference should be made to the council's latest flood risk evidence where available. The agency has also produced an online flood zone matrix, which sets out whether or not a flood risk assessment is required.</p> <p><u>FRA &amp; general advice to applicants and agents</u></p> <p><u>Flood Risk Standing Advice</u></p>
<p><b>Flood Risk Sequential Test</b></p> <p>This statement should include evidence to demonstrate that a sequential approach to site selection has been undertaken.</p>	<p>Bristol City Council Practice Note Flood Risk Sequential Test – August 2013 found at <u>Flood Risk and drainage for developers</u></p>
<p><b>Foul Sewage and Utilities Assessment</b></p> <p><b>Foul Sewage</b></p> <p>All new buildings need separate connections to foul and storm water sewers. If an application proposes to connect a development to the existing drainage system then details of the existing system should be shown on the application drawing(s). It should be noted that in most circumstances surface water is not permitted to be connected to the public foul sewers</p>	<p>Guidance on what should be included in a non-mains drainage assessment is given in <u>Planning Practice Guidance</u></p> <p><u>Approved Documents including Part H</u></p>

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## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p>Where the development involves the disposal of trade waste or the disposal of foul sewage effluent other than to the public sewer, then a fuller foul drainage assessment will be required including details of the method of storage, treatment and disposal. A foul drainage assessment should include a full assessment of the site, its location and suitability for storing, transporting and treating sewage. Where connection to the mains sewer is not practical, then the foul/non-mains drainage assessment will be required to demonstrate why the development cannot connect to the public mains sewer system and show that the alternative means of disposal are satisfactory.</p> <p>If the proposed development results in any changes/replacement to the existing system or the creation of a new system, scale plans of the new foul drainage arrangements will also need to be provided. This will include a location plan, cross sections/elevations and specification.</p> <p>Drainage details that will achieve Building Regulations Approval will be required. If connection to any of the above requires crossing land that is not in the applicant's ownership, other than on a public highway, then notice may need to be served on the owners of that land.</p> <p><b>Utilities</b></p> <p>The statement should indicate how the development connects to existing utility infrastructure systems.</p> <p>Most new development requires connection to existing utility services, including electricity and gas supplies, telecommunications and water supply, and also needs connection to foul and surface water drainage and disposal.</p> <p>Two planning issues arise; firstly, whether the existing services and infrastructure have sufficient capacity to accommodate the supply/service demands which would arise from the completed development, and secondly, whether the provision of services on site would give rise to any environmental impacts, for example, excavations in the vicinity of trees or archaeological remains.</p>	

**Part 2 – Detailed description of documents and where to go for assistance**

<b>Description of document</b>	<b>Where to go for assistance</b>
<p>A utilities statement should demonstrate:</p> <ul style="list-style-type: none"><li>• that the availability of utility services has been examined and that the proposals would not result in undue stress on the delivery of those services to the wider community;</li><li>• that proposals incorporate any utility company requirements for substations, telecommunications equipment or similar structures;</li><li>• that service routes have been planned to avoid as far as possible the potential for damage to trees and archaeological remains or unnecessarily restrict areas of new tree planting.</li><li>• where the development impinges on existing infrastructure the provisions for relocating or protecting that infrastructure should have been agreed with the service provider.</li></ul>	

## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p><b>Broadband Connectivity Assessment</b></p> <p>Applications for planning permission should be accompanied by evidence of the superfast broadband connectivity of the site. This should take the form of a connectivity assessment, or similar information, from one or more broadband infrastructure providers evidencing the availability of at least superfast broadband speeds<sup>4</sup>.</p> <p>Where superfast broadband connectivity is available, applications should set out proposals to connect to this service and make it available to occupiers.</p> <p>Where superfast broadband connectivity is not currently available:</p> <p>Page 312</p> <ul style="list-style-type: none"> <li>• Applications should be accompanied by evidence that discussions have been held with a range of providers to upgrade infrastructure to deliver superfast broadband or, preferably, full fibre connections<sup>5</sup>.</li> <li>• Where one or more providers have agreed to provide superfast broadband connectivity, applications should include proposals to connect to this service and make it available to occupiers.</li> <li>• Where no provider has agreed to provide superfast broadband connectivity, applications should include proposals to incorporate additional dedicated telecommunications ducting to enable the provision of superfast broadband in future.</li> </ul>	<p>Broadband Connectivity Practice Note (coming soon)</p>

<sup>4</sup> Free connectivity assessments are available from BT Openreach and Virgin Media which will show expected speeds on the development.

<sup>5</sup> Superfast broadband connectivity is often available from telecommunications providers free of charge for development over a certain scale, provided that sufficient notice is given, typically at least 12 months prior to first occupation. In some cases, providers may request a contribution from the developer.



## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p><b>Geotechnical Survey and design</b></p> <p>Required where it is known or suspected that the land to be built on is unstable or potentially unstable and this requires a specialist investigation and assessment to determine the stability of the ground and to identify any remedial measures required to deal with the instability.</p>	
<p><b>Heritage Statement (including Historical, Archaeological features and scheduled Ancient Monuments)</b></p> <p>For applications <b>within or adjacent to a conservation area</b>, an assessment of the impact of the development on the character and appearance of the area will be required.</p> <p>For <b>all other applications, such as planning applications</b>, either related to or impacting on heritage assets or their settings, a written statement, supported by appropriate plans and photographs should be submitted that includes:</p> <ul style="list-style-type: none"> <li>• plans showing historic features that exist on or adjacent to the application site;</li> <li>• an analysis of the significance of the archaeology, history and character of the heritage asset;</li> <li>• an assessment of the impact on the special character of the heritage asset.</li> </ul> <p>The scope and degree of detail necessary in a Heritage Statement will vary according to the particular circumstances of each application, however, general guidance is provided below. Applicants are advised to discuss proposals with the council's City Design Group before any application is made.</p> <p>For applications for listed building consent, a written statement supported by appropriate plans and photographs should be submitted that includes:</p> <ul style="list-style-type: none"> <li>• a schedule of all works, including internal works, to the listed building(s);</li> <li>• an audit of features of importance (including photographs keyed to a plan), such as ornamental and decorative features and fittings that will be affected by the proposals;</li> </ul>	<p>BCC SPD7: Archaeology found on our <a href="#">supplementary planning documents web page</a>.</p> <p>For advice see <a href="#">Archaeology</a> or email <a href="mailto:archaeology@bristol.gov.uk">archaeology@bristol.gov.uk</a></p> <p><a href="#">Know Your Place</a> to find out if a building is nationally or locally listed or within a conservation area.</p> <p>See <a href="#">conservation area character appraisals</a></p> <p>Email: <a href="mailto:conservation@bristol.gov.uk">conservation@bristol.gov.uk</a></p>

**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p> <ul style="list-style-type: none"> <li>• an analysis of the significance of archaeology, history and character of the building;</li> <li>• the principles of and justification for the proposed works and their impact on the special character of the building and its setting;</li> <li>• where appropriate, a structural survey.</li> </ul> <p>For applications for conservation area consent, a written statement supported by appropriate plans and photographs should be submitted that includes:</p> <ul style="list-style-type: none"> <li>• an analysis of the character and appearance of the building or structure;</li> <li>• the principles of and justification for the proposed demolition;</li> <li>• an assessment of the impact on the special character of the area;</li> <li>• where appropriate, a structural survey.</li> </ul> <p>For applications affecting <b>archaeological assets</b>, the statement should include desk-based archaeological assessment and archaeological evaluation report in accordance with BCC SPD7: Archaeology.</p> <p>The assessment should address issues relating to archaeological investigation of the site and the preservation and/or recording of items of historic or archaeological importance.</p> </p>	

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**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Land Contamination Assessment</b></p> <p>The report should determine the existence of contaminated land, its nature and the risks it may pose to the future occupiers of the site an environment and whether remedial measures are feasible to satisfactorily reduce the contamination to an acceptable level.</p> <ul style="list-style-type: none"> <li>• Where contamination is known or suspected or the development site is in the vicinity of such land, a report with a desk study listing current and historic uses of the site and adjoining land, together with a site reconnaissance and preliminary risk assessment (including a conceptual site model) shall be provided, to determine the likelihood of contamination. This Desk Study should be submitted with the planning application.</li> <li>• Where the land contamination assessment identifies the potential for contamination to be present, a site investigation is likely to be required to confirm the site conditions.</li> <li>• Where contamination poses an unacceptable risk, developers will need to demonstrate that those risks will be successfully addressed via remediation.</li> <li>• Upon completion of the remedial works a verification report is required to demonstrate the site is suitable for use</li> <li>• Remediation works will require verification to confirm their success.</li> </ul>	<p><u>Advice at <a href="#">Land contamination for developers</a></u></p> <p>Guidance is available in '<u><a href="#">Model Procedures for the Management of Land Contamination (CLR11)</a></u>' by Defra/Environment Agency, other industry led standards should be used where appropriate (e.g.BS10175: 2011 Investigation of potentially contaminated sites. Code of practice)</p> <p><u><a href="#">Planning Practice guidance</a></u></p> <p><u><a href="#">Advice on Land contamination from Environment Agency</a></u></p> <p><u><a href="#">Land contamination: Risk Management</a></u></p> <p><u><a href="#">Groundwater advice</a></u></p>

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## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p><b>Lighting Assessment</b></p> <p>An assessment should provide details of external lighting and the proposed hours when the lighting would be switched on. These details shall include a layout plan with beam orientation and a schedule of the equipment in the design, plus the expected level of luminance and glare. Lighting assessments will also be required to detail the level of luminance for all advertisements.</p> <p>Where a proposal involves the scheme for the installation of Floodlights for an area (e.g. a Sports Pitch), these details shall include a Light Contour diagram based on a layout of the proposed facility in its context, and showing projected lux levels including ‘backlight’, which where there are differences in ground levels, is to be superimposed on a topographical survey of the site and its immediate environs.</p>	<p><u>Lighting in the countryside: Towards good practice (1997)</u> demonstrates what can be done to lessen the effects of external lighting, including street lighting and security lighting. The advice is applicable in towns as well as the countryside.</p> <p>Further guidance is provided in ‘Statutory Nuisance from Insects and Artificial Light – Guidance on sections 101 to 103 of the Clean Neighbourhoods and Environment Act, 2005, published by Defra and the Institution of Lighting Engineers Guidance Notes for the Reduction of Obstructive Light GN01 2005.</p>
<p><b>Noise Impact Assessment</b></p> <p>Noise Assessments should be prepared by suitably qualified acousticians. They should usually outline the existing noise environment, the potential noise sources from the development, or the noise sources likely to affect the development, together with any mitigation measures.</p>	<p>Advice should be sought from the council’s Pollution Control Team for individual requirements.</p> <p><u>Planning Practice guidance</u></p>

## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p><b>Open Space Assessment</b></p> <p>Plans should show any areas of existing or proposed open space within or adjoining the application site</p> <p>Planning permission is not normally given for development of existing open spaces, which local communities need. However, in the absence of a robust and up-to-date assessment by a local authority, an applicant for planning permission may seek to demonstrate through an independent assessment that the land or buildings are surplus to local requirements. Any such evidence should accompany the planning application.</p>	<p>See <a href="#">Bristol Parks and Green Spaces Strategy</a></p>
<p><b>Planning obligations (section 106) Statement</b></p> <p>Planning obligations, or Section 106 Agreements are private agreements negotiated between local planning authorities and persons with an interest in a piece of land or developers, and are intended to make acceptable development which would otherwise be unacceptable in planning terms.</p> <p>Details of the draft obligation(s) being proposed should be submitted with the application. It is also helpful to confirm details of the applicant's solicitor and also proof of title regarding land subject to the planning obligations.</p>	<p>The Council's approach to planning obligations is set out in our <a href="#">Planning Obligations Supplementary Planning Document</a>.</p>
<p><b>Sustainability Statement</b></p> <p>Sustainability statements should demonstrate how sustainable design and construction have been addressed, including reducing energy consumption and carbon emissions, minimising waste and increasing recycling, conserving water resources, incorporating green infrastructure and sustainable drainage (SUDS), minimising pollution, maximising the use of sustainable materials and adaptation to Climate Change. This should include a BREEAM assessment in the case of major development and a BREEAM for Communities assessment in the case of super-major development.</p>	<p>BCC Practice Note – <a href="#">Climate Change and Sustainability. December 2012</a></p> <p>See also <a href="#">BREEAM</a></p>

**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Sustainable Drainage System Strategy</b></p> <p>The content for a Sustainable Drainage System Strategy is found in the West of England Sustainable Drainage Developer Guide Section 1, under the section ‘Sustainable drainage strategy (surface water): Checklist</p>	<p><u><a href="#">The West of England Guide</a></u></p>
<p><b>Telecommunication information</b></p> <p>Applications for mast and antenna development by mobile phone network operators should be accompanied by a range of supplementary information including as set out in the Code of Best Practice on Mobile Network Development in England (Published 24 July 2013):</p>	<p><u><a href="#">Code of Practice</a></u></p>
<p><b>Town Centre Uses – impact assessment</b></p> <p>To assess the impact of retail and other town centre developments on matters including the vitality and viability of the City centre and town, district and local centres and travel demand.</p> <p>The level and type of evidence and analysis required to address the key considerations should be proportionate to the scale and nature of the proposal.</p> <p>The assessment should include the need for development, whether it is of an appropriate scale, that there are no sites close to a centre for the development, that there are no unacceptable impacts on existing centres and if locations are accessible.</p> <p>Proposals should also be accompanied by evidence showing how the development would contribute to social inclusion in terms of access to jobs, services and facilities, training opportunities and other positive effects on disadvantaged communities.</p>	

## Part 2 – Detailed description of documents and where to go for assistance

Description of document	Where to go for assistance
<p><b>Transport Assessment or Statement</b></p> <p>Information will include all existing and proposed commercial and residential vehicular and pedestrian movements to and from the site. Loading areas and arrangements for manoeuvring, servicing and parking of vehicles should also be clearly identified. It should describe and analyse existing transport conditions, how the development would affect those conditions and any measures proposed to overcome any problems.</p> <p>For smaller schemes, a Transport Statement should simply outline the transport aspects of the application, while for major proposals; the TA should illustrate accessibility to the site by all modes of transport, and the likely modal split of journeys to and from the site.</p> <p>The TA should also give details of proposed measures to improve access by public transport, walking and cycling, to reduce the need for parking associated with the proposal, and to mitigate transport impacts.</p>	<p>Further guidance is available at <a href="#"><u>NPPG: Transport Assessments and Statements</u></a></p>
<p><b>Travel Plan</b></p> <p>A draft travel plan should outline the way in which the transport implications of the new development will be managed in order to ensure the minimum environmental, social and economic impacts.</p> <p>Developers should state how new occupiers or customers of the development will use alternative means of travel, which do not involve private vehicle use.</p> <p>The Travel Plan should include details of targets and arrangements for monitoring.</p>	<p>Further guidance is available at <a href="#"><u>NPPG: Travel Plans</u></a></p>

**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Tree Survey/Arboricultural Statement</b>            Where there are trees within the application site or on land adjacent to it that could be influenced or affected by the development (including street trees) and those trees have a stem diameter of greater than 75 mm when measured at 1.5 metres above ground level, the following information will be required.</p> <p><b>Full Planning Application</b></p> <ol style="list-style-type: none"> <li>1) A full survey of all trees on site and within influencing distance of the proposal (with a stem diameter of greater than 75 mm when measured at 1.5 metres above ground level) in accordance with BS5837: 2012 Trees in Relation to Design, Demolition and Construction - Recommendations.</li> <li>2) An Arboricultural Impact Assessment and Tree Protection Plan showing trees to be retained and removed, and setting out appropriate physical protection for retained trees during construction works.</li> <li>3) Any pre-development tree surgery works.</li> <li>4) An Arboricultural Method Statement where works are needed within the Root Protection Areas (see BS5837: 2012) of retained trees or where retained trees cannot be protected by standard physical means such as fencing and/or ground protection.</li> <li>5) Proposed location of underground services.</li> <li>6) Mitigation planting for any removed trees.</li> </ol> <p>The survey/AIA should be prepared by a qualified arboriculturist.</p> <p><b>Householder Application</b></p> <ol style="list-style-type: none"> <li>1) Scaled plan showing exact location of trees affected by the proposal (including any work associated with the proposal such as access to the site and services runs) identified with a reference number (e.g., T1, T2), their stem diameter when measured at 1.5 metres above ground, and whether they are to be removed or retained.</li> <li>2) Any pre-development tree surgery works.</li> <li>3) Mitigation planting for any removed trees.</li> </ol> <p>If any of the trees is covered by a Tree Preservation Order, then the level of requirement is as for Full Planning</p>	<p><u>BS5837: 2012 Trees in relation to construction</u></p>

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**Part 2 – Detailed description of documents and where to go for assistance**

Description of document	Where to go for assistance
<p><b>Ventilation and Extraction Statement</b></p> <p>Details of the position and design of ventilation and extraction equipment. This shall include technical specification including predicted noise levels (and existing background noise levels), noise mitigation measures and odour abatement techniques.</p> <p>Elevation drawings showing the size, location and external appearance of plant and equipment will be required.</p>	<p>Further guidance is provided in <a href="#">Guidance on the Control of Odour &amp; Noise from Commercial Kitchen Exhaust Systems</a>, published electronically by Defra, Product Code PB10527.</p>
<p><b>Wildlife Survey and Report</b></p> <p>Where appropriate, accompanying plans should indicate any significant wildlife habitats or features and the location of any species protected under the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994 or the Protection of Badgers Act 1992.</p>	<p>See <a href="#">Biodiversity Survey and Report</a></p>



Bath & North East  
Somerset Council

# Drawing standards

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Planning application guidance – plans and  
drawings

August 2017

(Local planning application requirement part 3)

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### **1) Introduction**

Drawings are a key part of your planning application, and it is essential that drawings are of a suitable standard and include all of the information necessary to describe the development proposal in detail and to enable your application to be assessed. It is also important that your proposals can be clearly understood by third parties (such as neighbours) who may not be familiar with reading plans and drawings, and will mostly be looking at your application online.

This guidance will assist you in making an application, help to avoid most common mistakes and reduce any delay in your proposal being considered by a planning officer.

If drawings are received that do not contain sufficient detail, your application will be invalid and the registration of your planning application will be delayed until appropriately revised or further drawings are submitted.

### **2) Presentation of plans and drawings.**

A separate list or schedule of drawings, plans and documents, to include the drawing numbers and the plan titles, should be submitted with the application. The plans and drawings should meet the following criteria:-

- All plans and drawings must be accurately drawn, to a suitable standard, using a conventional metric scale such as 1:100 or 1:50 and the scale used should be stated on the drawing.
- Except for location plans, all plans and drawings should include a scale bar and/or measured dimensions.
- Plans/drawings containing disclaimers such as “Not to scale” and “Do not scale” will not be accepted by the council (perspectives excepted). Drawings must be drawn true to stated scales. The following statement is acceptable – “Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only”.
- The clearest way to present your proposals is to group “existing” and “proposed” drawings side by side, using the same scale for both.

- Each plan/drawing should have a title box stating:
  - the address
  - the proposal
  - the title of the drawing (e.g. “existing rear elevation, proposed floor plan”)
  - the date
  - the scale of the drawing
  - the drawing number, e.g. D1, D2, D3, etc.
- Any revisions to the drawings should be clearly identified with a new number, e.g. D1a, D2b, D3c, etc. The date and details of the revision should also be indicated on the drawing.
- Plans and drawings should be annotated to make them completely understandable, e.g. if a line is shown on the plan between two properties, annotate by stating “boundary fence”.
- Every plan (including all copies) that is based upon Ordnance Survey maps should have the appropriate Ordnance Survey copyright notice.
- It is good practice to submit the site location plan on a separate sheet of paper to aid consultation.

### **3) How to submit your applications**

**Electronic submissions** - We welcome the submission of applications thorough our partnership with the Planning Portal (or iApply), and you can complete the application form, submit electronic drawings and other attachments (e.g. supporting documents) and you, or your client, can pay the fee electronically. Applying in this way automatically updates our database, and is the most efficient way for us to receive applications.

#### **Key Points:-**

- All files names must confirm what is shown in the file. For example, a file showing proposed floor plans should have a file name that includes the text ‘proposedfloorplans’. Documents or files submitted without a meaningful and accurate file name will not be accepted.
- All plans, drawings and other documents should be orientated correctly so that they appear the right way when viewed. All plans, drawings and supporting documents must be presented clearly so that they can be viewed via our website easily. Overly faint drawings and text that can’t be viewed clearly will not be accepted.
- All documents and files should normally be submitted in PDF format.
- Individual files must be no larger than 10 megabytes.
- Copies of applications sent on a compact disc will not normally be accepted - except for applications submitted to Bristol City Council.
- Applications for major developments<sup>6</sup> must be accompanied by one full paper copy of all the plans and drawings for consultation purposes (NB this requirement does not apply to Bristol City Council).

**Paper Submissions** – You are able to submit your application on paper, and if you do this you should send the completed application to the address at the end of the document.

---

<sup>6</sup> For dwellings, a major development is one where the number of residential units to be constructed is 10 or more, or where the number of residential units to be to be constructed is not known, a site area of 0.5 hectares. For all other uses, a major development is one where the floor space to be built is 1,000 square metres or more, or where the site area is 1 hectare or more.

### **Key Points:-**

- If you send an application to Bristol, South Gloucestershire or Bath and North East Somerset council in paper format you only need to provide **one** copy of the plans and any accompanying documents, such as any supporting documents and the application form. Two copies are required when sending applications to North Somerset Council.
- All plans and drawings must be presented clearly so that when scanned they can be viewed via our website easily. For example overly faint lines and annotations that can't be viewed clearly will not be accepted.
- Plans should normally be submitted separately, i.e. not in a binder

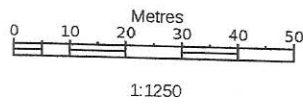
### **4) Site location plan**

A site location plan is a map base that shows the location of the application site in relation to surrounding roads, buildings and other land.

Site location plans should:

- Be taken from an up to date Ordnance Survey Base, or to an equivalent standard.
- Be to a suitable scale of 1:1000, 1:1250 or 1:2500 for larger sites.
- Show the direction of north.
- Where possible, cover an A4 sheet of paper with the application site in the centre of the plan.
- Show the application site boundary outlined in red; this should include all land necessary to carry out the proposed development (e.g. land required for access to the site from a public highway, visibility splays, landscaping, car parking and open areas around buildings).
- Show any other adjoining land owned by the applicant outlined in blue.
- Show adjoining road names and numbers.
- Identify sufficient roads and/or buildings on nearby land to ensure that the exact location of the application site is clear. For example, in rural areas you will normally need to show two named roads.

Image 1: Site location plan (for illustrative purposes only)



52 OLD KENT ROAD  
OLD LONDON TOWN.

## **5) Site layout plan (sometimes called a block plan)**

A site layout plan shows a detailed layout of the whole site and the relationship of the proposed works with the boundary of the property, nearby roads and neighbouring buildings.

Most applications should include an existing site layout plan and a proposed site layout plan. For simple applications the existing and proposed site can be combined and shown on one plan so long as what is existing, what is proposed, and what is to be demolished is highlighted and annotated clearly.

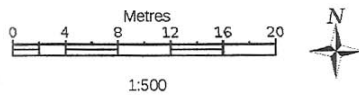
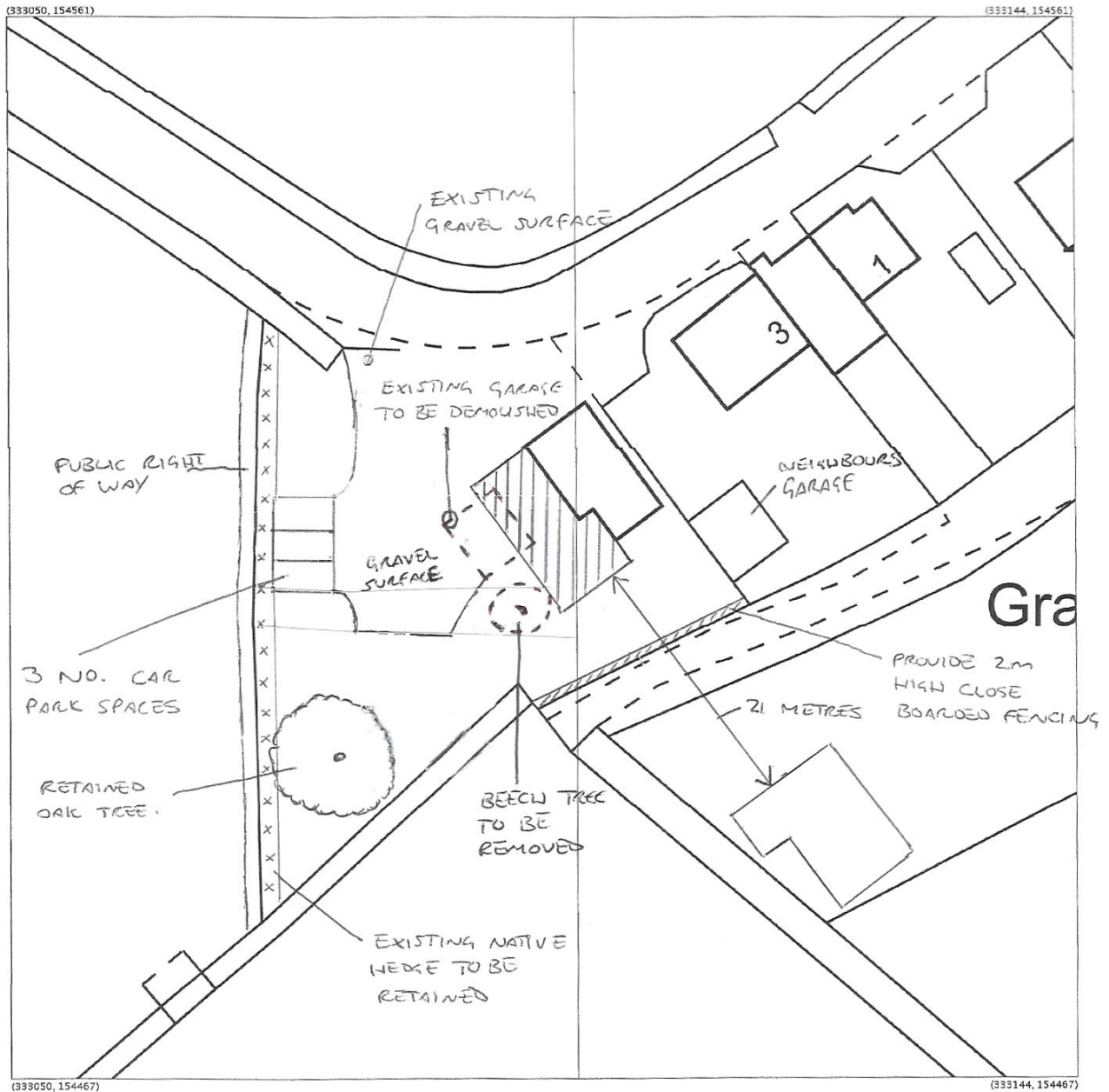
Site layout plans should:

- Be to a scale of 1:200 or 1:500
- Show the proposed development, all existing buildings and structures, the garden and other open areas.
- Show proposed buildings shaded.
- Show the position and size of existing and proposed hard surfaced areas eg parking spaces, turning areas, paths, etc.
- Show the whole of the boundary of the property, indicating the position and height of all boundary walls and fences.
- Identify any buildings to be demolished
- Include details of all trees, e.g. position, spread and species (eg oak, ash, etc).
- Identify trees proposed for felling.
- Show all roads/footpaths/public rights of way adjoining the site.
- Show all existing buildings and structures on land adjoining the application site<sup>7</sup>
- Show the direction of north.

---

<sup>7</sup> Buildings and structures on land adjoining the site must be clearly shown unless the applicant has demonstrated that these would NOT influence or be affected by the proposed development

Image 2: Site layout plan (for illustrative purposes only)



THE CORNERHOUSE  
MAIN ROAD  
LONDON VILLAGE  
DRAWING 01



## **6) Elevations**

Elevation drawings show what a building will look like from the outside.

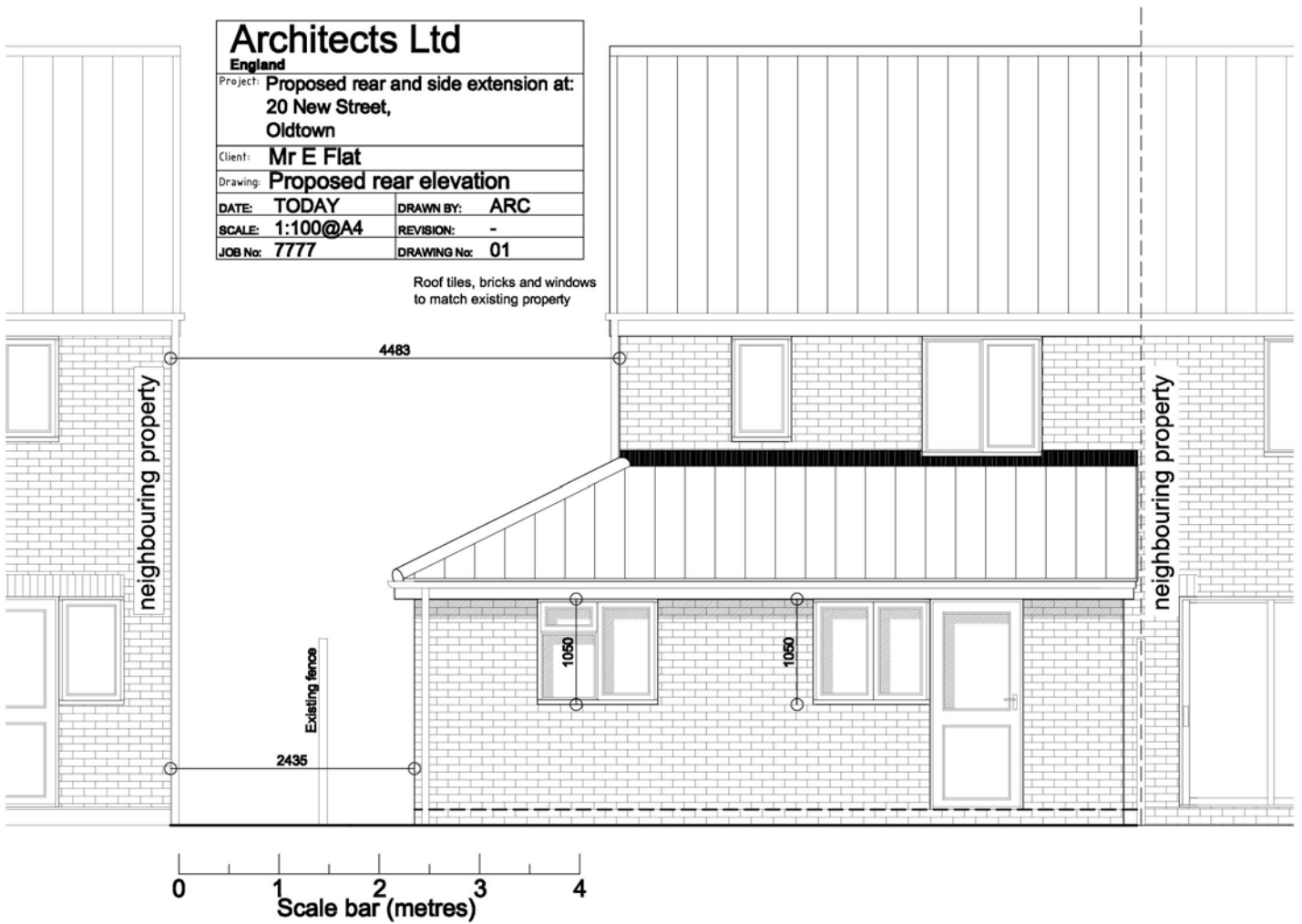
In most cases, two separate sets of elevation drawings will be required, “existing” elevations showing the building as it is now and “proposed” elevations showing how the building will look, after the works have been carried out.

Elevations should:

- Be to a scale of 1:100 or 1:50.
- Be clearly annotated existing and proposed.
- Show every elevation of the building, e.g. front, side(s) and rear and state the direction in which each elevation faces, e.g. rear (south).
- For extensions to existing buildings, show every elevation of the proposed development in situ with each relevant elevation of the existing building.
- Show the whole of any existing building to be altered/extended so that the relationship of the new building/extension to the existing can be clearly seen.
- Show outline elevations of other buildings that are close to the development. For example, a side extension close to neighbouring dwelling.
- Show the property boundary.
- Indicate the colour and type of finishing materials to be used (eg colour and type of brick, render, roof tiles etc).
- Identify building(s) to be demolished.
- Details of external materials – Please ensure that all materials are described in detail, including the colour of each material.
- Show the position and size of all windows and doors (existing and proposed).

You need to describe what the roof covering, wall facing and window frames and doors will be made of and their design, eg “double roman concrete tiles”, “roughcast render” etc. If the proposed materials will match exactly those of the existing dwelling, this may be stated on the plans.

Image 3: Elevations (for illustrative purposes only)



## **7) Floor plans**

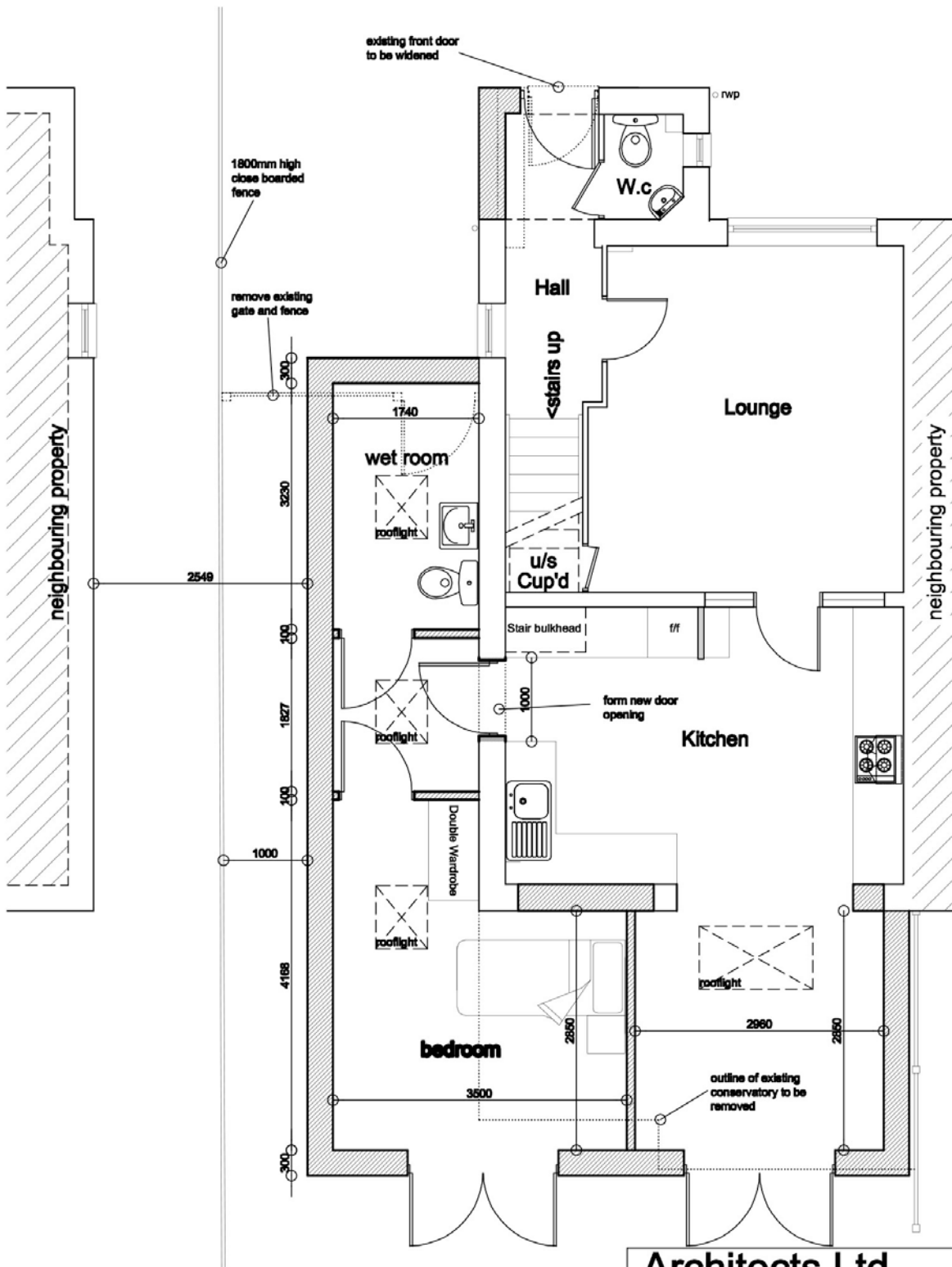
Floor plans show the layout of the building.

In most cases, two separate sets of floor plans will be required: “existing” floor plans showing the building as it is now and “proposed” floor plans showing how the building will look, after the works have been carried out.

Floor plans should:

- Be to a scale of 1:100 or 1:50.
- Be clearly annotated existing and proposed.
- Show all relevant floor levels of the building(s) being constructed, altered or extended, in relation to the remainder of the building.
- Clearly state the use of each room and include position of windows, doors, walls and partitions.
- Clearly label each floor.
- Clearly label the primary use of each room
- Identify anything to be demolished.

Image 4: Floor plans (for illustrative purposes only)



<b>Architects Ltd</b>	
England	
Project: Proposed extensions to porch, side and rear at: 20 Old Street, Newtown	
Client: Mr House	
Drawing: Ground floor plan	
DATE: TODAY	DRAWN BY: ARC
SCALE: 1:100@A4	REVISION: -
JOB No: 8888	DRAWING No: 01

### **8) Existing and proposed site sections and finished floor/site levels**

Where a proposal involves a significant change in ground levels, illustrative drawings should normally be submitted to show both existing and finished levels. These drawings should demonstrate how the proposed development would relate to existing site levels and neighbouring development.

In the case of householder development, the levels may be evident from floor plans and elevations, but particularly in the case of sloping sites it will be necessary to show how proposals relate to existing ground levels or where ground levels outside the extension would be modified.

Level drawings should:

- State the existing and proposed levels on the site and where levels differ from that of land immediately adjoining the site
- Be plotted on a plan (scale 1:200 or 1:500), by using spot ground levels at regular intervals in a grid pattern across the site
- Specify a fixed and identifiable datum level, usually “Above Ordnance Datum” – AOD
- State the finished floor levels of proposed buildings

Section drawings should:

- Identify existing and proposed ground levels where significant cut and fill operations are proposed, or where slopes in excess of 1 in 20 exist (or will exist)
- Show “slices” (cross sections) through buildings, normally at a scale of 1:50 or 1:100
- Show “slices” (cross sections) through land, normally at a scale of 1:200 or 1:500
- Be accompanied by a plan showing the points between which the cross sections have been taken, which should also indicate the direction of north
- Show existing and proposed buildings within and adjacent to the site
- Identify finished floor and ridge levels of buildings

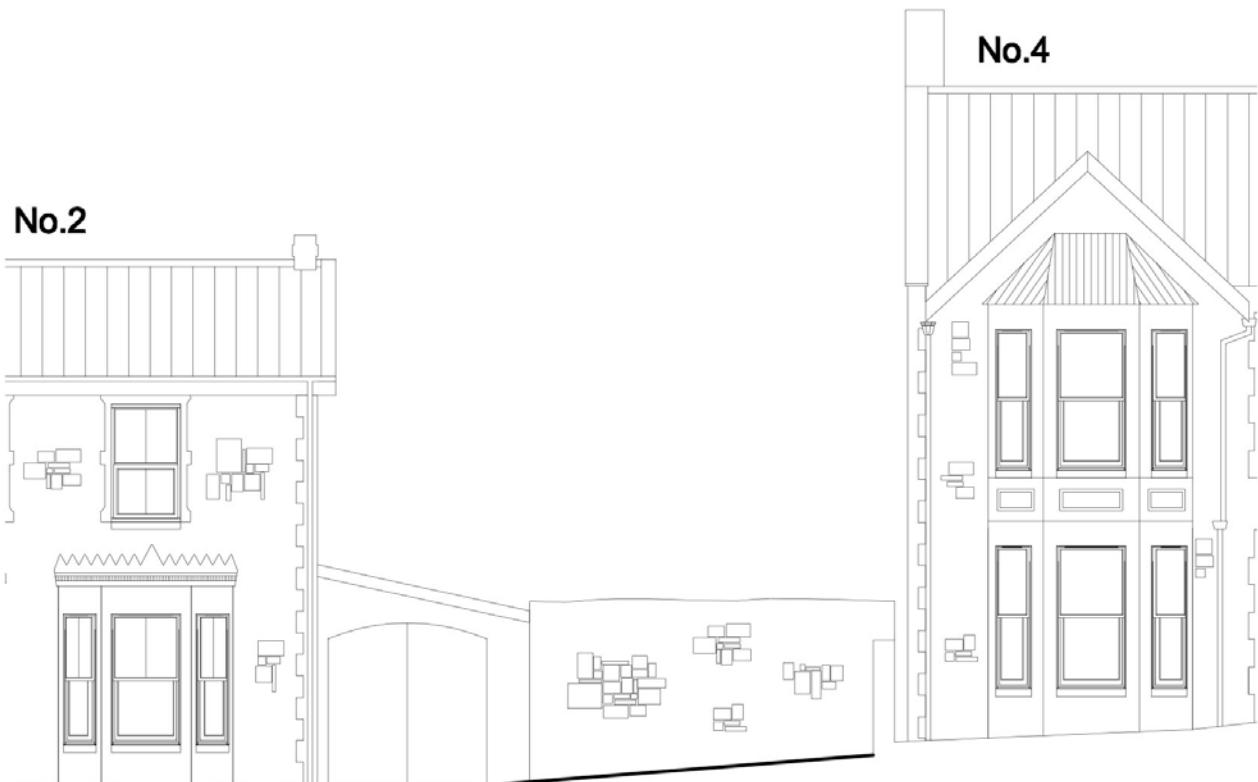
### **9) Street Scene or context plan**

Normally required for works that will be visible from the road- especially new buildings or large side extensions that will be near to the boundary/neighbouring building, or where there is a notable difference in heights between the proposed works and neighbouring dwellings/buildings.

These should:

- be of a scale of 1:100 or 1:200
- as a minimum, accurately show the height and outline of neighbouring dwellings/buildings and the position and size of windows/doors
- accurately show any differences in levels
- include written dimensions for gaps between buildings

Image 5: Street Scene or context plan (for illustrative purposes only)



Existing street elevation



Proposed street elevation

**Materials**  
 Sandstone cills and quoins  
 Concrete interlocking roof tiles  
 Reconstituted stone  
 Roughcast render painted cream (on bay)

<b>Architects Ltd</b>	
England	
Project: Proposed new dwelling at: 123 Fore Street Fife	
Client: Mr House	
Drawing: Street scenes	
DATE: TODAY	DRAWN BY: ARC
SCALE: 1:100@A4	REVISION: -
JOB No: 9999	DRAWING No: 01

## **10) Roof plans**

These should be drawn to a scale of 1:50 or 1:100 and is used to show the shape of the roof particularly when development includes changes to its appearance and shape. Show the position of all ridges, valleys, dormer windows, roof lights and other features, such as chimneys or raised parapets. Details such as the roofing material and their location are typically specified on the roof plan.

## **11) Landscaping**

### Landscaping plans/details

Landscaping plans should accurately show:

- The position and spread of the existing trees.
- Details of any trees to be retained and measures to be taken to protect the trees.
- The species of the trees and details of their condition.
- An indication of which, if any, are to be felled.
- Details of the size, species and positions of trees to be planted and boundary treatments.

### Landscaping schemes

In many instances the submission of landscaping details can be a condition of the planning permission. In some cases specialist detail, for example a tree survey or detailed design may be required when submitting landscaping schemes. It is recommended that you discuss with officers the scope and detail required prior to submission.

## **12) Joinery drawings and details**

These should be accurately drawn and comply with the following standards:

- Drawn at a scale of 1:10.
- When traditional features are being replaced - existing elevations are required drawn at a scale of 1:10.
- Proposed joinery sections are required and should be drawn at a scale of 1:1 or 1:2.
- Proposed joinery sections for windows and doors should include the wall in which they are mounted to show the depth of reveal
- When traditional features are being replaced - existing joinery sections are required drawn at a scale of 1:1 or 1:2.
- Details of the proposed joinery materials are required. For example: "sustainably sourced hard wood stained with..."

## **13) Photographs and photomontages**

These should be clearly labelled on the front of each image (not the back) with a title that explains what is shown and the exact location from which it was taken. This is best achieved by showing the location on an associated map.

#### **14) Contact details**

<b>LPA</b>	<b>Postal Address</b>	<b>Email address/Planning Web Page</b>	<b>Telephone</b>
Bath & North East Somerset Council	Lewis House, Manvers St, Bath BA1 1JG	<a href="mailto:Development_management@bathnes.gov.uk">Development_management@bathnes.gov.uk</a>	01225 394041 (option 5)
Bristol City Council	Planning Services (CH), PO Box 3176, Bristol BS3 9FS	<a href="mailto:development.management@bristol.gov.uk">development.management@bristol.gov.uk</a> Web Site: <a href="#">Make a Planning application</a>	0117 9223000
North Somerset Council	Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	<a href="http://www.n-somerset.gov.uk/contactplanning">www.n-somerset.gov.uk/contactplanning</a>	01275 888811

#### **15) Acknowledgements**

The example drawings were provided by Graham Moir Associates





Bath & North East  
Somerset Council

# Drawing standards

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## Planning application guidance – plans and drawings

**August 2017**

**(Local planning application requirement part 3)**

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This guidance note is designed to provide information to applicants on the type and standard of plans and drawings that should be submitted in support of a planning application. It is to be formally adopted as local planning application requirement part 3 and used to decide if an application is valid. It was prepared by three of the West of England Planning Authorities to achieve a common standard.

## Contents

1. [Introduction](#)
2. [Presentation of plans and drawings](#)
3. [How to submit your application](#)
4. [Site location plan](#)
5. [Site layout plan](#)
6. [Elevations](#)
7. [Floor plans](#)
8. [Existing and proposed site sections and finished floor/site levels](#) – required in some cases
9. [Street Scene or context plan](#) – required in some cases
10. [Roof plans](#) – required in some cases
11. [Landscaping](#)
12. [Joinery drawings and details](#)
13. [Photographs and photomontages](#)
14. [Contact details](#)
15. [Acknowledgments](#)

### **1) Introduction**

Drawings are a key part of your planning application, and it is essential that drawings are of a suitable standard and include all of the information necessary to describe the development proposal in detail and to enable your application to be assessed. It is also important that your proposals can be clearly understood by third parties (such as neighbours) who may not be familiar with reading plans and drawings, and will mostly be looking at your application online.

This guidance will assist you in making an application, help to avoid most common mistakes and reduce any delay in your proposal being considered by a planning officer.

If drawings are received that do not contain sufficient detail, your application will be invalid and the registration of your planning application will be delayed until appropriately revised or further drawings are submitted.

### **2) Presentation of plans and drawings.**

A separate list or schedule of drawings, plans and documents, to include the drawing numbers and the plan titles, should be submitted with the application. The plans and drawings should meet the following criteria:-

- All plans and drawings must be accurately drawn, to a suitable standard, using a conventional metric scale such as 1:100 or 1:50 and the scale used should be stated on the drawing.
- Except for location plans, all plans and drawings should include a scale bar and/or measured dimensions.
- Plans/drawings containing disclaimers such as “Not to scale” and “Do not scale” will not be accepted by the council (perspectives excepted). Drawings must be drawn true to stated scales. The following statement is acceptable – “Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only”.
- The clearest way to present your proposals is to group “existing” and “proposed” drawings side by side, using the same scale for both.

- Each plan/drawing should have a title box stating:
  - the address
  - the proposal
  - the title of the drawing (e.g. “existing rear elevation, proposed floor plan”)
  - the date
  - the scale of the drawing
  - the drawing number, e.g. D1, D2, D3, etc.
- Any revisions to the drawings should be clearly identified with a new number, e.g. D1a, D2b, D3c, etc. The date and details of the revision should also be indicated on the drawing.
- Plans and drawings should be annotated to make them completely understandable, e.g. if a line is shown on the plan between two properties, annotate by stating “boundary fence”.
- Every plan (including all copies) that is based upon Ordnance Survey maps should have the appropriate Ordnance Survey copyright notice.
- It is good practice to submit the site location plan on a separate sheet of paper to aid consultation.

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<sup>1</sup> For dwellings, a major development is one where the number of residential units to be constructed is 10 or more or where the number of residential units to be to be constructed is not known, a site area of 0.5 hectares. For all other uses, a major development is one where the floor space to be built is 1,000 square metres or more, or where the site area is 1 hectare or more.

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**4) Site location plan**

A site location plan is a map base that shows the location of the application site in relation to surrounding roads, buildings and other land.

Site location plans should:

- Be taken from an up to date Ordnance Survey Base, or to an equivalent standard.
- Be to a suitable scale of 1:1000, 1:1250 or 1:2500 for larger sites.
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- Where possible, cover an A4 sheet of paper with the application site in the centre of the plan.
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## 5) Site layout plan (sometimes called a block plan)

A site layout plan shows a detailed layout of the whole site and the relationship of the proposed works with the boundary of the property, nearby roads and neighbouring buildings.

Most applications should include an existing site layout plan and a proposed site layout plan. For simple applications the existing and proposed site can be combined and shown on one plan so long as what is existing, what is proposed and what is to be demolished is highlighted and annotated clearly.

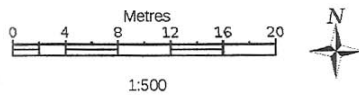
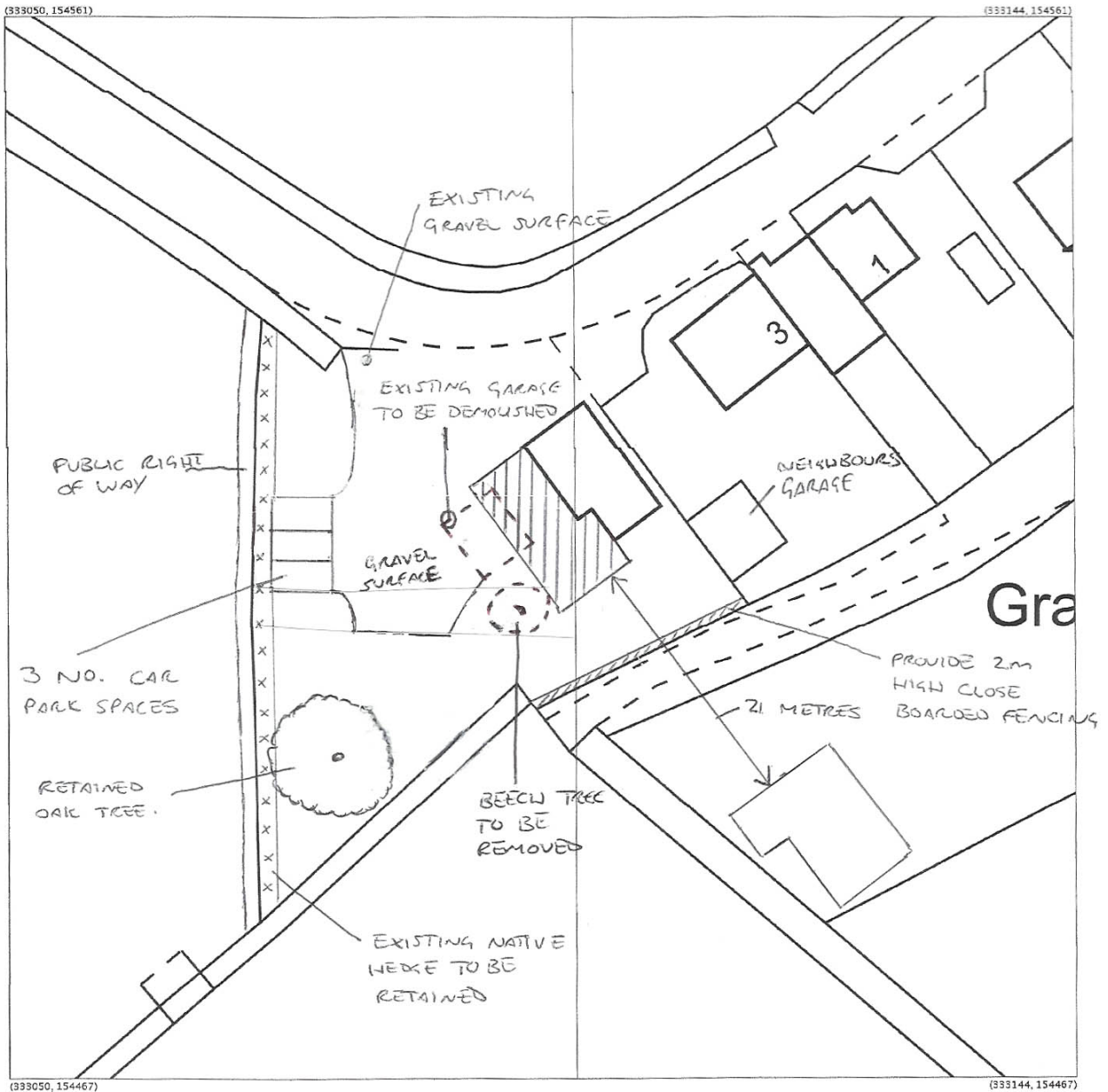
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- Show the whole of the boundary of the property, indicating the position and height of all boundary walls and fences.
- Identify any buildings to be demolished
- Include details of all trees, e.g. position, spread and species (eg oak, ash, etc).
- Identify trees proposed for felling.
- Show all roads/footpaths/public rights of way adjoining the site.
- Show all existing buildings and structures on land adjoining the application site<sup>2</sup>
- Show the direction of north.

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<sup>2</sup> Buildings and structures on land adjoining the site must be clearly shown unless the applicant has demonstrated that these would NOT influence or be affected by the proposed development

Image 2: Site layout plan (for illustrative purposes only)



THE CORNERHOUSE  
MAIN ROAD  
LONDON VILLAGE  
DRAWING 01

## 6) Elevations

Elevation drawings show what a building will look like from the outside.

In most cases, two separate sets of elevation drawings will be required, “existing” elevations showing the building as it is now and “proposed” elevations showing how the building will look, after the works have been carried out.

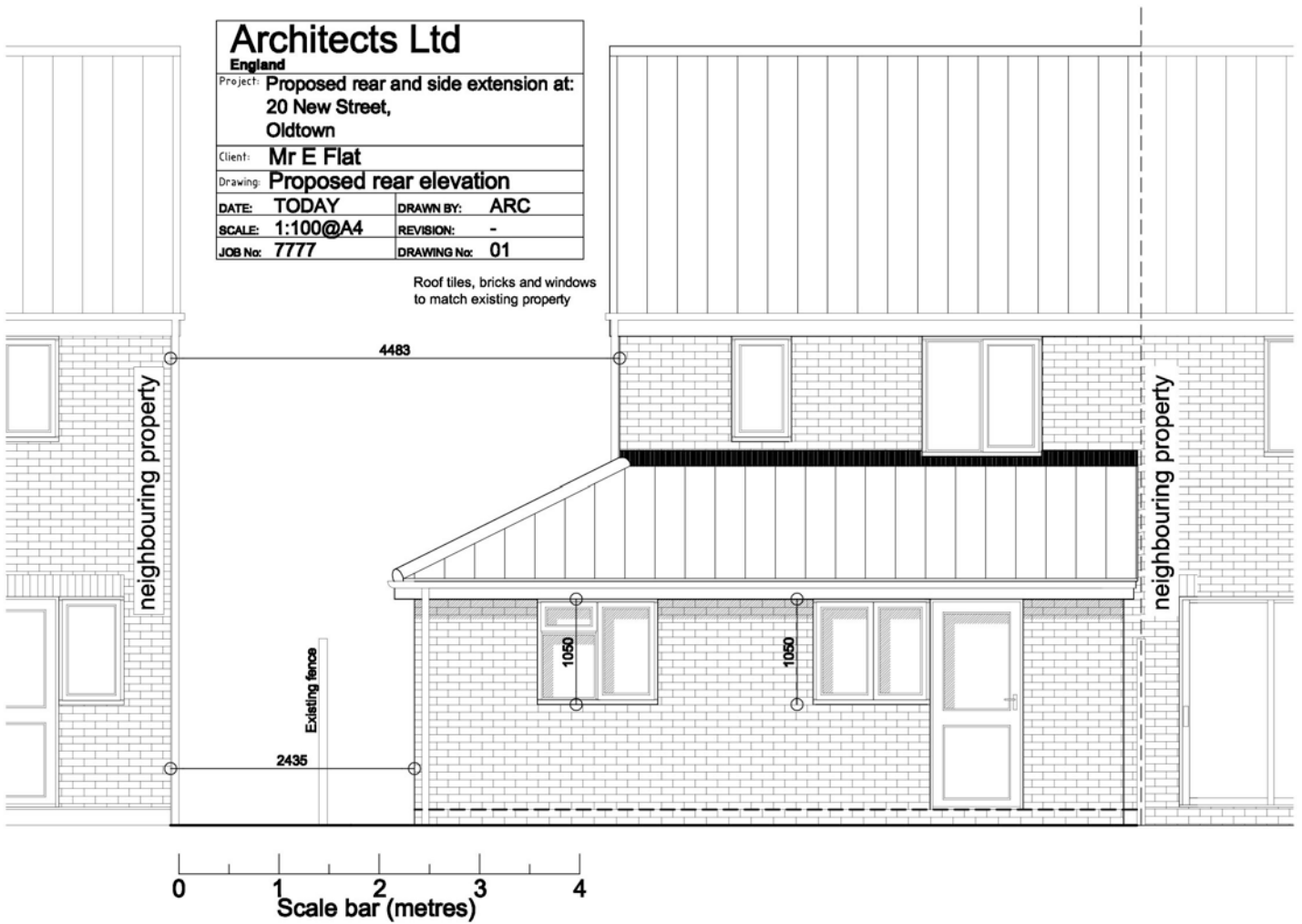
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- Show the whole of any existing building to be altered/extended so that the relationship of the new building/extension to the existing can be clearly seen.
- Show outline elevations of other buildings that are close to the development. For example, a side extension close to neighbouring dwelling.
- Show the property boundary.
- Indicate the colour and type of finishing materials to be used (eg colour and type of brick, render, roof tiles etc).
- Identify building(s) to be demolished.
- Details of external materials – Please ensure that all materials are described in detail, including the colour of each material.
- Show the position and size of all windows and doors (existing and proposed).

You need to describe what the roof covering, wall facing and window frames and doors will be made of and their design, eg “double roman concrete tiles”, “roughcast render” etc. If the proposed materials will match exactly those of the existing dwelling, this may be stated on the plans.



Image 3: Elevations (for illustrative purposes only)



## 7) Floor plans

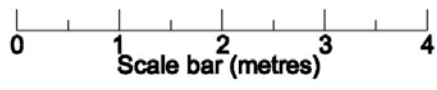
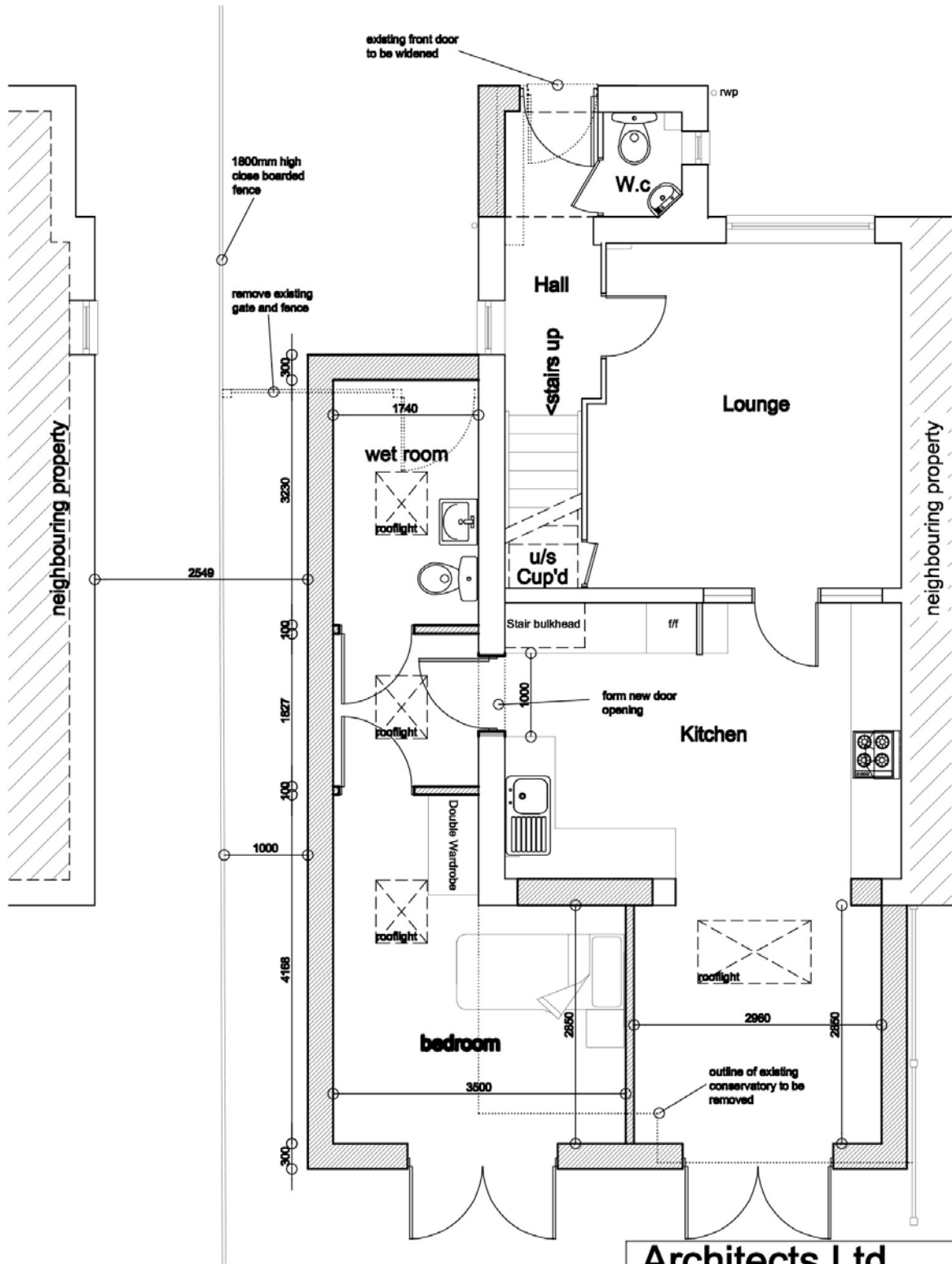
Floor plans show the layout of the building.

In most cases, two separate sets of floor plans will be required: “existing” floor plans showing the building as it is now and “proposed” floor plans showing how the building will look, after the works have been carried out.

Floor plans should:

- Be to a scale of 1:100 or 1:50.
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- Show all relevant floor levels of the building(s) being constructed, altered or extended, in relation to the remainder of the building.
- Clearly state the use of each room and include position of windows, doors, walls and partitions.
- Clearly label each floor.
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Image 4: Floor plans (for illustrative purposes only)



<b>Architects Ltd</b>	
England	
Project: Proposed extensions to porch, side and rear at: 20 Old Street, Newtown	
Client:	Mr House
Drawing:	Ground floor plan
DATE: TODAY	DRAWN BY: ARC
SCALE: 1:100@A4	REVISION: -
JOB No: 8888	DRAWING No: 01

## **8) Existing and proposed site sections and finished floor/site levels**

Where a proposal involves a significant change in ground levels, illustrative drawings should normally be submitted to show both existing and finished levels. These drawings should demonstrate how the proposed development would relate to existing site levels and neighbouring development.

In the case of householder development, the levels may be evident from floor plans and elevations, but particularly in the case of sloping sites it will be necessary to show how proposals relate to existing ground levels or where ground levels outside the extension would be modified.

Level drawings should:

- State the existing and proposed levels on the site and where levels differ from that of land immediately adjoining the site
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- State the finished floor levels of proposed buildings

Section drawings should:

- Identify existing and proposed ground levels where significant cut and fill operations are proposed, or where slopes in excess of 1 in 20 exist (or will exist)
- Show “slices” (cross sections) through buildings, normally at a scale of 1:50 or 1:100
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- Be accompanied by a plan showing the points between which the cross sections have been taken, which should also indicate the direction of north
- Show existing and proposed buildings within and adjacent to the site
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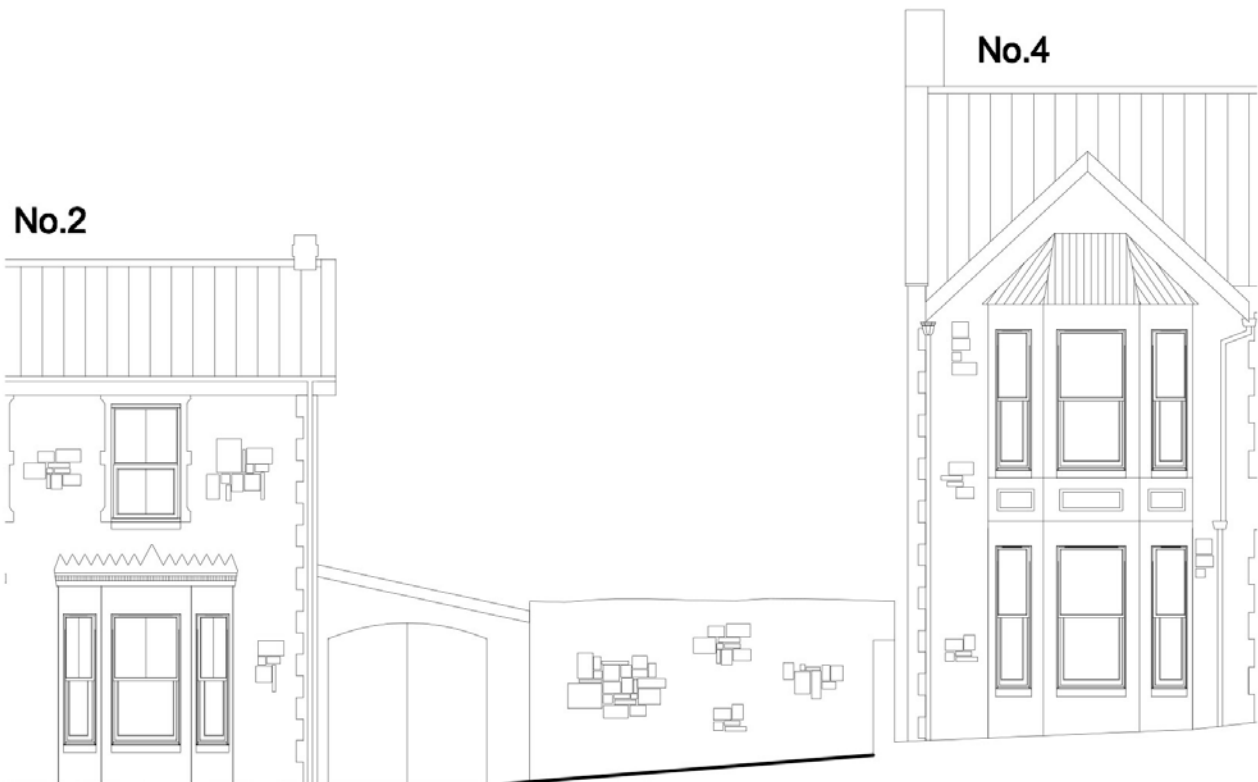
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Normally required for works that will be visible from the road- especially new buildings or large side extensions that will be near to the boundary/neighbouring building, or where there is a notable difference in heights between the proposed works and neighbouring dwellings/buildings.

These should:

- be of a scale of 1:100 or 1:200
- as a minimum, accurately show the height and outline of neighbouring dwellings/buildings and the position and size of windows/doors
- accurately show any differences in levels
- include written dimensions for gaps between buildings

Image 5: Street Scene or context plan (for illustrative purposes only)



Existing street elevation



Proposed street elevation

**Materials**  
 Sandstone cills and quoins  
 Concrete interlocking roof tiles  
 Reconstituted stone  
 Roughcast render painted cream (on bay)

<b>Architects Ltd</b>	
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## 10) Roof plans

These should be drawn to a scale of 1:50 or 1:100 and is used to show the shape of the roof particularly when development includes changes to its appearance and shape. Show the position of all ridges, valleys, dormer windows, roof lights and other features, such as chimneys or raised parapets. Details such as the roofing material and their location are typically specified on the roof plan.

## 11) Landscaping

### Landscaping plans/details

Landscaping plans should accurately show:

- The position and spread of the existing trees.
- Details of any trees to be retained and measures to be taken to protect the trees.
- The species of the trees and details of their condition.
- An indication of which, if any, are to be felled.
- Details of the size, species and positions of trees to be planted and boundary treatments.

### Landscaping schemes

In many instances the submission of landscaping details can be a condition of the planning permission. In some cases specialist detail, for example a tree survey or detailed design may be required when submitting landscaping schemes. It is recommended that you discuss with officers the scope and detail required prior to submission.

## 12) Joinery drawings and details

These should be accurately drawn and comply with the following standards:

- Drawn at a scale of 1:10.
- When traditional features are being replaced - existing elevations are required drawn at a scale of 1:10.
- Proposed joinery sections are required and should be drawn at a scale of 1:1 or 1:2.
- Proposed joinery sections for windows and doors should include the wall in which they are mounted to show the depth of reveal
- When traditional features are being replaced - existing joinery sections are required drawn at a scale of 1:1 or 1:2.
- Details of the proposed joinery materials are required. For example: "sustainably sourced hard wood stained with..."

## 13) Photographs and photomontages

These should be clearly labelled on the front of each image (not the back) with a title that explains what is shown and the exact location from which it was taken. This is best achieved by showing the location on an associated map.

#### 14) Contact details

<b>LPA</b>	<b>Postal Address</b>	<b>Email address/Planning Web Page</b>	<b>Telephone</b>
Bath & North East Somerset Council	Lewis House, Manvers St, Bath BA1 1JG	<a href="mailto:Development_management@bathnes.gov.uk">Development_management@bathnes.gov.uk</a>	01225 394041 (option 5)
Bristol City Council	Planning Services (CH), PO Box 3176, Bristol BS3 9FS	<a href="mailto:development.management@bristol.gov.uk">development.management@bristol.gov.uk</a> Web Site: <a href="#">Make a Planning application</a>	0117 9223000
North Somerset Council	Town Hall, Walliscote Grove Road, Weston-super-Mare BS23 1UJ	<a href="http://www.n-somerset.gov.uk/contactplanning">www.n-somerset.gov.uk/contactplanning</a>	01275 888811

#### 15) Acknowledgements

The example drawings were provided by Graham Moir Associates