

Development Control A Committee Agenda



Date: Wednesday, 29 November 2017

Time: 2.00 pm

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

Distribution:

Councillors: Tom Brook, Stephen Clarke, Mike Davies (Vice-Chair), Kye Dudd, Steve Jones, Olly Mead, Celia Phipps, Jo Sergeant, Clive Stevens, Chris Windows (Chair) and Mark Wright

Copies to: Zoe Willcox (Service Director - Planning), Gary Collins, Lewis Cook, Kate Cottrell, Peter Westbury, Tom Watson, Tamsin Sealy, Thomas Wilkinson, Andrew Cross, Laurence Fallon and Jon Fellingham

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Date: Tuesday, 21 November 2017



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Agenda

1. Apologies for Absence and Substitutions

(Pages 4 - 5)

2. Declarations of Interest

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

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

3. Minutes of the previous meeting

6.05 pm

To agree the minutes of the last meeting held on Wednesday 18th October 2017 as a correct record.

(Pages 6 - 15)

4. Appeals

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

(Pages 16 - 22)

5. Enforcement

To note recent enforcement notices.

(Page 23)

6. Public Forum

Up to 30 minutes is allowed for this item.

Any member of the public or Councillor may participate in Public Forum. The detailed arrangements for so doing are set out in the Public Information Sheet at the back of this agenda. Public Forum items should be emailed to democratic.services@bristol.gov.uk and please note that the following deadlines will apply in relation to this meeting:-

Questions - Written questions must be received 3 clear working days prior to the meeting. For this meeting, this means that your question(s) must be received in this office at the latest **5pm on Thursday 23rd November 2017.**

Petitions and Statements - Petitions and statements must be received on the



working day prior to the meeting. For this meeting this means that your submission must be received in this office at the latest **by 12 Noon on Wednesday 28th November 2017.**

Please note, your time allocated to speak may have to be strictly limited if there are a lot of submissions. This may be as short as one minute.

7. Planning and Development

The Committee is requested to consider the following applications

(Pages 24 - 25)

- | | |
|---|--------------------------|
| a) Planning Application Number 17/03139/F - McArthur's Warehouse, Gas Ferry Road | (Pages 26 - 78) |
| b) Planning Application Number 17/02916/FB and 17/02917/LA - Colston Hall | (Pages 79 - 193) |
| c) Planning Application Number 17/04986/F - 270 Church Road | (Pages 194 - 204) |
| d) Planning Application Number 17/03021/F - Merchants Academy, Gatehouse Avenue | (Pages 205 - 247) |
| e) Planning Application Number 17/05307/F - 6 All Saints Lane | (Pages 248 - 277) |

8. Date of Next Meeting

The next meeting is scheduled to be held at **6pm on Wednesday 10th January 2018.**



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.

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

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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 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 A
Committee



18 October 2017 at 10.00 am

Members Present:-

Councillors: Chris Windows (Chair), Mike Davies (Vice-Chair), Stephen Clarke, Fabian Breckels, Kye Dudd, Richard Eddy, Olly Mead, Celia Phipps, Jo Sergeant, Clive Stevens and Mark Wright

Officers in Attendance:-

Gary Collins, Anna Schroeder and Jess Leigh

1. Apologies for Absence and Substitutions

Apologies were received by Cllr Steve Jones, with Cllr Richard Eddy as substitute and Cllr Tom Brook, with Cllr Fabien Breckels as substitute.

2. Declarations of Interest

None were declared.

3. Minutes of the previous meeting

Resolved – that the minutes of the meeting held on the 6th September be confirmed as a correct record and signed by the Chair subject to the following amendments:

- I. That the reference to the discussion on Cllr Stevens statement is correctly noted in the minutes. The Chair confirmed that the meeting officially closed after the discussion and therefore the statement should be noted in the minutes.
- II. Cllr Mead voted against 16/065594/P application therefore the voting should be noted as 10/1 for.
- III. That a correction is made on page 2 section 7(a) second paragraph replacing 'had' for 'hade'.

4. Appeals



The Committee considered a report of the Service Director – Planning, noting appeals lodged, imminent public inquiries and appeals awaiting decision.

The following was highlighted:-

1. Items 4 & 34 - Old Bristol Royal Infirmary Building – A request was made to Historic England to list the Chapel building that is on the site. They have taken the view that the chapel should be listed. The developers legal representative are able to challenge the decision to list but this is a 3 to 4 month process. Therefore a request was made to the Planning Inspectorate for the appeal to be held in abeyance until the conclusion of their challenge to Historic England. The inspectorate agreed to hold the appeal in abeyance until March 2018.

5. Enforcement

There were no enforcement issues to raise with Councillors.

- a. Cllr Jones, queried and expressed his concern that neither Committees had seen any enforcement notices.
- b. Members were assured that there were a number of pending notices with legal.

6. Public Forum

Statements

Members of the Committee received public forum statements in advance of the meeting.

The Statements were heard before the application they related to and were taken fully into consideration by the Committee prior to reaching a decision. (A copy of the public forum statements are held on public record in the Minute Book)

7. Planning and Development

The following items were considered:

8. 17/02084/F - Unit 4 Maggs House 70-78 Queens Road Clifton Bristol BS8 1QU

The representative of the Service Director – Planning made the following points by way of introduction:-

1. The application had been referred to the Committee for determination by the Ward Councillor, Cllr Paul Smith.



2. The application sought planning permission for the change of use of Unit 4 from an A1 retail unit to A3 restaurant use, with external alterations including erection of ventilation equipment to the rear elevation. Opening hours are proposed to be Monday to Saturday 11am to 11pm and on Sunday and Bank Holidays Midday to 8pm.
3. The key issue was the change of use and an assessment of the potential impacts on residential amenity and on the viability and vitality of the primary shopping area.
4. The unit lies within the Queen's Road and Park Street primary shopping area (PSA) and primary shopping frontage (PSF), as identified in the Central Area Plan (2015).
5. 57% of the units within the overall PSF are currently A1 retail use.
6. The premises were previously occupied by Costa Coffee for nearly 10 years as a coffee shop. No application for change of use to a mixed A1/A3 use was received and there is no history of enforcement action against the occupation of this unit as a coffee shop. An example was given of a similar business treated in the same way trading within premises designated for A1 use.
7. The retail presence is already compromised in the immediate area but there remains a significant number of retail outlets within the overall frontage; the application would have limited impact on retail perception at that location on Queens Rd.
8. The objections received related to the potential impacts on residential and environmental amenity.
9. No objections were received from BCC pollution control team or the Avon and Somerset Constabulary.
10. The presentation included pictures of the current street view of Queens Road and Maggs House frontage.

The following was noted from the debate that followed:

- a. Cllr Eddy expressed concern that this application was pushing the percentage of retail to bars/restaurant to the tipping point and this would give a green light for further saturation in the area and would be voting against.
- b. Cllr Davies shared Cllr Eddy's concern suggesting that DC agenda meetings should see any request regarding A1/3 applications for this primary shopping area where officers were minded to support. The representative of the Service Director Planning reminded the committee that they were obligated to address the application currently before them and were unable to pre determine other applications. They were aware of the area reaching a tipping point and would endeavour to present at agenda meetings all relevant applications within this primary shopping area.
- c. Cllr Mead recalled that Whiteladies Road was once a retail area and had given way to bars and restaurant and was therefore concerned that Queens Road would be known for eatery and bars rather than retail. He was also minded to discount the previous use of the premises as a coffee shop. He was minded to vote against the application because the area was approaching tipping point away from retail.



- d. Cllr Sergeant shared her view that coffee shops often benefited retail areas as it allowed customers to stay in the area. As it is a free market it is difficult to control the nature of the businesses that are in an area but an area that becomes mostly an evening destination would be damaging to the area and put it on a downward cycle of incidents relating to anti-social behaviour. She was minded to vote against.
- e. Cllr Wright recalled the concerns that had been raised when a restaurant was proposed at the top of Park St 7 years ago and remembered commenting that one restaurant would not kill an area. He noted now how things have changed. He took the view that this application should be viewed in light of the likely outcome following an appeal.
- f. The Committee were informed that in the event of an appeal the Planning Inspectorate would consider the case on its merits in terms of the overall impact on retail perception within the PSF and PSA. If the Council were considered unreasonable there is a risk that costs could be awarded against the Council.
- g. Cllr Clarke asserted that he felt Queen's Road had reached tipping point but was mindful of the advice given in regards to an appeal.
- h. Cllr Breckels confirmed that he was minded to support the application, on hearing all the arguments put by committee members and the advice given that on appeal the decision could be reversed with costs awarded against the council. On investigating the applicant he noted that it was a Mexican eatery with opening hours that did not go into the night time economy. The council had no policy that defined what that tipping point was and with no clear policy, turning down applications on this basis was problematic. He was also mindful that different areas had different requirements. He strongly recommended that a policy should be devised quantifying the tipping point of harm to retail frontage in percentage terms.
- i. Cllr Dudd noted the lack of retailers seeking an on street presence because many were online. He agreed that defending the decision to refuse may be hard and therefore would need to support.
- j. Cllr Mead was aware that with the mass increase of rent in the Bristol area many small businesses were priced out of the market. He expressed his frustration of having an application to consider with the knowledge that on appeal the decision would be likely to be reversed.
- k. Cllr Stevens was aware of the lowering of percentage of retail presence on that high street and it was giving way to entertainment venues. He called for the local plan to include the percentage requirement for areas. He was mindful to vote for because of the possible cost impact of an appeal.
- l. Cllr Eddy agreed with Cllr Breckels that the committee should recommend the drawing up of a policy on percentage of mixed business for a high street.
- m. Committee was advised that the application had to be considered in the first instance and a direction on policy development dealt with as a separate issue.
- n. Cllr Breckels proposed that a policy be devised on the issue, seconded by Cllr Eddy.



- o. Cllr Davies provided clarity on the matters for this area to come to agenda conference, applications from Queen's road to bottom Park Street where officers were minded to support. This was a suggestion for officers to implement.
- p. Cllr Breckles stated that the tipping point would vary from area to area and it was important to get it right for the whole area.

The planning application on being put to the vote (Moved by Cllr Breckles, seconded by Cllr Davies) it was: Resolved: (8 for and 3 against) that planning permission be granted subject to conditions as set out in the report.

The committee further resolved (Moved by Cllr Breckles, seconded by Cllr Eddy):

(Unanimous vote) That the Local Plan Working group develop a policy on saturation point with regards to the mix of retail and non-retail use specific to various areas across the City.

9. 17/02596/F - Unit 1 Maggs House 70 Queens Road Clifton Bristol BS8 1QU

An amendment sheet was provided to the Committee in advance of the meeting, detailing changes since the publication of the original report

The representative of the Service Director- Planning made the following points by way of introduction:-

1. The application had been referred to the Committee for determination by the ward Councillor Paul Smith on the basis that it was harmful to the retail area and contrary to local plan policies.
2. The application was seeking permission to change the use of the unit from mixed A1/A3 to mixed A3/A4 use, with façade alterations to the ground floor.
3. The business would operate from 8am to midnight Mon to Saturday and then Sunday 9am to 10.30 same as existing A1/A3 consent.
4. Consultation had resulted in 14 objections.
5. No objections were received from BCC pollution control team or the Avon and Somerset Constabulary. On balance, officers considered that the proposals were not damaging to the existing perception of the immediate and wider PSF AND PSA. The business would operate within suitable opening hours and would also be subject to a license (separate to planning control).
6. Members sought clarity on the weight to be given to the information submitted regarding police crime statistics from the RARA group. Officers confirmed that limited weight should be given to this information, given that the Police had withdrawn their initial objection to the proposals. In addition, data was included that indicated that the information was based on the Queens Road area. Officers clarified that the data had been retitled and that it was understood that the data covered a wider area including the harbourside area.
7. Cllr Dudd sought clarity on how the CIA (Cumulative Impact Area) impacted on the application. Officers advised that the CIA policy related to the Licensing objectives and was not a matter for this committee to consider. A licence had been granted for the applicant to trade to 1am to allow sale of alcohol.



8. The previous businesses that had traded at that site had moved location, the record shop to a pop up shop and the café to another location in the area.

The following was noted from the debate that followed.

- a. Cllr Eddy expressed that this application could be viewed as the tipping point and he was minded to vote against.
- b. Cllr Wright felt this application was different from the previous application in that it added another bar to the area; involved loss of retail space; and would have an impact on the night time economy. He acknowledged the advice given but took the view that the committee were concerned about the impact of the proposals on nearby residents and he intended to vote against.
- c. Cllr Dudd would vote against because the question should be asked whether this was a bar selling food or a restaurant selling drinks with its meals. The area did not need a further licensed premises. He felt that the police should look again at this application as it fell within the CIA policy.
- d. Cllr Stevens stated there was a difference between a day time refreshment venue and an evening venue that operated into the night time economy. The applicant intended to trade well into the night and therefore would impact local residents. With the high possibility of an appeal the committee must consider grounds carefully to reject. He confirmed that he would vote against.
- e. Committee were advised that concerns about the impact on the retail frontage would be hard to justify given the decision to grant planning permission for the previous application in the same frontage. The applicant would be likely to reference the early decision to grant in any appeal. In addition consideration would be given to the lack of objections from the Police and the BCC Pollution Control team. Reference was made to the successful appeal for Bottelino's on the opposite side of Queens Road, and the need to robustly demonstrate findings of harm to residential amenity.
- f. Cllr Clarke enquired whether the applications were listed in the order to be heard to influence the decision to be made. Members were assured that the order was determined during the agenda briefing discussion and without the intention to influence decision making. In the event of an appeal the Inspectorate will have regard to the merits of the application and if cited the views taken on the difference between the applications.
- g. Cllr Clarke reminded all that the Police were not elected officials and as Councillors, included in the role was the duty to protect and promote the interest of residents. The application should be rejected and every step taken to ensure the decision making is strong so that any appeal is unsuccessful.
- h. Cllr Davies agreed that it was not acceptable for the police to raise no objections because the business would add no further nuisance to the area. When a bar trades it follows that people would congregate outside.
- i. Cllr Breckels commented that the committee, without a policy quantifying what was the tipping point, was in a difficult decision making position. The area needed more police officers on duty to manage the consequence of the growing night time economy. He expressed his concern over the possible appeal being lost and the award of costs against the council when budgets were already stretched.
- j. Cllr Mead, wanted to address the question of reasonableness. The planning committee should be in a position to take this into consideration, as should the planning inspectorate when making its



decision on appeal. Councillors as representatives of the residents of Bristol need to consider the legitimate concerns of residents and local ward Councillors. The rejection should indicate our concern about noise and related nuisance and that, with the objections received, it would be unreasonable to approve.

k. Cllr Wright moved a motion to refuse planning permission on the following grounds:

To protect the amenity of local residents in an area already blighted by night time related anti-social behaviour

To prevent the loss of A1 retail space in an area already under cumulative pressure

l. this was seconded by Cllr Sergeant.

When put to the vote 9 supported the proposal to reject and 2 voted against

Resolved to Refuse permission on the following grounds:

- To protect the amenity of local residents in an area already blighted by night time related anti-social behaviour
- To prevent the loss of A1 retail space in an area already under cumulative pressure

10 17/03716/F - Former Dorma Nightclub Clifton Down Station Whiteladies Road Bristol BS8 2PH

This item was removed from the agenda.

11 17/03943/F - Land At Hengrove Park (plots A, 2B And C) Whitchurch Lane Whitchurch Bristol BS14 0JZ

An amendment sheet was provided to the Committee in advance of the meeting, detailing changes since the publication of the original report

The representative of the Service Director- Planning and Development made the following points by way of introduction:-

1. The application related to the ongoing regeneration of the Hengrove area and this application relates to the completion of Phase 1.
2. The application will deliver 261 dwellings in a mixture of terraces, apartments and semi-detached properties.
3. The consultation had been extensive with a number of comments but feedback was greater for Phase 2 of the project that would be before committee approximately next June 2018.
4. Conditions were recommended to manage grassland; drainage scheme and natural habitats; there would be a loss of trees but the developers intend to replace with 121 street trees; the area known as the mound had the potential for ground gas but investigations were ongoing.
5. The Apartments would be 4 storeys-high but would be the same height as the college building opposite the development.



6. The Development delivered 30% policy compliant affordable housing therefore a viability appraisal was not necessary.
7. The development delivers the density of houses per hectare that fits the market for the area. Phase 2 of the development will include a higher density of dwellings with the portion for affordable housing and market housing to be considered.
8. Clarity was provided on the position of sustainable energy. Feasibility work was underway in relation to this site and phase 2 development with regards future CHP plant and links to the District Heating Plant.
9. There is a potential for the wider Hengrove development to attract commercial retail business enabling on site amenities and to minimise the need to travel by car.

The following was noted from the debate that followed:

- a. Cllr Eddy shared that local Councillors welcomed the scheme and were happy with the design; the percentage of affordable housing proposed; and that it was compliant to city council policy. He acknowledged there was a need for improved infrastructure such as access to GPs and grocery stores. He stated that the sums that would be generated from CIL monies would positively impact the creative aspect of the area and improve the provision at the Hengrove play park.
- b. Cllr Mead expressed his disappointment with the density of dwellings per hectare but acknowledged the need for new housing across Bristol. He was favourable to the ecological mitigation to be provided by the developer, albeit a portion of the meadow would be lost. He explained that condition 7 should be enhanced to include shrubs, preferable those with fruits, to encourage insects and birds.
- c. Cllr Breckels viewed the development as a good start and noted the developer's willingness to include affordable housing. The development would attract retailers to the area.
- d. Cllr Clarke enquired whether CHP and the link to the DHP could be added as a condition. Officers explained that further feasibility work would take place with regards to phase 2 of the project but at this stage it was not possible to predetermine the outcome of this work.
- e. Clarity was provided that the current phase 1 housing development was linked to and completed the development of the hospital and leisure centre complex. Cllr Wright compared the development to that in Horfield that was also a development on Bristol City Council land and felt that earlier development had produced better design and a higher density of dwellings. He considered the application rushed and premature and a missed opportunity to do more. He was minded to vote against.
- f. Cllr Mead moved the recommendation with an amendment to condition 7 to include reference to shrubs, Cllr Eddy seconded the proposal.

When put to the vote committee

Resolved – 10 for, none against and 1 abstention for planning permission to be granted with the amended condition.

Councillor Eddy left the chamber at 12.26

12 Review of Planning Application Requirements Local List



The Committee received the report of the Head of Development Management and were asked to agree to endorse the adoption of the revised Planning Application Requirements List including the Drawings Standards document.

The following was highlighted:

- a. That the local list must be reviewed every two years.
- b. That three of the West of England authorities had worked together on the Drawings Standards Document and had agreed it.
- c. If an application did not meet the requirements then it would not be registered and the statutory period to determine the application would not begin.
- d. The National Planning Policy Framework (NPPF) is currently being reviewed and will need to be reflected locally. As a result, it was likely that the Local List would be revisited sometime during 2018.
- e. The key issue in the report was the tightening up of the Council's approach to the receipt and publication of developers' viability appraisals.

The following comments were noted:

- i. Cllr Stevens had submitted a number of questions on the plan that would be addressed and was happy for a response to follow after the meeting. He did pose the question as to whether the local list could be considered earlier in the review process to provide a longer consideration period.
- ii. The committee were informed that a review of the NPPF was underway and the impact of that would require a change to the local list in the next year.
- iii. Cllr Mead moved to support and Cllr Clarke seconded.

Committee Resolved:

- To endorse the revised Planning Application Requirements List including the Drawings Standards document

13 Date of Next Meeting

Wednesday 29th November 2017 @ 2pm

Meeting ended at 12.37 pm

CHAIR _____





DEVELOPMENT CONTROL COMMITTEE A

29 November 2017

REPORT OF THE SERVICE DIRECTOR - PLANNING

LIST OF CURRENT APPEALS

Householder appeal

Item	Ward	Address, description and appeal type	Date lodged
1	Westbury-on-Trym & Henleaze	13 Waterford Road Bristol BS9 4BT Two storey rear extension. Appeal against refusal Delegated decision	12/10/2017
2	Hengrove & Whitchurch Park	99 Court Farm Road Bristol BS14 0EE Proposed two storey extension to side and porch to front. Appeal against refusal Delegated decision	02/11/2017
3	Clifton	North Villa 48 Canynge Road Bristol BS8 3LQ Erection of extension to side. Appeal against refusal Delegated decision	08/11/2017

Public inquiry

Item	Ward	Address, description and appeal type	Date of inquiry
4	Central	Old Bristol Royal Infirmary Building Marlborough Street (South Side) City Centre Bristol BS1 3NU 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). Appeal against non-determination Committee	TBA

Written representation

Item	Ward	Address, description and appeal type	Date lodged
5	Easton	28 York Road Easton Bristol BS5 6BJ Enforcement notice appeal for the erection of a porch to the front. Appeal against an enforcement notice	21/04/2017
6	Brislington East	821 Bath Road Brislington Bristol BS4 5NL Replacement of 2 x illuminated 48-sheet advertising displays with 2 x 48-sheet digital LED displays. Appeal against refusal Delegated decision	21/07/2017
7	Ashley	Portland View Bishop Street Bristol 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. Appeal against refusal Delegated decision	25/07/2017
8	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
9	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
10	Brislington West	116 Repton Road Bristol BS4 3LZ Two bedroom two storey dwelling. Appeal against refusal Delegated decision	23/08/2017
11	Southville	24 Islington Road Bristol BS3 1QB New dwelling adjacent to No.24. Appeal against refusal Delegated decision	19/09/2017

12	Hengrove & Whitchurch Park	24 Chiltern Close Bristol BS14 9RH Proposed two storey dwelling. Appeal against refusal Delegated decision	19/09/2017
13	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
14	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
15	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
16	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
17	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
18	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
19	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

20	Knowle	128 Broad Walk Bristol BS4 2RZ Two storey side extension and loft conversion. Appeal against refusal Delegated decision	02/11/2017
21	Hillfields	70 Thicket Avenue Bristol BS16 4EH Two storey extension to accommodate single dwelling. Appeal against refusal Delegated decision	03/11/2017
22	Filwood	24 Kildare Road Bristol BS4 1PS Erection of attached two storey dwelling. Appeal against refusal Delegated decision	03/11/2017
23	St George West	9 Ebenezer Street Bristol BS5 8EF Application to approve details in relation to conditions 2 (Windows details), 3 (Construction Management Plan), 4 (Solar Panels), 5(Further details) and 6 (Premises Management Plan) of permission 16/06074/F Conversion of existing film studio to provide 3 No cluster flats and 1 No single flat. Appeal against refusal Delegated decision	03/11/2017
24	St George West	9 Ebenezer Street Bristol BS5 8EF Variation of conditions 6 (premises management) and 12 (on-site supervision) attached to planning permission 16/06074/F (for the conversion of existing film studio to provide 3 No cluster flats and 1 No single flat). Appeal against refusal Delegated decision	03/11/2017

List of appeal decisions

Item	Ward	Address, description and appeal type	Decision and date decided
25	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
26	Hartcliffe & Withywood	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

27	Stockwood	52 Dutton Road Bristol BS14 8BW Erection of 2 storey, 2 bed dwelling. Appeal against refusal Delegated decision	Appeal dismissed 09/10/2017
28	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
29	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	Appeal dismissed 16/11/2017
30	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	Appeal dismissed 16/11/2017
31	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
32	Clifton	78 Princess Victoria Street Bristol BS8 4DB Erection of a new two storey dwelling. Appeal against refusal Delegated decision	Appeal dismissed 06/11/2017
33	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	Appeal dismissed 08/11/2017
34	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	Appeal allowed 08/11/2017

35	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	Appeal dismissed 31/10/2017
36	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	Appeal dismissed 08/11/2017
37	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	Appeal dismissed 10/11/2017
38	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	Appeal dismissed 10/11/2017
39	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
40	Lockleaze	167 Muller Road Bristol BS7 9RB Application for retention of vehicular access. Appeal against refusal Delegated decision	Appeal allowed 09/10/2017
41	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

42	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	Appeal dismissed 23/10/2017
43	Central	Cafe Whitefriars Lewins Mead Bristol BS1 2NT Erection of a digital advertisement display unit measuring 3 metres by 6 metres. Appeal against refusal Delegated decision	Appeal allowed 27/10/2017
44	Windmill Hill	179 St Johns Lane Bristol BS3 5AG Dormer in front roof slope. Appeal against refusal Delegated decision	Appeal dismissed 01/11/2017
45	Hillfields	4 Woodcote Road Bristol BS16 4DE Two storey rear extension and front porch. Appeal against refusal Delegated decision	Appeal allowed 03/11/2017

DEVELOPMENT CONTROL COMMITTEE A

29 November 2017

REPORT OF THE SERVICE DIRECTOR - PLANNING

LIST OF ENFORCEMENT NOTICES SERVED

Item	Ward	Address, description and enforcement type	Date issued
1	Easton	76 Robertson Road Bristol BS5 6JT Erection of building for habitation rather than as a garage which is larger than the building approved in 2003. Enforcement notice	31/10/2017

Development Control Committee A 29 November 2017

Report of the Service Director - Planning

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Planning Applications

Item	Ward	Officer Recommendation	Application No/Address/Description
1	Hotwells & Harbourside	Grant subject to Legal Agreement	17/03139/F - McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN Demolition of existing warehouse and associated buildings and structures. Redevelopment to provide a mixed-use development of 147 residential units, workspace and a cafe with ancillary gallery space (Use Classes C3, B1 & A3) and associated car parking, servicing, landscaping works, provision of utilities and other supporting infrastructures (Major).
2	Central	Refer to Secretary of State	17/02916/FB and 17/02917/LA - Colston Hall Colston Street Bristol BS1 5AR Refurbishment and transformation (Phase 2) of Colston Hall (Use Class D2) to provide a redesigned Main Hall (Hall 1) and Lantern Building (Hall 2), together with adaptation of the existing upper and lower cellars to provide a third performance space/venue and educational learning spaces (Hall 3). Refurbishment and extension(s) of backstage areas and service yard, and associated accessibility and sustainability alterations.
3	St George West	Refuse	17/04986/F - 270 Church Road St George Bristol BS5 8AH The addition of a new two-storey unit to provide new dwelling, with minor extensions and alterations to the existing unit.
4	Hartcliffe & Withywood	Grant	17/03021/F - Merchants Academy Gatehouse Avenue Bristol BS13 9AJ Erection of a 2 form-entry Primary School with Nursery and Autistic Condition Spectrum (ASC) School to be co-located on the site, associated play areas, car parking and drop off area. Demolition of former St Johns Ambulance building to create new access and parking area from Hareclive Road.

Item	Ward	Officer Recommendation	Application No/Address/Description
5	Central	Grant	<p>17/05307/F - 6 All Saints Lane Bristol BS1 1JH Change of use from solicitors office (Use Class A2) to student accommodation (Use Class C3).</p> <p>17/05308/LA - Internal works in association with conversion to student accommodation.</p>

WARD: Hotwells & Harbourside **CONTACT OFFICER:** Lewis Cook

SITE ADDRESS: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN

APPLICATION NO: 17/03139/F Full Planning

DETERMINATION 30 September 2017

DEADLINE:

Demolition of existing warehouse and associated buildings and structures. Redevelopment to provide a mixed-use development of 147 residential units, workspace and a cafe with ancillary gallery space (Use Classes C3, B1 & A3) and associated car parking, servicing, landscaping works, provision of utilities and other supporting infrastructures (Major).

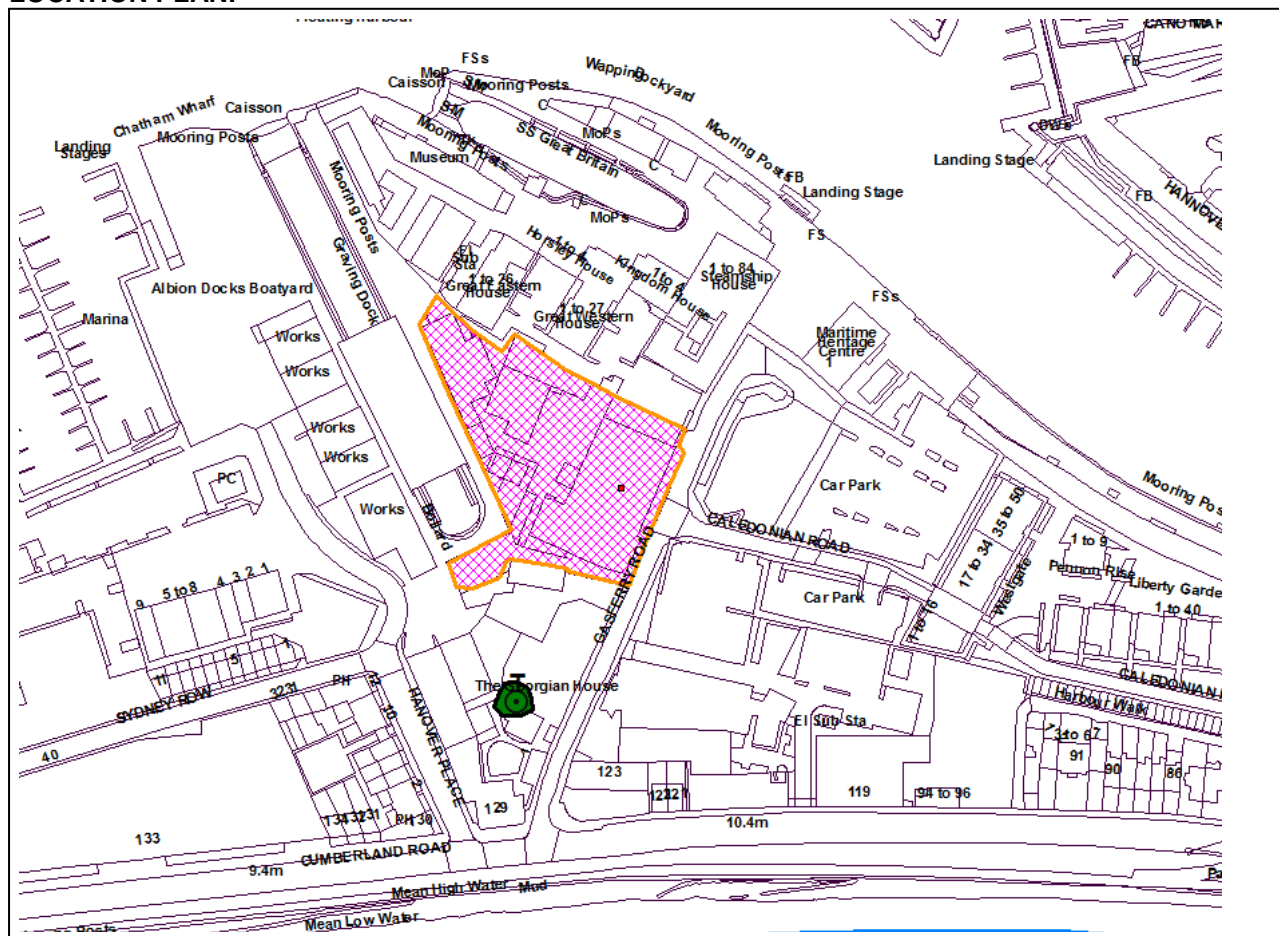
RECOMMENDATION: Grant subject to Planning Agreement

AGENT: Nash Partnership
25 King Street
Bristol
BS1 4PB

APPLICANT: The Guinness Partnership
C/o Agent

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

LOCATION PLAN:



Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN****SUMMARY**

This report relates to a full planning application for redevelopment of the McArthur's warehouse site, on Spike Island, to provide a mixed commercial and residential development, including the provision of 147 flats. The application site is allocated for residential/office/workshop uses and the development accords with this. However, the scale and intensity of the building has resulted in a significant level of concern, including from the public and amenity groups.

The concerns raised relate to a number of issues, including impact on heritage assets, concerns regarding the design, impacts on amenity and highway safety. There are also concerns regarding the viability of neighbouring boat yard uses, which are considered important for the character of the area and for the continued vibrancy of the harbourside. However, this proposal is considered to provide a high quality design, which provides significant benefits, including the provision of additional housing and commercial floorspace, and improvements to the public realm. It is also considered that the developers have taken significant steps to mitigate the impacts of the proposal.

The provision of affordable housing at the site has been subject to considerable negotiation. Whilst originally the applicants affordable housing offer relied on external funding (and thereby could not be secured by section 106), following negotiation 18 units have been offered (not grant funded). This has been reviewed by Officers, including an assessment of scheme viability, and it is considered that this offer is reasonable.

Therefore, taking into account the planning balance, Officers consider that the benefits of the scheme do outweigh the impacts, and are therefore recommending approval of the scheme.

SITE DESCRIPTION

The application site is the site of the former McArthur's warehouse site, along with other ancillary buildings, which are located towards the centre of Spike Island. The site was originally constructed around 1900 as a warehouse for the storage of malt for the Bristol United Breweries. This use vacated that building following a significant fire at the building in 1938, which appears to have damaged much of the original structure, including the roof. Post World War II The site was taken over by the McArthur's company. Whilst plans were drawn up to remodel and reroof the warehouse, it appears that these were never completed, and instead further buildings were constructed to the west of the site. The McArthur's group vacated the site in 1977. Since that point the site was used for a number of temporary uses, including art workshops, boat and car repair uses. There was a further significant fire at the site in 2007, and the site has lain empty since that point.

It is noted that the site is within the City Docks Conservation Area, and English Heritage (as they were then known) gave consideration to listing the building during assessment of previous applications on the site, although it was never included on the national list. However, the building was included on the local list in September 2015.

The site is in an area of mixed use, and has been developing rapidly in recent years, particularly with modern residential development. It is clear that the area originally developed as docks, and that character is particular relevant to the west of the site. It is also notable that directly to the north of the site is the grade II* listed Great Western Dry Dock, which houses the SS Great Britain. Whilst the Great Britain is not a nationally listed structure, it clearly should be regarded as a heritage asset, and along with the Dry Dock and the grade II* listed office building cements the historical dockland character of this area. The presence of the grade II listed Graving Dock immediately to the west of the site also contributes to this character. Between the site and the SS Great Britain lies the Great Western house development, which is a modern residential development, albeit using some of the historic industrial buildings.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN**

To the south and east of the site the area also has a commercial character, including Rolts boat yard, the Aardman animation studio, and a number of smaller offices. The area to the south includes two further grade II listed buildings at The Georgian House and No. 129 Cumberland Road. Immediately to the east of the site is a large car park, and beyond that another large relatively modern housing development at the point. This mix of commercial, tourist and residential development continues in either direction, which gives the area a very mixed character.

The application site is identified in the Central Area Plan as a potential development site, and allocated for Housing, Offices or Workspace. This allocation includes Rolts Yard to the south of the site. It should also be noted that the land to the west of the site, including the Graving Dock, are allocated for Maritime Industrial and Warehousing areas. A small area to the north of the site is within flood zone 2 as identified by the Environment Agency, and also within the Coal Authority high risk area.

RELEVANT HISTORY

The McArthur's Warehouse site has been vacant for a number of years, and through those years there have been a number of unsuccessful attempts to develop the site. The following are the most relevant to the current application.

03/01464/F: Comprehensive redevelopment scheme for 3 no. replacement buildings with a mixed use scheme comprising A1, A3, B1, B2 and C3 uses - Permission Granted: 14/04/2005.

03/01463/X: Variation of Condition no. 3 attached to permission 00/00201/LC, to allow Conservation Area Consent to be implemented in conjunction with a different Planning Permission - Permission granted: 14/04/2005.

These applications relate to both the current application site, and the diving school site immediately to the south of the current site. This proposed 65 residential dwellings, plus commercial ground floor uses. It is noted that applications were made to renew these permissions in 2010, but following objections being raised by English Heritage to the loss of the existing structures these applications were not determined.

00/00200/F: Redevelopment comprising the construction of three buildings, 4-6 storeys in height, providing a mixed use scheme of residential units, workshop units, office suites, retail and food and drink units (Use Classes B1, B2, C3, A1 and A3) - This application was called in by the Secretary of State and refused on 30/07/2002, with issues relating to the impact on the conservation area being the key determinant factor.

This application was accompanied by a Conservation Area consent application for the demolition of the existing buildings, which was approved on 02/02/2001.

It is also noted that applications were refused for the use of the site as variously a museum, retail, offices and workshops in the period between 1987 to 1989.

Finally, it is noted that a request for an EIA screening was made under reference 16/07031/SCR, where it was concluded that an Environmental Statement was not required for the current development. The decision was issued on 23rd March 2017.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN****APPLICATION**

This report refers to a full planning application for the demolition of the existing structures on the site and the erection of a new building to be used for a mixture of residential and commercial use.

The ground floor of the building would cover the whole site with a podium deck above. This has been designed with commercial floorspace on three sides of the building, with the vehicle access to the north, and a car parking area to the centre. This would provide a total of 1,644 square metres of B1 floorspace, shown in the plans as a mix of office accommodation and workshops, and 332 square metres of A3 floorspace. This floor would also provide 50 car parking spaces, of which it is indicated that 15 spaces will be made available to the business uses between 8am and 6pm, and available to the residential uses outside of those hours. It is also proposed to provide 230 cycle storage spaces within this area. The main vehicle access to the site would be from Gas Ferry Road, which would also allow access for servicing the ground floor units from the internal courtyard.

Above this level it is proposed to provide three wings of residential accommodation, which will provide a total of 147 residential units. This would provide a mixture of 81 x 1 bedroom units, 56 x 2 bedroom units and 10 x 3 bedroom units. The three wings would be seven storey (block A), part seven and part eight storey (block B) and six storey (block C). In each case the top storey of accommodation would sit within the pitched roof of the development. To the centre of the residential blocks would be the landscaped podium, which would sit above the ground floor podium and provide shared amenity space.

Each of the three blocks have a different design aesthetic, albeit of a similar theme. Block A, which fronts on to Gas Ferry Road, Would be constructed largely in brick, with a warehouse type appearance. However, the top two storeys of this block would be clad in dark zinc, and set back from the frontage. Block B has been designed as a prominent corner feature, fronted in a mixture of dark and light zinc, with punched out balconies. In addition, the western element would have a punched out roof to reduce the visual bulk of that element. In addition, there is proposed a three storey element which sits above the proposed café, which would be flat roofed, and fronted in Corten. The northern elevation (Block C) would be a mix of zinc and brick, with a zinc pitched roof, albeit with a four storey flat roof section linking buildings A and B.

It is noted that there is an established footpath that runs along the south of the site. Whilst this is not public highway or right of way, it is kept open by virtue of being in BCC ownership. As part of the development proposals it is proposed to widen and resurface this path.

PRE APPLICATION COMMUNITY INVOLVEMENT

A Statement of Community Involvement has been submitted with the application, which highlights the following process:

i) Process

The Statement highlights that the applicant sought to engage with a number of key stakeholder prior to submitting the application, both through individual meetings and through two public exhibitions. Individual meetings were held with Aardman Animations, SS Great Britain, Rolt's Boatyard and the Point Residents Association. In addition, a public consultation event was held at Underfall Yard on 7th and 8th October 2016. This was advertised by site notice, flyers to local residents and press notifications in South West Insider, South West Business, Bristol Business Post and Bristol Post. This was attended by 70 people and subsequently 59 comments forms were returned. A second event was held at the same location on 24th and 25th February 2017, again advertised by flyers. This event was attended by 35 people, and 22 response forms returned.

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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, Local Ward Councillors, Local Authority Cabinet Members, Bristol Neighbourhood Planning Network, Hotwells and Cliftonwood Community Association, Central, Clifton and Harbourside Neighbourhood Partnership, Bristol Harbourside Forum, Clifton and Hotwells Improvements Society, Merchants Landing Residents Association, Bristol Civic Society and Bristol City Council through the submission of a pre-application request.

ii) Fundamental Outcomes

It is reported that the feedback forms submitted following the public exhibition 95% expressed support for the scheme, although the following issues were raised:

- o Lack of housing, particularly affordable housing in Bristol;
- o The design should reflect the industrial character of the site;
- o The majority of responses were supportive of the mix of uses;
- o A small number of respondents were concerned about the emphasis on residential and about the provision of cafes;
- o A range of positive responses were made regarding the form, the approach and the materiality;
- o Various concerns raised about the height and scale;
- o Lack of car parking;
- o The relationship with adjacent maritime uses;
- o The private feel of the development;
- o Scheme should reflect the existing building;
- o Impact on adjoining occupiers.

The feedback from the second consultation event was as follows:

- o 83% considered the proposal would provide a positive addition to Bristol;
- o 90% though the layout of the building was positive, commenting on sympathy of the proposal to surrounding buildings, the mix and massing and the improvement to the Quayside Walkway, although some suggested simplifying the architecture;
- o 64% were supportive of the proposed scale, although the height was the main concerns of those who were not supportive of the scheme;
- o 100% of responders felt the proposed mix was positive;
- o 70% supported the proposed materials and design, although some felt that more brick should be used.

As a result of the process and comments received about the proposal the main changes made were as follows:

- o Investigate the provision of affordable housing within the scheme, subject to viability;
- o Continued to test the height and scale of the proposal, which has resulted in a reduced height to the proposal by between 0.5 and 1 storey;
- o Parking has reduced from 65 to 50, given the constraints of the site;
- o Considered the interface between the site and the industrial neighbours, with particular regard to boundary treatments, the provision of an acoustic wall, façade treatments and access and circulation arrangements;
- o Emphasis placed on improvements to the public realm adjacent to the site;
- o Undertaken a daylight assessment to ensure that the impact on the neighbours would not be significant;
- o The architectural approach further resolved in consultation with the Local Planning Authority.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN****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 174 neighbouring properties. As a result of the original consultation a total of 2 supporting comments and 27 objections were received. Following the receipt of amended plans the neighbours and contributors to the original submission were reconsulted, and a further 14 objections were received on the basis that the submitted amendments fail to overcome the concerns raised.

The supporting comments have raised the following issues:

- o Bringing the derelict site back into use is welcomed;
- o The architectural approach will be in keeping with the industrial character of the area and will add interest;
- o The highest part of the building is far enough away from existing buildings and the SS Great Britain as to not impact on setting;
- o It is unrealistic to expect parking to be provided for every property in a city centre location, although it may be possible to turn some of the commercial floorspace into additional parking.

A supporting comment has also been received from the Trustees of the SS Great Britain. The Trust is particularly concerned to ensure that the industrial feel of the local environment is maintained. Following discussions with the applicant the Trust is pleased to see that the sound insulation and related works that are required to protect the Albion Dry Dock from the impact of the residential usage of the development has been significantly upgraded. This is welcomed and means the Trust can support an application for a site which has been a problem in the area for many years. The Trust urges the committee to ensure that the sound insulation requirements are secured by condition should the development be approved.

The objections have raised the following issues:

Principle of Use (see key issue A):

- o There is no need for an additional café, workspace or gallery space;
- o The commercial space should be targeted at local independent businesses;
- o Some comments welcome the office/café space.

Housing Mix (see key issue B):

- o The provision of affordable housing should be prioritised and it is unacceptable that the developer is not meeting their requirement - the assumptions in the viability assessment need to be challenged;
- o Housing for Bristol Residents rather than investors should be prioritised.

Impact on heritage assets (see key issue C):

- o Given the scale and material the proposal will have a detrimental impact on the setting of the SS Great Britain and Great Western Dockyard;

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN**

- o Views across the Conservation Area will be adversely affected;
- o The proposal would obscure iconic views from neighbouring sites;
- o The proposal is overscaled, dominating and not in sympathy with the surrounding area;
- o The materials are out of keeping with the character of the area, and given their reflective nature will emphasise the bulk of the building;
- o The design is too contemporary and should be more tradition to reflect the context;
- o The Visual Impact Assessment is misleading about the scale and mass of the proposal (Officer comment: it is not clear on what basis this conclusion is reached).

Impact on amenity (see key issue D):

- o No objection to the café subject to the hours being restricted and not being a licenced premises;
- o The proposal threatens the viability of the neighbouring dockyards, and the submitted noise report does not fully account for the uses at Rolt's Yard to the south or future operations in Albion Dock. The neighbouring uses also create additional dust - residents should be legally restricted from making complaints;
- o The proposal would overlook the neighbouring properties, particularly from roof terraces and balconies;
- o The proposal would be harmful to the outlook of nearby properties;
- o The proposal would overshadow neighbouring properties contrary to the common law protections under the Prescription Act 1832;
- o The glare from the metal cladding will be harmful to the residential amenity of the neighbours;
- o Limited weight should be given to the previous approval, which was permitted under an alternative regime.

Highways Issues (see key issue E):

- o There is a lack of car parking which will increase the pressure on street parking the area;
- o Future residents should not be allowed access to residents parking permits - although it is noted that the current scheme only operates 9am to 5pm, and therefore this would not be of benefit outside of these hours;
- o More public cycle parking spaces and secure spaces should be provided;
- o There is no real improvements to the harbourside walkway;
- o No proposals made for a car club;
- o The developer has underestimated the number of vehicle movements that will serve this site (Officer comment: it is not clear on what basis this conclusion has been reached);
- o The access to the dry dock and Rolt's yard have been included within the application site, and in itself there is a concern that this will result in the access being blocked.

Sustainability (see key issue H):

- o There is no evidence regarding the sustainability measures included within the development.

Other Issues:

- o The proposal should include anti-seagull measures (Officer comment: There are no planning policies that would require the inclusion of these measures, but the comments have been passed on to the developer).

In addition, objections have been received from the following:

Councillor Mark Wright has objected to the proposal stating that development of the site is overdue. However, the scale is established by the Linden Homes scheme, The Point and the Aardman HQ, and the proposed development goes beyond this, and is too high. The materials chosen, whilst interest, accentuate the imposing nature of the building. The removal of a storey would leave the development as only 'a bit too high' which would probably be acceptable.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN**

The **Bristol Civic Society** welcomes the development in principle, and welcomes the fact that it will bring additional activity to the surrounding area, and will upgrade the Harbourside Promenade. It is also noted that revised details have been submitted, which include revisions to the design, particularly in respect of the façade of building A.

However, the Society regrets that the developer has rejected Historic England's advice that 'Buildings A and B should be reduced by one storey each so that their massing is more aligned to the ambient built environment of the immediate area'. This was also in line with the Bristol Urban Design Forum's comments from 2016. Which stated that the 'eaves height of the original building and of the adjacent Great Western House represents an appropriate benchmark.' Concern was expressed that the additional height would draw undue emphasis to the development and detract from the SS Great Britain.

Specifically the Society would like to refer to the Proposed Elevation - West, which strikingly illustrates the disparity of height between Blocks A and B, the Linden Homes development and Great Western House. The new building will dominate the surrounding buildings, which form the backdrop to the SS Great Britain, which is important to the local economy.

As such, the Society consider that the Historic England concerns are valid, and joins them in objecting to the proposal.

The **Conservation Advisory Panel** have commented as follows:

This is one of the last 'working buildings' around the Floating Harbour. We are disappointed that the applicant has not explored alternative uses in order to retain the building. The intrinsic value of the Conservation Area has been eroded over time with the loss of historic functional buildings in and around the Floating Harbour. The loss of this building represents a further erosion of the character and setting of this part of the City Docks Conservation Area. This is possibly the only remaining original industrial building left within the City Docks that served the Floating Harbour. There are also only three malting houses left in Bristol and two of these have been converted into other uses.

The Panel is very disappointed with the negative attitude displayed in the Heritage and Settings Assessment with regard to the existing building. This is not an objective report.

The loss of the existing building would cause significant harm to the character and appearance of the Conservation Area and the setting of the SSGB. Although the existing building is relatively large the replacement proposes three very large buildings, which cumulatively create a greatly increased mass which is out of keeping with the character of the conservation area. The proposed design and the argument that this will fund affordable housing elsewhere are not in this instance sufficient arguments supporting public benefit to overcome the significant harm that this will generate. The scale of the proposed buildings is inappropriate in terms of the street scene and this part of the conservation area. The form of the buildings are over assertive with the projecting verges and eaves.

Any residential development must not jeopardise the ongoing surrounding commercial dockside industries. Particularly the adjacent boat building yard. The majority of flats are single aspect and this is contrary to Local Plan policy.

The **BS3 Planning Group** have objected to the development on the following grounds:

- o The site has been neglected which is being allowed to justify the destruction of the heritage asset;
- o There is no reason why a structure of any additional height to what is there should be allowed - this will be harmful to views across the Conservation Area;
- o The development should contribute to the already stretched community services, including schools and healthcare;

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- o It is unsustainable that every large scale proposal offers zero affordable housing - the viability statement includes assumptions about land value and profit that need to be challenged.

The **Bristol Ships Board** object on the basis that the proposal includes residential accommodation, including units with balconies, overlooking the Graving Dock. The design, including single aspect flats and the horseshoe shape design, would act to emphasise this impact. This may lead to complaints of statutory nuisance, which would result in operation restrictions at the dock.

Consideration should be given to the provision of small-scale business units along the Graving Dock frontage to buffer the residential accommodation, and would maintain the character of the historic dockyard.

Notwithstanding the condition of the building the warehouse still contributes positively to the dockyard character, and it is regrettable that the scheme has not sought to retain some of the historic fabric. The proposed architecture should also seek to take its cues from the existing building and the industrial character of the area.

The **Bristol Industrial Archaeological Society** have objected to the scheme on the following grounds:

- o The proposal would be harmful to the setting of the SS Great Britain and the listed docks and boatyards;
- o The existing building is an unlisted building of merit in the Conservation Area, and there should be more effort to retained - Para 130 of the NPPF states that were there is evidence of neglect the state of the building should not be taken into account;
- o Despite pre-application consultation events a Statement of Community Involvement has not been submitted (Officer Comment: An SCI was submitted with the application);
- o The proposal will impact on the viability of neighbouring boatyards given the noise sensitivity of the development;
- o The proposal will dwarf exiting buildings, and is of too modern a design and materials for the context - this is not the right site for a modern landmark building - the architecture should be more industrial, and include arched windows;
- o The units are very small and appear to be student flats;
- o The proposed development should provide more open space rather than a café;
- o There appears to be no vehicle access to the northern business unit;
- o The proposal is contrary to policies BCS22, BCS21, DM26 and DM9 and should be resisted.

An objection has been received from a representative of '**ship owners with vessels moored in the Bristol Harbour**', on the basis that the Albion Dockyard and especially the Graving Dock are critical components for the inspection, repair and maintenance of larger vessels. The Dockyard is also a key part of the Bristol's surviving maritime industry, and this is recognised in planning policy.

If the industry is unable to continue in a viable form at the Dockyard it will have a disastrous effect on the remaining maritime industries in the harbour.

The noise assessment only appears to relate to ambient noise levels measured at the site, and not take into account future proposals at the Albion Dock.

OTHER COMMENTS

Historic England have commented as follows:-

Further to our previous advice of 8th July 2017 the proposals have evolved further, giving further consideration to our comments and concerns.

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We are satisfied that further efforts have been made to demonstrate that the impact of the proposed development upon the activities of Albert Dock have been suitably mitigated, although we expect the acoustic screening on the western side of the site to be properly considered in terms of its detailed design and materiality.

The matters raised in point 4 of our previous advice, referencing the design of Building A have been successfully addressed. The elevation changes to this block including the reduction of projecting balconies and the introduction of brick pilasters has developed a more industrial aesthetic, which we believe will contribute a better transition between Great Western House and the more overtly contemporary architecture of Building B. The heads of the pilasters and shallow cornice appear rather weak and could be made more robust with more of a solid parapet rather than the glazed balustrade.

With regard to the more significant impacts upon the historic environment, we still consider the height of the development to be harmful. The principal views of the site in context are now well rehearsed and identified. The impact upon the legibility of the SS Great Britain remains a concern, although this impact upon the skeletal form of the historic ship is not as great as we had previously anticipated.

We remain of the view that Block B will be overly prominent from Coronation Road and detracting from the city skyline with its wooded escarpment punctuated by the iconic landmark buildings identified in our previous advice. The cut-away roof section of the rear six storey block does not achieve any meaningful reduction of this impact, and we would still advise that Block B is reduced to six and five stories, this being more compatible with the ambient height of larger buildings in the area.

We advise that the harm remains as **less than substantial**, and that you should balance this harm against perceived public benefits offered by the development, as required by para 134 of the NPPF.

Central to our consultation advice is the requirement of the Planning (Listed Buildings and Conservation Areas) Act 1990 in Section 66(1) for the local authority to “have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses”. Section 72 of the act refers to the council’s need to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties. When considering the current proposals, in line with Para 128 of the NPPF, the significance of the asset’s setting requires consideration. Para 132 states that in considering the impact of proposed development on significance great weight should be given to the asset’s conservation and that the more important the asset the greater the weight should be. It goes on to say that clear and convincing justification is needed if there is loss or harm.

Recommendation

Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 132, 134, 137 and 138 of the NPPF. In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess, section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas, and section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

Urban Design have commented as follows:-

The scheme design has evolved both during the pre-application discussions and more recently following submission of the application.

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The broad concept to replace the existing building and to arrange new buildings around the perimeter of the site has been accepted. A number of alternative options have been considered, however these were felt to provide a less satisfactory arrangement with regard to strengthening the edges of the scheme, as well as restrict long views out from the proposed dwellings. It is accepted that the site is suitable for a higher density mixed use development, aimed at providing a scheme that has a strong presence and identity. The development will replace a building that has contributed a great deal to the local townscape, certainly in its original form, and has given a significance to this location on Spike Island. The move away from the more suburban approaches of redevelopment in the docks that took place during the 1980s and 1990s is welcomed, whilst the scheme also aims to reflect the robust industrial character that typifies the spirit of the areas past whilst also attempting to respond to the growing vitality and vibrancy of Harbourside as a place to visit and also to live. In this respect the inclusion of active ground floor uses, including the café, and the proposal to expand and enhance the public realm to the south and west of the site is welcomed.

As with any site that has proved challenging with regard to its regeneration, the design discussions have had to be seen in a context of a site that has remained unresolved for many years and the existing situation has increasingly been seen as negative aspect of the wider area. The height and mass of the scheme has received ongoing attention, and it is worth noting changes that have occurred during the negotiations in order to achieve a balanced approach to the scale of the proposed development. Building C has been reduced in height by a storey from the initial submission, and the roof form has been simplified to lessen any visual impact from the north. The massing of building A has been visually reduced through a lowering of the brick element of the building and a change in design of the roof element which not has a more satisfactory relationship with its neighbours. More recently the front elevation onto Gas Ferry Road has been further simplified in order to enhance the robust appearance of the block in its post-industrial setting. Building B this has proved to be the most controversial, and the building has effectively been subdivided and stepped down to improve the relationship with the existing context around Hanover Place. The corner element of the building has maintained its height as originally submitted at the pre-application stage, although the design has been altered to reflect the importance of the corner, aiming to add legibility to the wider Harbourside Walk and the need to come away from the waterfront and navigate around the SS Great Britain and the Graving Dock. Whilst this design approach provides a visually strong corner which will naturally receive strong opinions, we welcome the confidence of the proposal. The integration of public art, the potential of the enhanced public realm and the active use at ground floor, will help to provide a robust and notable piece of townscape, however, its success will depend on securing authentic and higher quality materials and detailing through appropriate conditions.

The relationship with the Graving Dock is another area where the design has been amended both with regard to acoustic screening and the boundary treatment between the commercial space and the dock. The latter is currently indicated as a lowering of the redbrick wall with additional security given by adding railings. Whilst this provides the most appropriate response given the current understanding of the site, the design detail of this should be covered by a notwithstanding condition that allows some ongoing negotiation as to the appropriate finish and design of this element.

The major landscape elements - paving within the public realm and the layout of the podium garden - reflect a high standard of design, using quality materials and an arrangement that takes advantage of the sites westerly aspect. The detailing and material for the soft landscape elements are also well considered and will provide an enjoyable domestic environment of the podium garden. With regard to landscape design considerations, the application can be supported.

The public art associated with the building is a positive addition to the corner of building B, however the proposal to collaborate the landscape design associated with the reworked path linking Gas Ferry Road to Hanover Place has not been developed in detail. The public realm work will therefore, need to be addressed post-planning, and as such will require a separate condition combining the outstanding landscape and public art proposals as single entity as set out in the public art strategy.

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Transport Development Management has commented as follows:-

The Transport Statement sets out that the site is in a highly sustainable location providing staff/residents with a range of travel options to nearby cultural, retail and commercial centres. Within walking distance is a landing for the harbour ferry, two bus stops for the Ashton Vale to Temple Meads Metrobus route and a half hourly service operated by Wessex serving Bedminster and Temple Meads railway stations. The site is next to part of the Harbourside Walk as well as being near to the Chocolate Path. TRICs data submitted indicates that the site will generate an additional 37 two way vehicle trips during the morning peak (8am to 9am) and 38 in the evening peak (5pm to 6pm) compared to the extant use of the site. Such a level can be satisfactorily accommodated on Cumberland Road.

Footway / Harbourside Walk / Footpaths

The application proposes to reinstate the footway on Gas Ferry Road to full kerb height in place of the two vehicle crossovers that will no longer be required. It is proposed that the existing vehicle access point will be reconstructed as a vehicle crossover, which must include appropriate drainage to prevent the discharge of any surface water onto the adopted highway. As part of this work the four existing street lights will be upgraded as set out in the landscape lighting strategy.

The applicant also proposes to improve the existing footpath that runs along the southern boundary of the site as far as Hanover Place, which forms part of the Harbourside Walk. Given the intention to put this forward for adoption the projecting sections of the building must be at least 2m above the footpath, for which a Section 177 Oversailing Licence will be required. In addition any doors which provide access to the adopted highway must be designed to open inwards. As with the footway Welsh Blue pennant flamed slabs are proposed, which is acceptable. Currently there is a set of bollards at either end of the footpath which will be retained although upgraded, along with a new tree, street lighting and a pole to display the directional signage for the Harbourside Walk. To enable access to the proposed café and offices a separate gated footpath is proposed that will run parallel to the Albion Dock constructed from a combination of grey brick and site-worn recycled bricks. This should be at least 2m wide.

All work will be delivered via a Section 278 Agreement and must be constructed to Bristol City Councils Engineering Standard Details and Street Lighting Specification 2012 Version 2. A plan showing all of the areas the applicant wishes to put forward for adoption has been submitted. To enable the demolition/construction works, it will be necessary to close both the footway and footpath, for which a Temporary Traffic Regulation Order will be required.

Access / Layout of Car Park

The site plan proposes to provide a 5.4m wide vehicular access point with two separate pedestrian access points, one of which will provide access to the cycle storage area. To prevent vehicles from hitting the supporting walls/columns as they enter and leave the site, as well as within the car park suitable buffers will be provided. All of the access points will be gated, with intercom access. The gates to the carpark will be set back 5m from the carriageway to enable vehicles to pull clear and avoid becoming an obstruction to any oncoming traffic. All of the gates will be constructed to Secured By Design standards. The dimensions of the parking spaces are acceptable.

The proposed parking space nearest the vehicle access point has been removed and swept path analysis provided for a 7.5 ton panel van to demonstrate that it can safely manoeuvre within the access point to the site and the car park. Within the car park a dedicated pedestrian route is proposed which will be delineated by a coloured surface. Areas that must be kept clear will be delineated by hatching. To enable pedestrians to safely reach this route from the pedestrian walkway, a zebra crossing is proposed with zebra markings and appropriate signage. A dropped kerb will need to be provided to enable pedestrians to step down onto the crossing.

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The application proposes 50 parking spaces on the ground floor, to be accessed from Gas Ferry Road, of which five will be suitable for the use of disabled residents/staff. 10 spaces will feature Electric Vehicle Charging Points. Of the parking spaces 35 will be for residential use with the others for staff of the offices, although from the hours of 6pm to 8am it is proposed that these can also be used by residents. It is unclear how the permanent residential spaces will be managed i.e. whether they will be allocated. A Parking Management Plan is therefore recommended. Due to the limited availability of on-street parking within walking distance of the development, as the site is within Spike Island RPS it must be designated as low car and Advice I044 applied. Permits will not be available to park within the adjacent Maritime Heritage car park.

The application proposes cycle storage for residents and staff within “The Yard” consisting of a mixture of Sheffield Stands and Josta two tier cycle racks which are able to accommodate 230 cycles, with 213 for residents, 1 for the café and 16 for the offices. Whilst the stands will have roofs, they will not be fully enclosed, which must be addressed. Long stay residential cycle storage must be secure, fully enclosed and well illuminated in order to comply with “A Guide To Cycle Parking Provision”. A further nine Sheffield Stands will be provided at the front of the site, able to accommodate 18 cycles which will be set at least 0.55m from the building’s façade and separated by 1m wide gaps

Servicing

To service the café/offices it is proposed that vehicles no larger than a 7.5t panel van will be able to access the car park. To enable them to turn around and emerge in a forward gear two parking spaces will need to be kept clear to permit this manoeuvre. Whilst swept path analysis submitted demonstrates that this is possible, it is unclear how this arrangement will be managed, or what signage is proposed as part of the vehicle access point. Furthermore because Bristol Waste crews can only move four wheeled bins 5m and 180ltr bins 15m collection vehicles will need to park as close to the entrance to the central collection store as possible. In doing so, vehicles will be prevented from entering/exiting the car park. Even if this were possible due to the size of collection vehicles (11.4m) vehicular visibility splays of 2.4m x 25 will be partially blocked, restricting the view of any approaching vehicles. To address these issues as well as how vehicle arrivals, departures, parking, stopping and waiting will be managed, a Servicing and Management Plan must be prepared and submitted.

Travel Plan

To encourage alternatives to single person car usage bus tickets, equivalent to a minimum of one week’s free bus travel and cycle vouchers must be provided for residents as part of the Travel Pack (Welcome Pack). Information must be submitted as to the budget that will be available to deliver the action plan and fully implement the travel plan measures. Baseline surveys of the occupants of the building must be conducted within one year of its occupation as well as in years three and five.

A Travel Plan Management and Audit fee of £3,500 for the residential element of the development applies. Alternatively Bristol City Council will implement the Travel Plan on the applicant’s behalf for a fee of £19,845 (£135 per unit x 147 dwellings). By choosing this option the applicant would be released from their travel planning obligations over the five year period. In either case the fee would need to be collected via a Section 106 Agreement.

Waste

The site plan submitted proposes three stores for domestic waste as well as a central collection store at the front of the building, with separate stores for commercial waste for the café and offices. Based on pre-application discussions it is understood that the site management company will be responsible for moving all domestic waste bins to the central collection store, where they will be collected and emptied by Bristol Waste. The doors to this store will open directly onto the footway with internal

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doors opening into the carpark. All of the stores will be independently ventilated and the domestic waste stores will be able to accommodate the appropriate number and size of bins.

A Waste Management Plan which clearly describes what information will be provided to residents/businesses as to how/where to dispose of their waste, how domestic waste bins will be moved to the main collection store and how Bristol Waste crews will be able to access the main collection store must be prepared and submitted.

Section 106 Contributions

To support and encourage residents/staff/visitors to use public transport and reduce the number of single person car trips the applicant has agreed to make a contribution of £5,000 to provide a pole mounted real time information (RTI) display for the Maritime Museum bus stop.

Recommendations

Transport Development Management considers the proposals acceptable on highway safety grounds subject to the applicant providing fully enclosed cycle storage to protect cycles against the elements.

It is recommended that the following conditions be added to any permission granted

- A Construction Management Plan has been submitted. Whilst this initially addresses the issues as listed within Transport Development Managements pre-application response, a more detailed plan will be required which will need to be developed when the principal contractor is appointed and prior to any demolition work commencing on site. Conditions
- Approval of road works necessary
- Further details of cycle storage and Electric Vehicle Charging Points before relevant element started
- Implementation/Installation of Refuse Storage and Recycling Facilities – Shown
- Completion of Vehicular Access – Shown
- Completion of Pedestrians/Cyclists Access – Shown
- Installation of vehicle crossover – Shown
- Reinstatement of Redundant Accessways – Shown
- Completion and Maintenance of Car/Vehicle Parking – Shown
- Completion and Maintenance of Cycle Provision – Shown
- Protection of Parking and Servicing Provision
- Retention of Garage/Car Parking Space(s)
- Travel Plans – Submitted
- No development shall take place (including demolition, investigation work) until a survey of the condition of the existing public highway has been carried out and in agreement with the Local Planning Authority.
- The car park shall not be brought into use until drop kerbs have been installed at the carriageway edge and a vehicle crossover is constructed across the footway fronting the site for the width of access.
- No building or use hereby permitted shall be occupied or use commenced until a parking management plan addressing how the spaces for residential and commercial use will be managed has been prepared, submitted to and been approved in writing by the Local Planning Authority.
- No building or use hereby permitted shall be occupied or use commenced until a servicing and management plan addressing vehicle arrivals, departures, parking, stopping and waiting has been submitted.
- No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected is submitted.

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- Minor works on the Public Highway
- Public Right of Way
- Impact on the highway network during construction
- Restriction of parking permits – existing controlled parking zone

Flood Risk Manager has commented as follows:-

The drainage strategy drawing shown in an Appendix to the flood risk assessment shows a separated drainage system with all surface water flows discharged freely to the Floating Harbour via a new outfall. This approach is acceptable in principle, but should be supported by supplementary information that demonstrates the drainage system has been designed in accordance with the relevant technical standards with appropriate consideration to a submerged outfall and potential for tide locking.

Sustainable Cities Team has commented as follows:-

The following concerns were raised with the original submission:

- 1) The proposal shows PV on NNE and NNW facing roof slopes, which is not considered an appropriate location.
- 2) The applicant was advised at the pre-app stage to submit a BREEAM communities pre-assessment/scoping report, and as such the requirements of BCS15 have not been met.
- 3) The applicant should confirm the total number of EV charging spaces being provided.
- 4) Evidence that the development will be connected to high-speed broadband should be submitted with the application.
- 5) Measures to limit heat gain in summer are recommended, including minimise internal heat distribution pipe lengths, adequate ventilation in corridors, shading devices added, and an overheating analysis carried out of the south west facing units.

Conditions should be added requiring compliance with the sustainability statement and BREEAM compliance.

Bristol Waste Company has commented as follows:-

Although it is stated that there will be 147 residential flats it is unclear at the moment how these will be distributed throughout the development and the use of the four bin stores. The Refuse Core 1 bin store appears to be the largest at present and therefore it is assumed that this will have the greatest number of flats dependant on it.

The table below demonstrates the minimum number of waste and recycling requirements that would be expected at the site if all of the containers were to be contained in one store room. As there are to be 4 stores the number of containers will have to increase, for example; there will need to be a minimum of 4 glass bin to ensure one at each location, although I would anticipate 2 being located in Core 1 and 1 bin in each of the Core 2 bin stores and 1 in Core 3, resulting in a total of 5 bins.

We 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, when considering the layout, access and the design of the bins stores.

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It is also unclear from the plans submitted if access will be an issue for the refuse vehicles to access the bin store as there are no evidence of Swept Path Analysis. The dimensions of our requirements are detailed in the guidance document.

With reference to the commercial bin stores we are unable to comment as it is unclear what their requirements will be, although the access requirements for a commercial operator will be the same as ours in terms of vehicular and access to the bins.

Arboricultural Team has commented as follows:-

Further to the submission of the tree survey I have no further objections to the proposed development.

Contaminated Land Environmental Protection has commented as follows:-

Given the age of the existing buildings we recommend an asbestos survey is undertaken prior to the commencement of works. It may also be prudent for the applicants to obtain a UXO risk assessment given the level of bombing in the floating harbour area.

Overall I have no objection to the scheme on the provision of a number of pre-commencement conditions (please note we have no objection to demolition works occurring prior this date), we propose an amended B11 (to take into account the previous surveys) and standard conditions B12 B13 and C1.

The Coal Authority has commented as follows:-

As you will be aware, the Coal Authority's general approach in cases where development is proposed within the Development High Risk Area is to recommend that the applicant obtains coal mining information for the application site and submits a Coal Mining Risk Assessment to support the planning application.

However, when considering this particular proposal; whilst there are potential mining features within the application site, the specific part of the site where new development is proposed actually falls outside of the defined Development High Risk Area. Therefore we do not consider that a Coal Mining Risk Assessment is necessary for this proposal and do not object to the planning application.

However, it is recommended that an advice note should be added to the decision note stating that the developer should contact the Coal Authority if coal mining features are encountered during development.

Crime Reduction Unit has commented as follows:-

Sections 58 and 69 of the National Planning Policy Framework March 2012 both require crime and disorder and fear of crime to be considered in the design stage of a development.

This area has suffered with significant cycle theft along with theft from vehicles in the last twelve months. I therefore consider that the planned development is likely to be targeted in the same manner and so security for vehicle and cycles should be robust.

I now make the following recommendations to improve security;

- * The entrance area should be covered by good quality CCTV;
- * Consideration should be given to separating business and residential cycle storage. In any case the storage system should allow both wheels and the crossbar to be locked;
- * Proposed bin storage should have robust security measures;
- * Fob key/proximity pass access should be used to access to building and car park;

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- * All internal doors that provide access to buildings from the car/bicycle park should also have key fob/proximity card access to prevent unauthorised access from these areas;
- * I recommend that adequate lighting is considered for the walkway between Gas Ferry Road and Hanover Road, although I note that the walkway is to be widened the design of the building on this side creates quite a large 'overhang' which could create loitering places and promote a feeling of vulnerability here.

Should the developer apply for Secured by Design (SBD) then the SBD accreditation would exceed the requirements of Approved document Q. Secured by Design is a Police crime prevention initiative that focuses on the security of buildings and results in the issuing of a Secured by Design Certificate. This certificate is acceptable to local authority building control officers and improved inspectors as a means of discharging the aforementioned regulations.

Nature Conservation Officer has commented as follows:-

A Preliminary Ecological Appraisal and update bat survey have been submitted in support of the application.

Bats are a highly protected European Species and a material planning consideration. Accordingly, no work must commence until a Natural England licence has been obtained for the works, an ecological mitigation scheme must be conditioned for bats and the planning case officer must apply the three derogation tests under the Conservation of Habitats and Species Regulations 2010 prior to the determination of the planning application.

In addition, the following conditions are recommended:

- * No development shall be carried out during bird nesting season;
- * The proposal shall incorporate twelve built-in bird boxes and eight built-in bat boxes.

In accordance with policy DM29 the provision of living roofs is recommended to provide habitat for wildlife.

The provision of wildlife-friendly planting and native trees, including night-scented flowers for foraging bats and climb plants for birds are recommended as a component of the landscaping.

Foxes were observed on site during the appraisal. If an active fox earth is encountered on site then an appropriate mitigation strategy will need to be undertaken by a qualified ecological consultant.

Pollution Control has commented as follows:-

I would confirm that I am happy with the acoustic reports submitted with the application and the recommendations made in order to ensure that future residents are suitably protected against noise from the neighbouring dry dock. Whilst the dry dock is not currently in use the report has modelled noise data from a working dry dock close to this site and suitable insulation of the external facades of the building recommended accordingly. It should be noted that the dry dock is closer to the development than other commercial uses in the area that are also noise generating. As the proposed insulation for the building has been recommended on noise modelled for loud activities, such as blasting (96 dBA) at the dry dock I feel that the development will be suitably insulated against other commercial activities carried out further from the development.

As the report makes recommendations with regards to sound insulation I would need to ensure, by condition that these recommendations are carried out.

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The development also includes an A3 use on the ground floor and I would also need to ensure, by condition that noise or cooking odours from this A3 use does not affect the residential uses of this development.

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

- 1) Noise insulation measures to be submitted;
- 2) Plant and equipment will be at least 5db below background noise levels;
- 3) Ventilation and extraction for A3 use to be submitted;
- 4) Details of lighting to be submitted;
- 5) Odour management plan to be submitted;
- 6) Servicing and refuse collection between 0800 and 2000 Monday to Saturday;
- 7) Opening hours for A3 use restricted to 0800 to 2100.

Wales & West Utilities has commented as follows:-

Wales and 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 requirement in detail before any works commence on site. Should diversion works be required these will be fully chargeable.

The developer must not build over any of our plant or enclose our apparatus.

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

Upon consideration of the revised information, the Environment Agency withdraws its objection to the proposed development subject to the following conditions and informatives being included in any planning permission granted.

- 1) The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment.

The following issues are not within the EA remit, by the LPA should give them due consideration:

- o The provision of an emergency flood plan.
- o Details and adequacy of an emergency plan.
- o Adequacy of rescue or evacuation arrangements.
- o Whether insurance can be gained or not.

We recommend the applicant contacts the Environment Agency to sign up for our free Floodline Warnings Direct service.

Having reviewed the ground investigations it is considered that any permission should be subject to the following conditions:

- 1) No development shall take place until a remediation strategy is submitted and approved.

Air Quality has commented as follows:-

I have reviewed the air quality assessment which is of a good standard. I accept the report's conclusions that air quality impact is insignificant. I note that a "worst case" scenario is modelled which shows a moderate impact but I agree with the author that this is overly pessimistic and not representative of the likely conditions at the time of opening. I therefore offer no objection to the development.

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- 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.
- Planning (Listed Buildings & Conservation Areas) Act 1990
- City Docks Character Appraisal

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 currently allocated for development by virtue of the Bristol Central Area Plan (site reference SA104). The uses suggested as part of the development are housing/offices/workspace, which are the mix of uses currently proposed on the site.

The allocation requires development of the site to consider the following:

- Incorporation of space at ground floor suitable for maritime and creative industries;
- The layout of any residential use should be designed to mitigate any noise from the adjoining Albert Dock;
- Provide a significantly improved pedestrian and cycle link between Gas Ferry Road and Hannover Place;
- Take account of the City Docks Conservation Area;
- Be informed by a Flood Risk Assessment.

With regard to the proposed uses it is noted that the application proposed a mixture of residential, B1 and A3 floorspace. As such the principle of residential and office space is permitted by the policy. It is noted that the proposed layout includes smaller commercial units which run alongside the Albert Dock. A number of commentators on the proposal have suggested that the proposal should make space available for maritime industry and workshops, and the applicant has identified a demand for such uses. The access to these units would be limited, although this may be improved should the development of Albert Dock come forward. Notwithstanding this, the units are considered to be policy compliant.

The proposed use which is not allowed for in the site allocation is A3 use, which needs to be considered against policies BCS 7 and DM10. Whilst the site is not identified as being a retail area, it is within the City Centre, and in this area the policies permits A3 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. It is noted that a number of objectors have objected on the basis that there is no need for additional A3 space in this area. Whilst need is not a determinate issue, it is acknowledged that there is other A3 floorspace in the harbourside area, although it tends to be relatively spread out (the nearest other A3 use is over 100 metres away at the SS Great Britain complex, with a public house (A4 use) around 70 metres away from the proposed A3 floorspace). As such, it is not considered that there is a harmful concentration in this location. Concerns over amenity and public safety are addressed in the key issues below.

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In the public representations concerns have been raised about the proposed 'gallery' use as part of the development. Currently, the proposal does not include any specific gallery space, although it is possible that ancillary space within any of the commercial floorspace could be used of that purpose. Subject to any gallery space being ancillary to the main use of the unit there is no policy objection to this.

Overall, therefore, in principle the proposed land uses are considered to be policy compliant, and there is no reason to resist them.

(B) IS THE PROPOSED DENSITY AND HOUSING MIX APPROPRIATE?

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 overall density of the proposed development would be around 250 dwellings per hectare. The proposal exceeds the minimum density requirements, and the application site is considered to be a sustainable location, which could accommodate a high density residential development. However, it is noted that high residential densities can result in harmful impacts in terms of amenity, character of the area and highway impacts, and this is considered in more detail in the key issues below.

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 40% in the Inner East area. 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.

As such this development should provide 59 affordable housing units in order to be fully policy compliant. 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 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 (eg 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 unable to provide any affordable housing. A detailed viability appraisal and supporting commentary has been submitted by JLL on behalf of the applicant in support of this claim.

Officers have commissioned DVS (the property arm of the Valuation Office Agency) to assess the viability information and advise the Council as to whether the applicants claim is reasonable. DVS have assessed the values and costs associated with the development, and have reported their conclusions to officers accordingly.

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Many of the inputs into the JLL appraisal are agreed; however there are areas of difference. The areas where DVS and JLL differ are summarised in the following table;

Residential sales values	DVS consider that residential sales values should be based on £480 per square foot, whereas JLL consider they should be based on £452 per square foot (subsequently revised to £460 per square foot)
Residential Ground Rents	DVS consider that Ground Rents should be £310 per dwelling, capitalised at a yield of 4%, whereas JLL consider that Ground Rents should be £300 per dwelling, capitalised at a yield of 5%
Contingency	DVS consider that the Contingency should be 5% of Build Costs, whereas JLL consider that it should be 7.5% of Build Costs
Sales and Marketing Fees	DVS consider that the Fees should be 3% of Sales Values whereas JLL consider that they should be 3.5% of Sales Values
Finance costs	DVs consider that Finance Costs should be at a 6.5% debit rate and a 2% credit rate, whereas JLL consider that they should be based on a 6.5% debit rate and a 0% credit rate
Site Value	See below

It is understood, though it has not been formally confirmed by the applicant, that they are prepared to agree to the DVS' inputs identified above, with the exception of the Site Value, which is discussed below.

As far as the Site Value is concerned, the site is 1.45 acres in size and DVS consider that a Site Value of £2 million per acre is appropriate, equating to an overall Site Value of £2.9 million. The applicant does not agree with this and considers that the Site Value should be double this at £5.8 million. Officers understand that the applicant will actually be paying in excess of £5.8 million for the site, and consider that a Site Value of at or above £5.8 million represents an overpayment for the site that does not properly take account of the Council's planning policies.

However, from both DVS research and transactions known to the Council, it is clear that land in and around Harbourside is regularly traded at significantly in excess of £2 million per acre.

When DVS Site Value is incorporated in the appraisal it results in a RLV that is greater than the Site Value. This results in an affordable provision of 18% (27 dwellings), compared to no affordable provision when the applicant's Site Value is incorporated in the appraisal.

Whilst the applicant does not agree with the DVS Site Value of £2.9 million, they have made a formal offer of 12% affordable provision, which equates to 18 dwellings. DVS have rerun their appraisal on this basis and it results in a Site Value of £4 million. The following table compares the Site Values of the various appraisals.

	JLL for the Applicant	DVS for the Council	Applicant's Offer
Site Value	£5.8 million	£2.9 million	£4.0 million
Affordable Provision	0%	18% (27 dwellings)	12% (18 dwellings)

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Officers have considered the applicants offer and discussed it with both DVS and the Council's Affordable Housing Manager.

DVS are of the view that whilst the applicants offer results in a Site Value that is still higher than DVS opinion of Site Value, the inescapable fact is that land around Harbourside is trading at levels that are significantly higher than £2 million per acre. Therefore the evidence of transactions would support a higher Site Value than £2 million per acre. However, they stress that each land transaction should be treated on its own merits and the fact that a site has traded for a higher value than £2 million per acre does not necessarily make it a good comparable due to differences in abnormal costs for example. DVS also comment that the applicant's offer results in a very significant reduction in the Site Value, when compared to what had originally been claimed. DVS consider that if the applicant's offer was to be accepted that a review of viability should be undertaken if the development is not commenced within a set timescale after planning permission is granted.

The Council's Affordable Housing Manager is of the view that the applicant's offer should be accepted, particularly as there may be the opportunity to secure additional affordable housing as part of the development. It should be noted that any additional affordable housing secured would be outside of the planning system and therefore should not be given weight by committee in considering the planning application.

Officers note that the proposed uses of the development are in accordance with the Local Plan allocation for the site as set out in the Bristol Central Area Plan. Officers are also mindful that this site has lain derelict for about 25 years (since the early 1990's), and that whilst it has benefitted from planning consents during this time, including a 2005 consent for 65 dwellings of which 16 would have been affordable, the site remains undeveloped. This would suggest that the constraints of the site make it simply unviable, unless it comes forward for residential development at the top of an economic cycle.

On the basis of the above considerations, officers are minded to recommend acceptance of the applicant's offer of 18 affordable dwellings. The Affordable Housing Manager is in discussion with the applicant over the type and tenure of the affordable housing to be provided and this will be reported to members in the amendment sheet and verbally at committee.

In addition it is recommended that an upward only viability review is undertaken if the development is not commenced within 18 months of planning consent being granted, and that this review is based solely on increases in sales values (as identified by Land Registry figures for Bristol) and Build Costs (as identified in the BCIS All-in Tender Price Index). All other inputs, including the Site Value of £4 million generated by the applicants offer would remain unchanged. This would result in the 18 affordable dwellings being guaranteed, but with the possibility of additional affordable dwellings being achieved if sales values increase by more than build costs.

With regard to the mix of accommodation proposed, the area around the application site is largely dominated by flats, with 2011 figures suggested that over 80% of accommodation is flatted, and recent developments have likely increased this concentration. Whilst the proposed development would add to the concentration of flats, this area is a sustainable location, and the provision of houses on the site would significantly limit the residential density that could be achieved. In addition to policy BCS18, BCAP3 also requires that a proportion of family accommodation is provided on any city centre site. In this regard the policy specifically requires the provision of 3 bedroom flats. It is proposed to provide a total of 10 three bedroom units in the development, which is roughly 7% of the overall number of units. The applicant argues that whilst Spike Island is largely dominated by flats, particularly one and two bedroom flats, the site is in close proximity and easily accessed from Bedminster and Southville, where the provision of family housing is much greater. Whilst this does not mean that we should not seek a better mix of accommodation on central sites, it will impact on demand which will in turn impact on viability. It is also noted that the three bedroom units are well distributed through the building, which would suggest that they would be attractive to a range of

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potential occupants. Whilst it is disappointing that more family accommodation could not be provided on the site, given the competing policy aims and the availability of family housing within close proximity of this site, it is not considered that the application warrants refusal on these grounds.

(C) WOULD THE PROPOSED DEVELOPMENT PRESERVE OR ENHANCE DESIGNATED AND UNDESIGNATE 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 cases of *R (Forge Field Society) v Sevenoaks DC* [2014] EWHC 1895 (Admin) (*Forge Field*) and *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 has made it clear where there is harm to a listed building or a conservation area the decision maker 'must give that harm considerable importance and weight' [48].

Section 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.

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 site is located within the City Docks Conservation Area, and by virtue of being identified as building of merit within the Conservation Area, has been included on the local list. In addition, the site is surrounded by a number of listed structures, and the development would impact on the setting of these structures. Finally, the site is close to the SS Great Britain, and whilst this is not listed (due to the nature of the asset) it is clearly a heritage asset, and is of critical importance to the heritage and character of this part of the City Docks Area.

- **McArthur's Warehouse**

The original warehouse structure dates from around 1900, and held an important place in the development of the docks. However, the building was subject to fire damage in the 1930s and has not been returned to its former condition since then. It was subject to a further fire in 2007 and has been in a rather perilous condition since that date. It is understood that prior to the 2007 fire consideration was given to listing the building, although after the fire it was determined that the building was no longer of sufficient value. In addition, it is noted that permission has previously been granted for the demolition of the existing structures. Notwithstanding this, the building still is considered an undesignated heritage asset, and contributes positively to a designated heritage asset (the Conservation Area).

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In support of the application the applicant has sought to justify the demolition of the building. This includes an assessment of the significance of the building. This identifies the most significant building as being the original warehouse, which is concluded to have some evidential value, although this is limited given the level of survival of the original fabric. Notwithstanding this, consideration has been given to retaining parts of the building, and an options study has been submitted with a number of options for retaining the building. This illustrates that the most deliverable scheme involving retaining the structure would be for a warehouse use of the building. However, this would not deliver the policy aims referred to above, and given access constraints is unlikely to be attractive to modern users.

In terms of the residential use of the site, the format of the building makes it difficult to deliver a high density residential use as required by the policy, and justified by the high density location. Of the options considered they would deliver a maximum of 47 units. This would involve significant levels of intervention in the building, and as this proposal would impact on the viability of the scheme.

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.”*

Both Historic England and the Council's conservation officer have confirmed that they are satisfied that the development options have been considered, and appropriate weight given to the benefits of retain the asset. Whilst it is regrettable that the redevelopment of the site would lead to the loss of the asset, it is acknowledged that the existing building is in a perilous state, and has been for some time, and that a development option that retains some of the original structure is unlikely to come forward in the short to medium term. As such it is considered appropriate to balance the benefits of the development against this level of harm. This is discussed later in the report.

- Impact on the Conservation Area

The historic character of the Conservation Area stems from the relationship between the topography of the area and the water course which is central to it. Historically, the area was a working dock, and the industrial dockside character contributes much of the architectural character of the area. The position of the SS Great Britain does of course contribute significantly.

The original warehouse building on this site held a pivotal position, and was the tallest building in this area. Whilst a number of commentators have suggested that the scale of the proposal should reflect either the existing building or neighbouring buildings it has to be acknowledged that this would not necessarily reflect the historic development of Spike Island. However, this prominence lasted for a relatively limited period and the context has changes significantly since this point. Therefore, the key issues to consider here are the impacts of the development on views across the Conservation Area, and whether or not the architecture is appropriate to this context.

On the first issue the applicant has submitted a visual impact assessment (VIA) in support of the scheme. This was subject to considerable pre-application discussion, both with the Council's City Design Team and Historic England, and the important views across the Conservation Area have been agreed. Notwithstanding the additional height of the building Officers are broadly satisfied that in most of the key views the building would maintain the character of the topography, with the position on the valley floor set against the hillsides being apparent. It is also acknowledged that a weakness of the area currently is legibility, particularly as you travel further west along Spike Island, and the prominence of the building would be beneficial in aiding this legibility in terms of taking people along the harbourside walkway.

However, to a degree, concerns remain about views directly from the north and south. From the north (viewpoint 11 in the VIA) the concerns relates to the fact that the proposal will form the backdrop to the SS Great Britain, and will compete with the masts and the funnel against the skyline. However,

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compared to earlier iterations of the scheme the scale of building C has been reduced, and Historic England concede that the VIA demonstrates that the impact is not as significant as considered likely. In addition, it is also noted that the land to the north of the ship is currently being developed as additional tourist facilities, which would reduce the visual prominence of the ship when viewed from the north. Notwithstanding this, it is acknowledged that the proposal will impact on views of the SS Great Britain.

In addition, the proposal will impact on views of Brandon Hill when viewed from the south (views 18 and 19 in the VIA). The taller element of the scheme would obscure views of the hill and tower, and it is considered that this would adversely impact on the views across the conservation area and subsequently the clarity of the development within the context would be lost to a degree. However, these views are rather intermittent views from Coronation Road, would be glimpsed views when travelling along the road, and would largely be screened by trees, particularly when the trees are in full leaf. Consequently, whilst the views are considered harmful, the receptors are not particularly sensitive and have rather limited scope.

In conclusion on this point Officers agree with the conclusions of Historic England that the proposal would result in less than significant harm to views across the Conservation Area. Where the proposal leads to less than significant harm the proposal needs to be assessed against paragraph 134 of the NPPF, which states:

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

As such the Local Planning Authority are required to weigh the proposed harm against the public benefits of the development. This is considered in the section below.

The other issue that needs to be considered here is whether the design of the proposal is appropriate to the conservation area context. In addition to the policies listed above policy BCS21 of the Core Strategy promotes high quality design, requiring development to contribute 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.

In this respect it is noted that the proposal has been subject to objections that the proposal is not in-keeping with the context, particularly in respect of the maritime and industrial history of the area, includes inappropriate materials and would be of too modern a design.

Firstly, it should be noted that planning policies do not preclude high quality modern design within the Conservation Area. Whilst the proposal does not seek to replicate existing historic structures this does not mean that the proposal is harmful. Indeed, the materiality, scale and detailing of the building has been designed as a response to the industrial context of the site. Building A seeks to form a transition between the more traditional forms of the building to the north and the more prominent corner building, being largely fronted in brick, with window details and roof which reflects the context. Whilst Historic England originally raised a concern that this would appear overly domestic, amended plans have been submitted to simplify the form and give this building a more commercial appearance. Historic England have confirmed that they are now satisfied with this design approach, and subject to detailing which can be secured by condition, the proposal would provide an appropriate transition.

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It is noted that the corner building, building B, is a significant departure from the existing context. The design concept for this element is to reflect a scaled up boat house, although the proposed zinc cladding and corten steel are not common in this area, albeit they are used quite successfully at Wapping Wharf further to the east. Officers consider that the proposal represents a clear concept and the strong architectural forms successfully respond the maritime industrial character of the area. This concept has undergone significant refinement during the course of negotiation, and largely it is considered that the design has responded positively to comments made. It is noted that concerns have been raised about the reflective nature of the materials adding prominence to the development. However, the final finish of the building would be subject to conditions.

The impact on the public realm is also considered material to the consideration of the application. In accordance with the policy requirement the applicant has sought to provide active uses at ground floor level. Of particular relevance is the location of the café, which will animate the new public route that runs across the site, and in turn improve the legibility of this area. The proposal would also widen the currently rather mean public realm to the east and south of the site, and significantly increase surveillance, such that it is considered that the proposal would significantly improve the environment in this area. The applicant has also identified an opportunity for public art in this area, which can be secured by condition.

Therefore, as a result of negotiations on this development, officers are satisfied that the proposal would represent a successful architectural solution to the site, which would provide significant benefits in terms of public realm. There are concerns regarding the scale of the proposal in terms of views across the Conservation Area, but this needs to be balanced against the benefits of the development.

- Setting of neighbouring listed buildings

The application site is neighboured on three sides by listed structures. This includes the Grade II* listed Great Western Dry Dock (site of the SS Great Britain), and the Grade II listed Albert Dock, Georgian House and 129 Cumberland Road.

With regard to the Great Western Dry Dock the assessment is very much the same as for the SS Great Britain, as discussed above. As such, whilst there is some impact it would result in less than significant harm, and in fact, given other developments in the area the visual impact would be very limited.

With regards to the other structures, it is noted that historically the context of the site would have seen a large and prominent building in this location. As with the impacts described above the proposal would impact on the setting of these structures, although currently the derelict site is considered to be harmful to the setting of those structures. Therefore, the proposal does have the potential to improve the setting of these assets. In general it is considered that this is achieved, although the additional and dominating scale, when viewed from the south, is considered to have a minor harmful impact on the setting of the assets in this direction. Overall, therefore, this issue would add to the less than significant harm to heritage assets.

With regard to the Albert dock, whilst currently not in use, it is considered that part of the heritage value of this asset comes from the potential for it to continue in use as a working dock. By locating residential use close to the dock the proposal has the potential to impact on the viability of that use, and in turn impact on the value of the heritage asset. This issue is considered in detail in the key issue below, although for the purposes of this section it is considered that this concern is appropriately mitigated, and therefore there would be no impact on the heritage asset in this respect.

- Benefits of the Development

Whilst the proposal will result in harm to heritage assets, the harm is considered to be less than significant. In general Officers consider that the level of harm would be very minor, or would only

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impact from a limited number of less sensitive viewpoints. This impact stems from the scale of the building, and in general the design approach is considered to be appropriate. 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.

Currently the existing site is in a derelict state, and the assessment of the existing structures suggests that viable opportunities to re-use the site are very limited, and would be unlikely to come forward in the short to medium term. The proposal therefore represents a significant opportunity to develop a long vacant site which would result in an improved environment in the immediate context of the site. The proposal would also achieve policy aims of delivering a high density residential scheme, contributing to meeting housing targets for the city (including the provision of affordable housing), as well as commercial floorspace, delivering economic benefits. In addition, officers given significant weight to the improvements to the public realm and legibility of the area that the development would provide. The area represents a major visitor attraction, and this site a major link which is missing in the local environment. Officers are also of the view that the proposal represents a strong architectural statement that would contribute positively to the character of the area, and this does justify the additional prominence that the scale of the building offers.

On balance, therefore, whilst recognising that the proposal would result in some harm to the setting of neighbouring heritage assets officers consider that this harm is justified by the benefits of the development. As such, the proposal is considered acceptable on these grounds.

(D) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE AMENITY OF EXISTING RESIDENTS AND WOULD IT PROVIDE AN ACCEPTABLE RESIDENTIAL ENVIRONMENT FOR FUTURE RESIDENTS?

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. It is also noted that the site allocation states specifically that the proposal should maintain the viability of the commercial use of the Albert Dock.

- Existing Residents

The character of the area is quite mixed, with residential properties to the north, east and south west, and commercial and tourist uses also close by. With regards to the residential properties to the South West and East, in both cases there are in excess of 80 metres from the proposed development. At this distance it is not considered that the proposal would impact on visual amenity, daylight or privacy. It is noted that a resident of the development to the east has objected to the scheme on the basis of that the proposal overshadows the neighbours contrary to the Prescription Act 1832. Whilst under the relevant planning legislation the Local Planning Act are required to assess whether or not development would impact on the residential amenity of this property the Prescription Act sets different tests, relating to rights to light established over 20 years, for which the remedy is a claim for compensation from the development. For the absence of doubt the application has been assessed against the planning policies, and given the distance and orientation it has been found that the application would not have a harmful effect on the amenity of this property.

However, the relationship with the flats to the north, Steamship House, Great Western House and Great Eastern House, are much closer. The separation distances between these flats and the development are between 10 and 16 metres, which given the neighbouring properties have windows directly overlooking the site, the relationship is much closer than would normally be permitted. In response to this the applicant has drawn attention to the previous planning permission on the site (03/01464/F), which permitted a building of a similar scale along the northern boundary of the site.

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Indeed, that scheme had significantly more glazing and balcony space facing on to the plot to the north. It is argued by the applicant that the development to the north was permitted in 2007 expecting the former permission to come forward.

Permission no. 03/01464/F has now expired, and was permitted prior to the adoption of any of the current development plan. As such, whilst of some weight in the determination of the application it would not normally be regarded as the determinate factor. However, in this case the relationship between the two developments was directly addressed when consideration was given to the neighbouring development, and the committee report for that application states as follows:

The separation distance between the buildings and the buildings proposed on the McArthur's site varies from approximately 20.0 m for block 1 on the former engine works site with reduced distances between 11.0 – 13.00 metres for blocks 2 and 3 and the respective buildings on the adjacent site. In order to avoid uncomfortable relationships a timber louvred screen detail is proposed to the rear elevations of both blocks 2 and 3 to effectively conceal the windows and avoid overlooking issues between future occupiers of both sites. Whilst the promoter of the development on the McArthur's site has expressed an opinion that the height of all three buildings should be reduced, taking into account the site layout and the relationship with the proposed building and the mitigation which forms an integral part of the scheme design, your officers do not consider that there would be any justification to seek such a change.

As such, it is clear that buildings 2 and 3 were designed to take into account a relationship similar to that shown in the current application, and in fact the relationship between the current scheme and the neighbour is probably marginally better. Given that there has been no material change in policy in this respect, it is considered that it would be unreasonable to take a different view in terms of amenity than the view taken previously.

However, it is considered that the relationship between building A and the neighbouring property is marginally worse than that which was previously approved, given that this building is both closer and higher than the approval. The closest point between these blocks is around 16 metres, and although the layout of the flats has been amended in later iterations of the scheme to reduce the level of overlooking created by the scheme, there would still be windows to habitable rooms, including bedrooms, with a direct view out towards the existing building. The applicant has suggested that a solution which involves the provision of louvres on the relevant windows would reduce the level of intervisibility to a reasonable degree, although have suggested that the level of separation would be enough on its own to prevent any significant impact on amenity, given the previous approval at the site. In officer's view the level of overlooking does need to be mitigated on floors 1 to 5, and should Members be minded to grant permission it is recommended that a louvred based solution should be secured by condition, and subject to such a condition the proposal is acceptable in this regard.

- Future Residents

In terms of the standard of accommodation within the proposed development, it is noted that the scheme is very high density, and some concerns have been raised regarding the nature of the accommodation. However, the flats would meet the minimum space standards set out in the Nationally Described Space Standards. In addition, the landscaped courtyard would provide an area of communal open space within the development, and the proposal would provide a high proportion of units with balconies. However, it is noted that a high proportion of the units are also single aspect, including a number of units with a northern aspect. Notwithstanding this, an assessment of the level of daylighting to the proposed units has been undertaken, and whilst this acknowledges that there is an issue with the kitchen units of a number of the flats, excluding the kitchens 81% of the rooms tested would meet the BRE standards, and 95.5% of the bedrooms tests would. In addition to this the format of the building has been designed to emphasise views out over the city, including wider views of the harbour and Ashton Court Estate.

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Currently the policy requirements do not make specific standards which developments need to meet in this regard, with the exception of the space standards, and therefore the test as set out in policy BCS21 is whether or not the development creates a 'high quality development for future occupiers'. High density urban schemes often include single aspect flats and limited outlook. In this case, whilst there are concerns about the level of daylight to some of the units the scheme is considered to be well designed in respect of outlook, and avoids the pitfalls of being designed around a courtyard which are common in this type of development (i.e. only internal views being available). On balance, therefore, it is considered that the proposed accommodation would provide reasonable space, access to amenity and outlook and access to daylight.

The other issue of concern with regards to amenity is the relationship of the proposed development with the neighbouring industrial uses. In the Bristol Central Area Plan the area is identified as one where maritime industries will be encouraged, and the site borders on to an existing boat yard (Rolts Boat Yard), and the Albion Dock, which is allocated for industrial use. As referred to above, policy BCS23 requires development not to impact on the viability of neighbouring commercial uses. The difficulty in this case is that whilst the Rolts Boat Yard is a going concern, the Albion Dock is current vacant, and therefore it is not possible to assess the impact of the future environment. Notwithstanding this, it is understood that there are potential viable commercial uses for the Albion Dock, and should appropriate mitigation be provided as part of this development it is likely that a future occupier for the dock will be found.

Notwithstanding this, in support of the application the applicant has carried out a noise assessment of the site. This includes details of a survey of existing noise levels at the site, which will have included assessment of existing industrial processes in the area. However, in addition to this a survey has been made of an existing facility at the Sharpness boat yard. Following pre-application community involvement this has been identified as a similar facility as could potentially occupy the Albion Dock site. This has been modelled against the background noise levels that were identified as part of the original noise survey, to provide an estimate of the noise levels that are likely if both neighbouring commercial boat yards are in use.

In broad terms the evidence submitted suggests that whilst there may be noise events associated with the development, such as blasting, which would exceed what would normally be expected in a residential environment, the site is not considered unsuitable for residential use, subject to appropriate mitigation being included. The recommendations of the acoustic engineer have been incorporated into the design of the scheme. This includes facades with high acoustic values, particularly on the south and west elevations, acoustic glazing, mechanical ventilation on affected elevations and an acoustic screen on the west elevation which will reduce the impact of noise into the amenity area at the centre of the site. These recommendations have been considered by the Council's Pollution control officer, who considers that this should provide adequate mitigation to ensure a reasonable environment for residents, and therefore not impact on the viability of neighbouring uses.

The other concern raised by neighbouring commercial units is the sensitivity of future residents to air quality, particularly in relation to dust. An air quality assessment has been submitted with the application, and the Council's air quality officer is satisfied that the proposal would not result in any harm to air quality, and that the air quality at the site is acceptable for residential development. With regards specifically to dust the neighbouring land uses would already be subject to relevant legislation. In addition, the noise insulation measures, which include mechanical ventilation, would mean that residents would be able to keep their windows closed if affected by dust, and as such it is not considered that this issue merits the refusal of the application.

Finally, on amenity issues, it is noted that the proposal does include ground floor commercial units. In particular, policy DM10 requires food and drink uses not to impact on residential amenity or public safety. As stated above, it is not considered that the proposal would contribute to a concentration of such uses that would be particularly harmful. In addition, the impacts of such a development can be controlled by conditions, including restrictions to the hours of the use, and the requirement to provide

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details in respect of ventilation and extraction. As such, it is not considered that the proposed ground floor commercial uses would impact on amenity to a degree that would warrant refusal of the scheme.

(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.

The site is considered to be in a sustainable location with good access to public transport options, with two metrobus stops, a harbour ferry landing, as well as a half hourly Wessex service all within easily walking distance of the site. As such the site is considered to be an appropriate location for high density residential accommodation, and the Council's highways section are satisfied that the local highway network can accommodate the additional traffic associated with the development.

Notwithstanding the accessibility of the site a number of objections have been received on the basis of the impact of the development on car parking in the area. The car parking provisions set out in the local plan are a maximum standard, and whilst the proposal falls below the relevant standards (which would equate to a maximum requirement of around 200 spaces), given the accessibility of the site it is considered that it would be possible to live in this location without the use of the private car. In addition, car parking in the area is heavily restricted, particularly directly outside the site, meaning that there would be no impact from in street parking in the immediate vicinity of the site. However, concerns have been raised by residents of the nearby residential streets, where parking is permit controlled, albeit only during daytime hours. Whilst it is recommended that residents of the development will not be eligible for parking permits, the concern is that there would be additional impacts outside of the permit hours. It is noted that, subject to an agreed management strategy, it is proposed that residents would have access to all 50 parking spaces outside of daytime hours (15 parking spaces being made available for the commercial units during the daytime). It is considered, however, that the lack of convenient car parking close to the site for those without an allocated parking space, would prove to be a disincentive to those who are reliant on the private car from occupying the site. As such, it is not considered that the parking levels at the site would result in any harm to highway safety, and as such the application does not merit refusal on these grounds.

The proposal would also make provision for 230 cycle parking spaces within the site, plus another 18 spaces on the street. Subject to the internal spaces being provided within a secure store, the Council's highways officers are satisfied with the level of provision. In addition, the provision made for refuse storage and storage are also considered acceptable.

As part of the development it is proposed to upgrade the footpath along Gas Ferry Road, as well as significant improvements to the path along the southern part of the site. The improvements to the south of the site in particular are considered to offer significant improvements to the pedestrian and cycle network in the area through the upgrading of the harbourside walkway. These works are supported, and will be delivered through a section 278 agreement.

Finally, in order to encourage alternative modes of transport it is considered necessary for the applicant to enter into a travel plan. It is advised that this should be secured through a section 106 agreement, to include a financial contribution to the City Council for auditing or administering the travel plan. The applicant has agreed to enter into a section 106 to enable to City Council to administer the Travel Plan, and subject to the 106 being completed there is no objection to the development on highway grounds. It is noted that the highway officer in their original comments has made a request for a financial contribution to a bus stop in the area. However, it has since been agreed that given the other works to highway infrastructure in the area that such a contribution is no longer required.

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- (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 close to the river Avon and the new cut, and the flood plain mapping maintained by the Environment Agency shows the very northern extreme of the site as being within flood zone 2. 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 allocated for a mixed use development, and the development has been designed with less vulnerable uses at ground floor level and with development set away from the northern boundary, such that the residential accommodation would not be affected by the currently identified flood zone.

However, it is noted that the Environment Agency flood zone mapping does not take account of the effects of climate change. As such, whilst for a current day flood event with a 1 in 200 year probability, the modelling shows the site as being flood free, the predictions for 2110 suggest a flood level of around 560mm at the lowest part of the site, for an event of a similar frequency. As a result it is proposed to raise the ground floor level for most of the development to 10.2 m AOD (above the 2110 flood level), although two of the commercial units would be marginally below this, these would be protected by demountable flood barriers. In addition, it is proposed to include additional protection within the residential lobbies through further demountable barriers, and this approach is considered acceptable by the Environment Agency, and as such it is considered that the proposed building would be suitably protected in the case of a flood event.

In addition, it is noted that whilst the development could be protected in a flood event, in an extreme event it would sit on essentially a dry island, surrounded by water. In this event a flood evacuation plan has been submitted with the application which provides details of measures to be put in place in case of a flood event. This has been reviewed by the Council's Civil Protection Team, and subject to issues of clarification is considered acceptable.

- (G) WILL THE PROPOSED DEVELOPMENT MAKE AN ADEQUATE CONTRIBUTION TO THE SUSTAINABILITY 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.

The Sustainability Statement submitted with the application demonstrates a number of measures to improve the performance of the building. Firstly, it is noted that the proposed building is designed to a high standard, including targeting BREEAM 'Excellent' for the office accommodation. In addition, whilst the site is not currently served by a current heat network, the proposal has been designed to join up with a potential heat network. This includes a centralised boiler rather than each individual flat having an individual boiler. This meets the heat hierarchy requirements as set out in policy BCS14. In addition, the proposal would also be served by photovoltaic panels on the roof. According to the modelling included within the statement this would achieve a 19.5% saving on CO2 emissions in comparison with the scheme without PV panels, and a 27% saving against the building regulations standard. Whilst the scheme falls marginally below the policy target of 20%, it is noted that in order to meet the standards achieved requires PV panels on non-optimum roof slopes, and as such it is unlikely that significant improvements on this could be achieved, and given the other measures included within the proposal it is not considered that the proposal warrants refusal on these grounds.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN****(H) 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.'

Given the site has been vacant for a number of years it has become largely covered in scrub vegetation, including some self-sown trees. Largely, these trees are of poor quality, with only one tree on site categorised as a 'C' standard tree, with others being 'U' category trees, and therefore not suitable for retention. Therefore, it is proposed to remove 9 trees from the site, only one of which would require compensatory planting under policy DM17. In total, it is proposed to plant 14 trees on the site, which would more than compensate for the tree lost.

It is noted that the site has been identified as being used by bats, and given bats are European Protected Species the Conservation of Habitats and Species Regulations 2010 require the Local Planning Authority to consider the following tests when assessing a planning proposal:

1. There is no satisfactory alternative to the proposal.

In this case the site has been allocated for redevelopment and represents an important development opportunity on a sustainable site in central Bristol. The potential for retaining existing structures on site has been considered, and dismissed given the condition of the buildings. As such, there is no potential to redevelop the site whilst retaining any potential bat roost. The 'do nothing' scenario would see the site become further dilapidated and potentially result in further issues regarding health and safety, as well as being detrimental to achieving other local plan priorities.

2. The proposal would "not be detrimental to the maintenance of the populations of the species concerned at a favourable conservation status in their natural range"

To meet this test the applicant has proposed a number of measures to ensure that the proposal will not impact on the bat population. These include the following:

- An EPS license will be required to clear the site, which will require details of a scheme of mitigation to be submitted to Natural England. This will include details of the timetabling of works, the approach to soft strip/bat exclusion of the building being supervised by an ecologist, compensatory roost locations proposed, creation of foraging habitats and details of lighting design to reduce impacts on bats;
 - Should work not be started before September 2018, a revised survey will be required;
 - The developer to liaise with an ecologist to determine the best method for precautionary soft strip and/or bat exclusion from the building;
 - A toolbox talk will be provided to contractors immediately prior to works;
 - Demolition of Area 1, Area 2 and the Caretaker's House should take place outside of the bat hibernation season;
 - Bat bricks and boxes should be installed into the new buildings;
 - The landscape design should compensate for the loss of bat foraging habitat by including wildlife friendly planting.
3. The proposal is "in the interests of public health and public safety, or for other imperative reasons of overriding public interest, including those of a social or economic nature and beneficial consequences of primary importance for the environment"

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As stated above the proposals relate to an allocated site, and it is considered that the development would meet other policy aims, including addressing the City Council housing targets, providing additional commercial floorspace and improving the movement infrastructure in the area. As such, the proposal is considered to be in the public interest, and therefore this test is met.

It is considered that other potential impact on protected species, including nesting birds, can be sufficiently mitigated through conditions, and therefore impact on protected species are not considered to warrant refusal.

CONCLUSION

The application is for a significant redevelopment of the currently rather dilapidated and long vacant McArthurs Warehouse site. It is recognised that this is a substantial development of what is a complex site, and as such a decision needs to be made on the basis of the planning balance. The concerns of consultees, including Historic England, regarding the impact on heritage assets is recognised, as are concerns regarding impact on amenity and parking in the area received from local residents. Similarly, it is also noted that the scheme is not policy compliant in respect of the provision of affordable housing.

However, Officers have weighed these concerns against the benefits of what is considered a high quality scheme in a prominent harbourside location. Whilst a reduction in scale may be desirable it should be recognised that this will impact on the viability of the scheme, and therefore the affordable housing provision. It is also recognised that the proposal will provide substantial improvements to the public realm. In addition, significant compromises have been made to the design to ensure that the impact on the amenity and neighbouring commercial uses is no greater than previously approved schemes, and the viability of commercial uses would not be unduly affected. With regard to affordable housing provision, this has been subject to negotiation with the Council's Affordable Housing Manager, and the current offer would allow the development to come forward in a reasonable time frame, and give the Council certainty over the delivery of that housing. On this basis it is considered that the offer put forward by the applicant is reasonable and reflects the viability of the development.

On balance, therefore, whilst officers recognise that the application would result in some harm, including less than significant harm to designated heritage assets, it is considered that the benefits of the scheme are considered to outweigh that harm. On this basis officers are recommending that permission be granted, subject to a section 106 agreement to secure the affordable housing, and a financial contribution to the organisation of a travel plan, plus relevant conditions.

COMMUNITY INFRASTRUCTURE LEVY

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

The CIL liability for this development is £1,212,965.09, however social housing relief may be claimed on those residential dwellings included in the development that are to be managed by a Housing Association for the provision of affordable housing.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN****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:
- i) The provision of 18 affordable housing units to be provided on site.
 - ii) Should the development not be implemented within 18 months of this decision an upward only viability appraisal shall be undertaken, and the level of affordable housing shall be reassessed accordingly.
 - iii) A financial contribution of £19,845 to be made to Bristol City Council in order to finance the Travel Plan.
- (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. Approval of road works necessary

Prior to commencement general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority:

- * On Gas Ferry Road resurface and reinstate the footway to full kerb height, replacing the existing radii/uncontrolled pedestrian crossing facilities that form the current vehicular access point to the site with a vehicle crossover, as well as upgrade the existing street lighting.
- * Resurface and widen the existing footpath that forms part of the Harbourside Walk between Gas Ferry Road and Hannover Place. As part of these works install new bollards, a new pole for the directional TSRGD signage and upgrade the street lighting.

The submitted plans shall indicate 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 be completed prior to occupation of the development to the satisfaction of the Local Highway 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.

NB: Planning consent is not consent 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.

3. Construction management plan

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

Parking of vehicle of site operatives and visitors
 Routes for construction traffic
 Hours of operation
 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.

4. Highway Condition Survey

A Condition Survey of the existing public highway will need to be carried out and agreed with the Local Planning Authority in writing prior to any works commencing on site, and any damage to the highway occurring as a result of this development is to be remedied by the developer to the satisfaction of the Highway Authority once all works have been completed on site.

Reason: In the interests of safeguarding the existing road corridor.

5. Contamination Risk Assessment

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 development (excluding demolition). The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The results of this investigation shall be considered along with the previous reports submitted with application 17/03139/F. The written report of the findings shall be submitted to an approved in writing by the Local Planning Authority prior to any works (except demolition) in connection with the development, hereby approved, commencing on site. This investigation and report

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

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

6. 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.

7. 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.

8. Sustainable Drainage System (SuDS)

The development hereby approved shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the 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 is incorporated into the design and the build and that the

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principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

9. Bat Roosts

Development shall not commence until details of a scheme for the retention of the bats' roost and the retention of the bats' existing accesses or the provision of alternative new roosts or accesses, has been submitted to and approved in writing by the local planning authority. The scheme shall include a programme for the implementation of the development which minimises any impacts on bats including the provision of suitable voids or crevices for bats, bat tubes, boxes, bricks or similar, 'soft strip' demolition methods and measures to minimise light pollution. The development shall be carried out in accordance with the approved scheme or any amendment to the scheme as approved in writing by the local planning authority.

Reason: To enable the local planning authority to retain control over development in order to safeguard bats and their roosts which are specially protected by law.

10. Bird Boxes

Prior to development (excluding demolition) details providing the specification, orientation, height and location for built-in bird nesting and opportunities shall be submitted to and approved in writing by the Local Planning Authority. This shall include twelve built-in bird boxes to include at least eight swift bricks or boxes. Development shall be undertaken in accordance with the approved details prior to the occupation of the development.

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

11. Sound Insulation

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of noise insulation measures for all residential accommodation, designed in accordance with the recommendations of the Planning Stage Acoustic Assessment Report, Revision 02 (as submitted by Hoare Lea) with the addition of the revised Albion Dock Operational Noise Modelling Summary. This scheme shall also include details of ventilation.

The scheme of noise insulation measures shall take into account the recommendations detailed in the Noise Assessments submitted with the application and the provisions of BS 8233: 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.

12. Further details before relevant element started

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

- a) Details of cycle stores;
- b) Electric vehicle charging points;
- c) Privacy Screens;

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

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13. Sample Panels before specified elements started

Sample panels of all external materials 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.

14. Site Specific Construction Environmental Management Plan

No development shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan should include, but not be limited to:

- * Procedures for maintaining good public relations including complaint management, public consultation and liaison
- * Arrangements for liaison with the Council's Pollution Control Team
- * 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.
- * Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- * 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.
- * Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- * 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.

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

15. Protection of Retained Trees During the Construction Period

No work of any kind shall take place on the site until the protective fence(s) has (have) been erected around the retained trees in the position and to the specification shown on Drawing No. 170524-1-2-MAY-TPP-MM. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any

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

Reason: To protect the retained trees from damage during construction, 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.

16. Public Art

Detailed drawings of the public art commissions as set out in the Art Strategy submitted by Gingko shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The commission thereby approved shall be carried out in accordance with that approval prior to the occupation of the development hereby approved, unless an alternative timetable is approved.

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

17. Boundary Treatment

Notwithstanding the approved plans prior to erection of the western boundary treatment an updated drawing shall be submitted to reflect the relationship with the neighbouring land use (at the time of implementation), and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the plan thereby approved.

Reason: To reflect any changes to the land use of land to the west.

18. Ecology Survey

Should the development not be implemented before September 2018, no development shall be carried out until an updated survey for protected species and ecology has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter, the development shall be carried in accordance with the recommendation of that report.

Reason: To reflect the recommendations of the report submitted with the application, and to ensure protected species are protected during the course of development.

19. To ensure implementation of a programme of archaeological works

No development shall take place until the applicant/developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation

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6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

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

No redevelopment of the site (including demolition) shall take place until the applicant/developer has recorded those parts of the building which are likely to be disturbed or concealed in the course of redevelopment or refurbishment. The recording **must** be carried out by an archaeologist or archaeological organisation approved by the Local Planning Authority and submitted to the Historic Environment Record (HER), the archive should then be submitted to Bristol City Museum and a hard copy to Bristol Record Office.

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

Pre occupation condition(s)

21. 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 5 and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 6, 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 7.

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

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

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

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

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23. Completion of Vehicular Access - Shown on approved plans

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

Reason: In the interests of highway safety.

24. 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.

25. Installation of vehicle crossover - Shown on approved plans

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

Reason: In the interests of pedestrian safety and accessibility

26. 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.

27. 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.

28. 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.

29. Implementation of hard landscape works - shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the landscaping proposals hereby approved have been carried out in accordance with the

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN**

approved plans, unless a revised programme is agreed in writing with the Local Planning Authority.

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

30. Odour Management Plan

No building or use hereby permitted shall be occupied for purposes within class A3 of the Use Classes Order until there has been submitted to and approved in writing, by the Local Planning Authority, an Odour Management Plan, setting out cleaning, maintenance and filter replacement policies. The plan should include a written recording system to record and demonstrate when all such work is carried out. The approved odour management plan shall be complied with throughout the duration of the use.

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

31. Artificial Lighting (external)

No building or use hereby permitted shall be occupied of use commenced until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and been 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 and in order to mitigate the impact on protected species.

32. Details of Extraction/Ventilation System (A3 use)

No unit shall be occupied for purposes within use class A3 until details of ventilation system for the extraction and dispersal of cooking odours including details of the flue, method of odour control, noise levels and noise attenuation measures has been submitted to and approved in writing by the Council. The details provided shall be in accordance with Annex 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. <https://www.gov.uk/government/publications/guidance-on-the-control-of-odour-and-noise-from-commercial-kitchen-exhaust>

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

33. Privacy measures

No dwelling shall be occupied until the relevant privacy screens, as shown on the approved drawings, have been constructed in accordance with the approved plans. The privacy screens shall thereafter be retained unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of the privacy of neighbouring properties.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN****34. Flood Risk Assessment**

The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) [Clarkebond, 11 August 2017] and the following mitigation measures detailed within the FRA:

1. The finished floor level of the residential units is set no lower than 10.56 metres above Ordnance Datum (AOD) as specified in section 5.2, page 19 of the FRA.
2. Flood-proofing measures detailed in sections 5.2, 5.3, 5.4 and 5.6 of the FRA.
3. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven as outlined in section 5.5, page 20 of the FRA.

Reason:

1. To reduce the risk of flooding to the proposed development and future occupants.
2. To reduce the impact of flooding on the proposed development and future occupants.
3. To ensure safe access and egress from and to the site.

35. Energy and Sustainability in accordance with statement:

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the Sustainability and Energy Strategy, revision B submitted by Hoare Lea, dated 26/05/2017. A total 27% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 19.5% 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), BCAP20 (Sustainable design standards), BCAP21 (connection to heat networks).

36. BREEAM

Prior to occupation of the commercial floorspace the following information shall be submitted to the local planning authority and approved in writing:

- 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)
- 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 occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

Reason: To ensure the development is built in a sustainable manner in accordance with BCS15 (Sustainable design and construction), and BCAP20 (Sustainable design standards).

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN**

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

The applicant/developer shall ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the council and in accordance with the Written Scheme of Investigation approved under condition 19.

Reason: To record remains of archaeological interest before destruction.

38. Car Park Management Plan

The development hereby approved shall not be occupied until a car park management plan is submitted and approved by the Local Planning Authority. The plan shall cover responsibilities for management, the allocation of spaces, the management of shared spaces and the servicing of the commercial units. The development shall be operated in accordance with the approved management plan.

Reason: To ensure that management issues with the car park do not result in impacts on highway safety.

39. Waste Management Plan

The development hereby approved shall not be occupied until a Waste Management Plan is submitted to and approved in writing by the Local Planning Authority. The plan shall include details of responsibilities for waste management, including on collection days, as well as the information made available to residents. The development shall operate in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety.

Post occupation management

40. Travel plans - submitted

The Approved Travel Plan shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Approved Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of 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.

41. 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.

Development Control Committee A – 29 November 2017**Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN**

42. 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.

43. Use of Refuse and Recycling facilities (ground floor commercial uses only)

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday.

Reason: In the interests of residential amenity.

44. Deliveries (ground floor commercial uses only)

Activities relating to deliveries shall only take place between 08.00 and 20.00.

Reason: In the interests of residential amenity.

45. Hours of operation of the A3 unit

The use of the A3 unit shall not be carried out outside the hours of 08:00 to 21:00 Monday to Sunday.

Reason: To safeguard the residential amenity of nearby occupiers.

46. Use Restriction - General

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) the A3 premises shall only be used for the purposes specified in the application and for no other purpose on the Schedule to the Town and Country Planning (Use Classes) Order 1987 or any provision equivalent to that Class in any Statutory Instrument revoking and/or re-enacting that Order).

Reason: This use only is permitted and other uses, either within the same Use Class, or permitted by the Town and Country Planning (GPD) Order 2015 are not acceptable to the Local Planning Authority in this location because of potential impact on the viability of other centres or on residential amenity.

47. Flood Evacuation Plan

The development hereby approved shall be operated in accordance Flood Evacuation Plan submitted by Clarkbond (ref. WB04359-FP01) in support of the application.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site

Development Control Committee A – 29 November 2017

Application No. 17/03139/F: McArthurs Warehouse Gas Ferry Road Bristol BS1 6UN

List of approved plans

48. List of approved plans and drawings

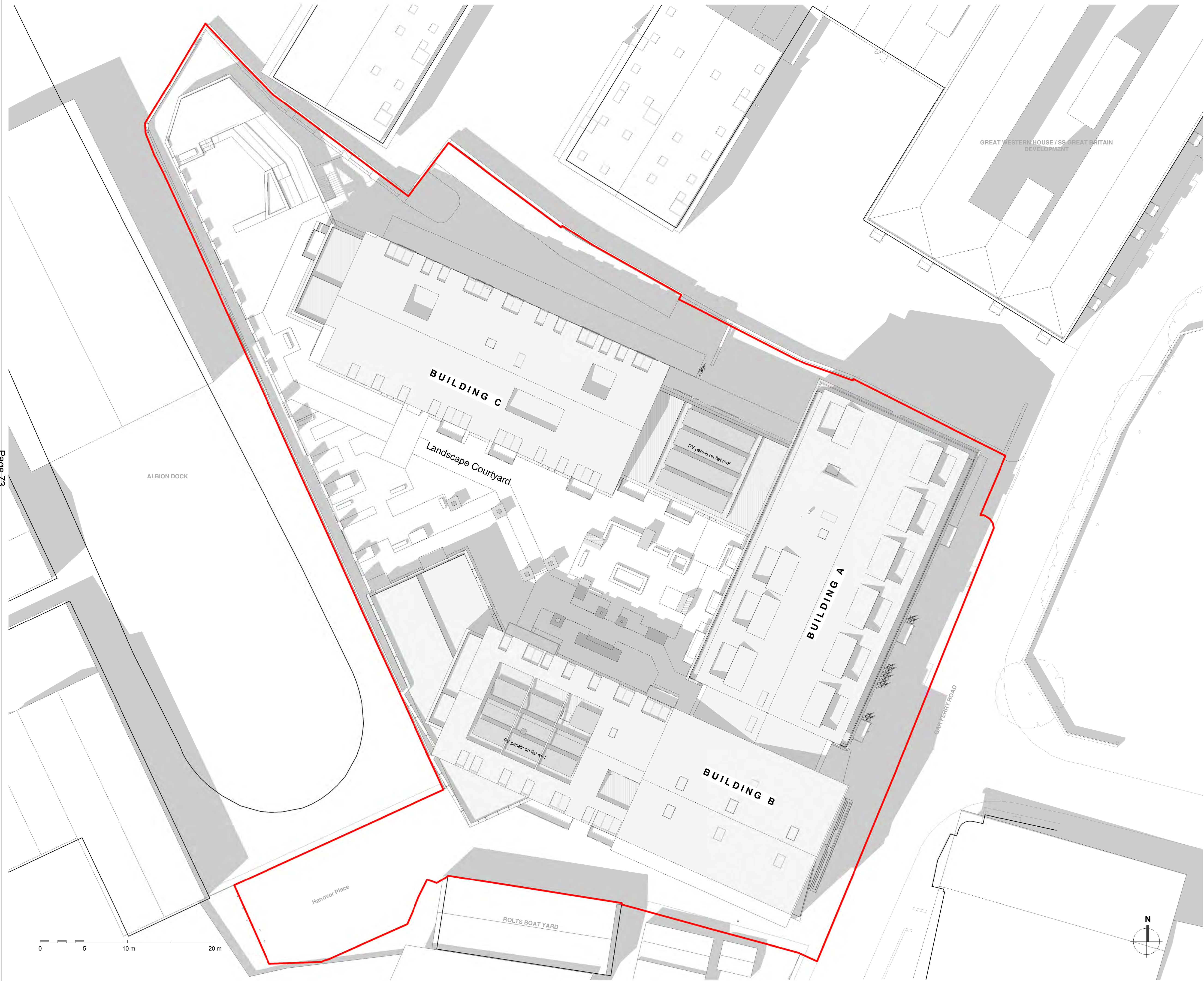
The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

Reason: For the avoidance of doubt.

Supporting Documents

1. McArthurs Warehouse

1. Proposed site plan
2. Proposed ground floor plan
3. Proposed first floor plan
4. Proposed North elevation
5. Proposed West elevation
6. Proposed East elevation



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A1

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Rev.	Date	Notes	Initials
A	31.05.17	Issued for planning	FH
B	17.08.17	Updates following BCC comments	NS
C	28.09.17	Updated following comments from BCC	NS
D	02.10.17	Issued to Planning Department	NS

CDM Regulations

File Name: 15153 - NASH - XX - XX - DR - A - L108 - D

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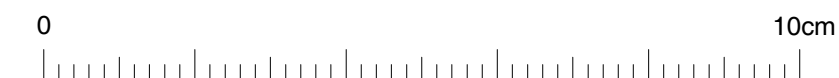
Project	Originator	Zone	Level
15153	NASH	XX	XX
Type	Role	Drawing Number	Revision
DR	A	L108	D

Project
Mc Arthur's Warehouse

Title
Proposed Site Plan

Drawn by	Project Manager	Scale
FH	JE	1 : 100 @A0 1 : 200 @A1

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Rev.	Date	Notes	Initial
A	31.05.17	Planning Submission	FH
B	01.08.17	Revised following BCC comments	CA
C	17.08.17	Updates following BCC comments	NS
D	25.08.17	Issued for vehicle tracking check	NS
E	29.08.17	Notes added	NS
F	01.09.17	Car parking amended. issued for tracking	CA
G	01.09.17	Car parking amended	CA

CDM Regulations

File Name: 15153 - NASH - XX - 00 - DR - A - L100 - G

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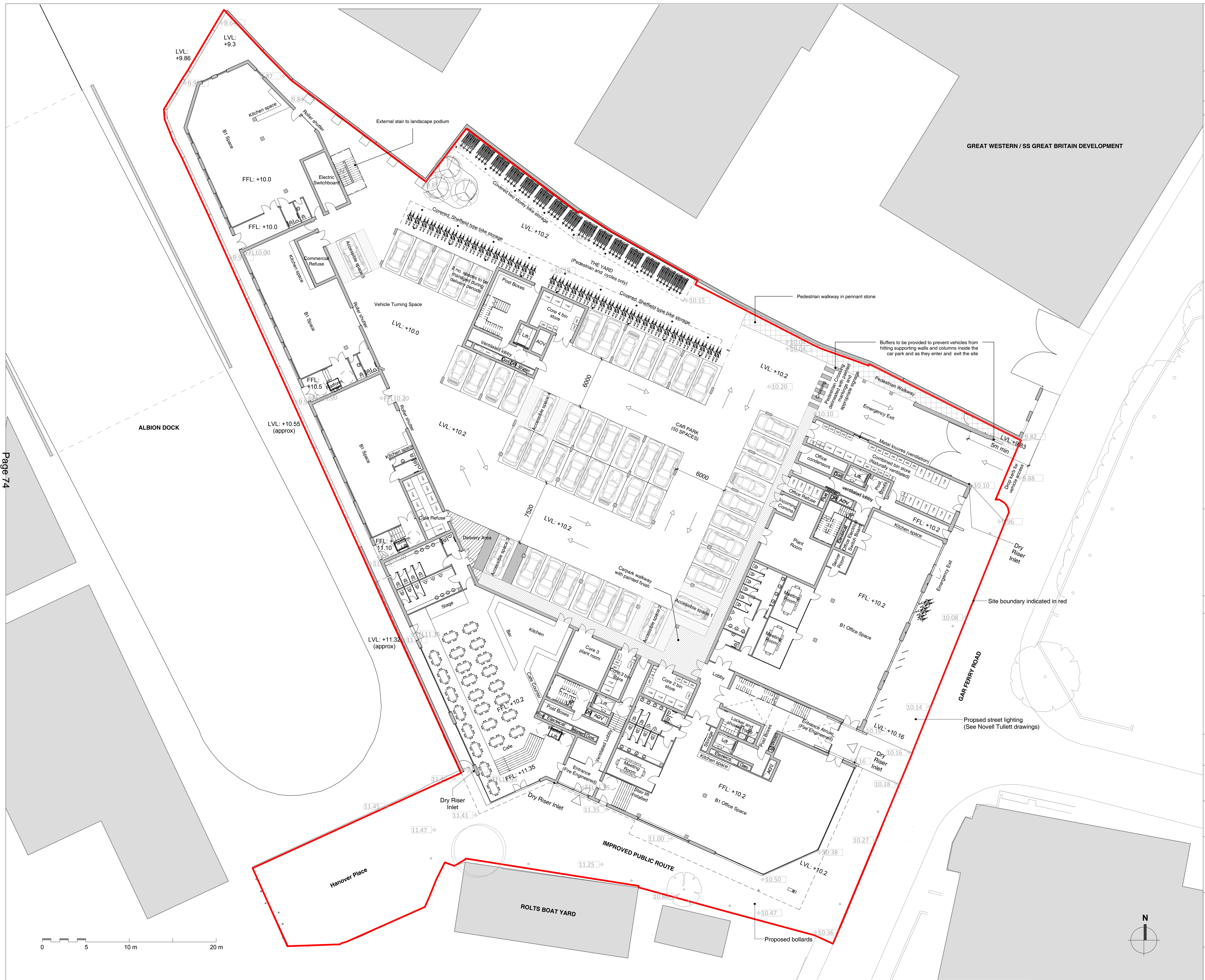
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Type	Role	Drawing Number		Revision
DR	A	L100		G

Project

Mc Arthur's Warehouse

Title
Proposed Ground Floor Plan 00

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NS	JE	1 : 100@A0 1 : 200 @A1





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C	28.09.17	Updated following comments from BCC	NS
D	02.10.17	Issued to Planning Department	NS

CDM Regulations

File Name: 15153 - NASH - XX - 01 - DR - A - L101 - D

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Project	Originator	Zone	Level
15153	NASH	XX	01
Type	Role	Drawing Number	Revision
DR	A	L101	D

Project
Mc Arthur's Warehouse

Title
Proposed First Floor Plan 01

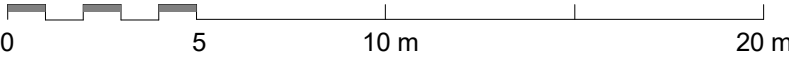
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NS	JE	1 : 100@A0 1 : 200@A1



3D Overview Looking South To North Elevation



Elevation 3 - North



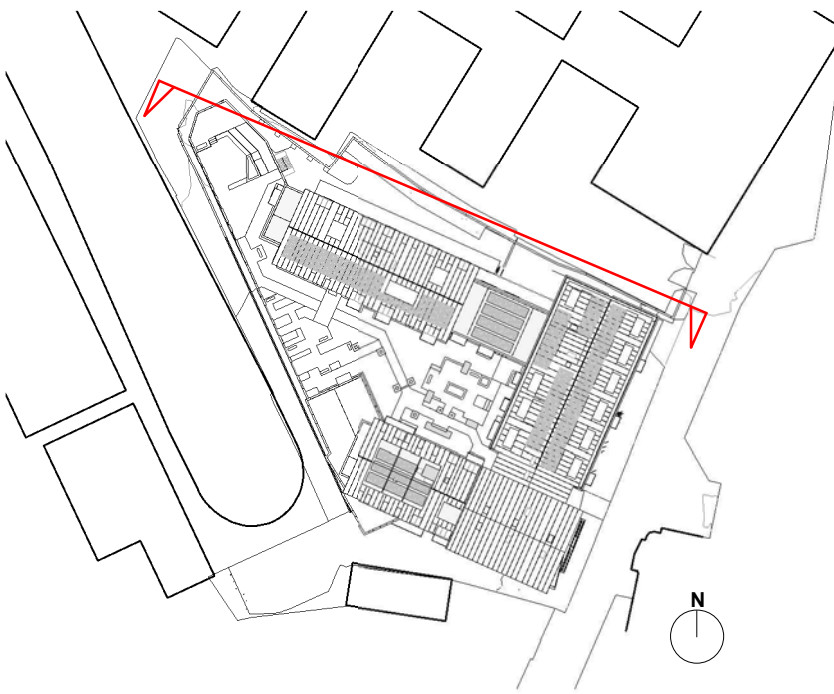
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C	28.09.17	Updated following comments from BCC	NS
D	02.10.17	Issued to Planning Department	NS



Elevation N Reference

1 : 1500

CDM Regulations

File Name: 15153 - NASH - XX - XX - DR - A - L112 - D

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ILLUSTRATIVE

Project	Originator	Zone	Level
15153	NASH	XX	XX
Type	Role	Drawing Number	Revision
DR	A	L112	D

Project
Mc Arthur's Warehouse

Title
Proposed Elevation - North

Drawn by	Project Manager	Scale
FH	JE	- 1:200@A1 - - 1:100@A0 -

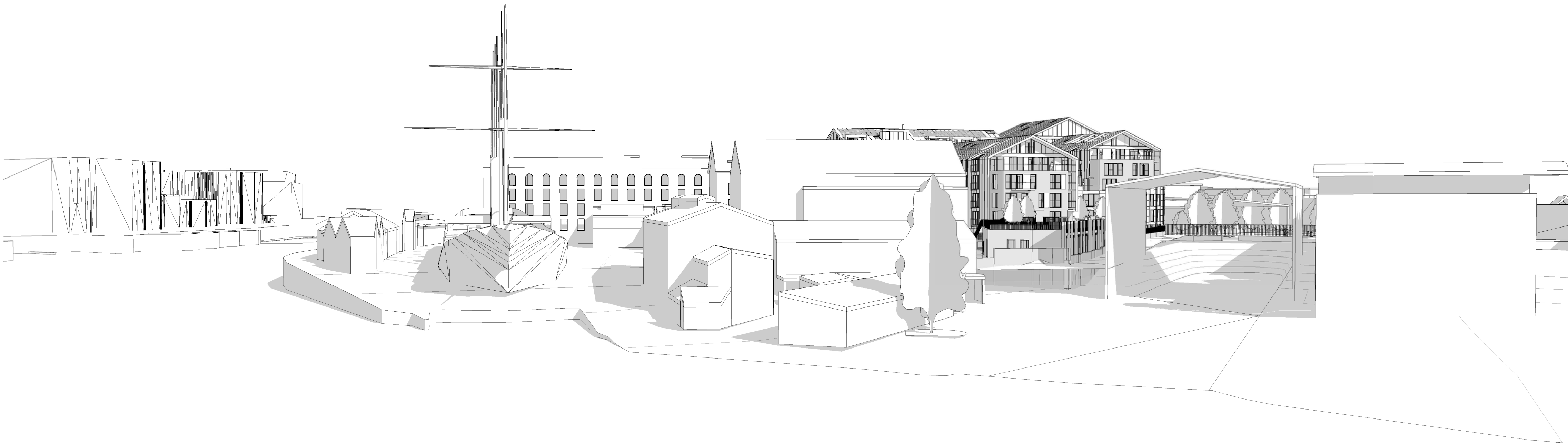
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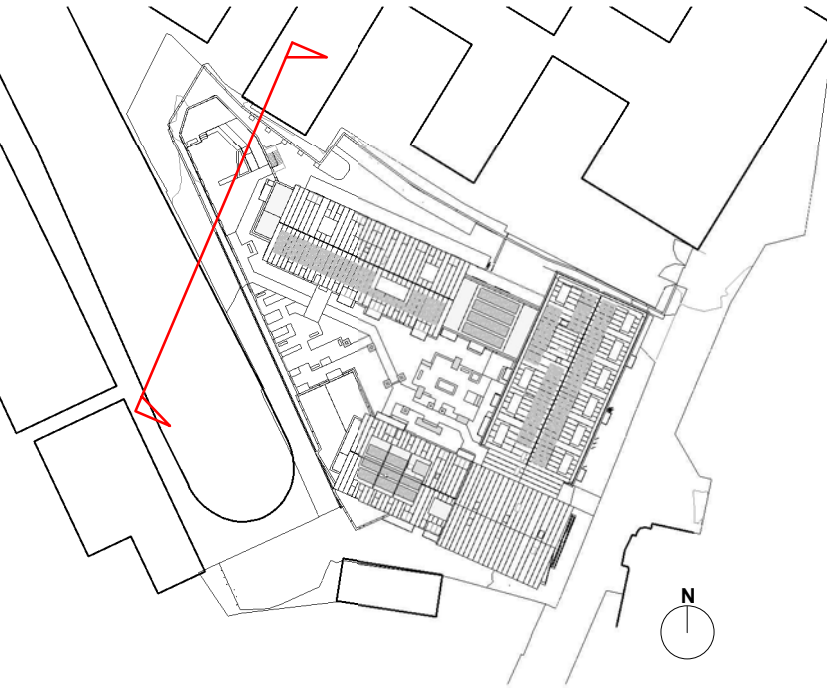
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B	17.08.17	Updates following BCC comments	NS
C	28.09.17	Updated following comments from BCC	NS
D	02.10.17	Issued to Planning Department	NS



3D View Looking Over The Floating Harbour



Elevation W Reference

1 : 1500

CDM Regulations

File Name: 15153 - NASH - XX - XX - DR - A - L113 - D

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Project	Originator	Zone	Level
15153	NASH	XX	XX
Type	Role	Drawing Number	Revision
DR	A	L113	D

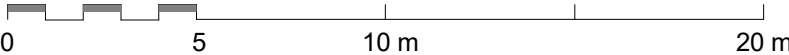
Project
Mc Arthur's Warehouse

Title
Proposed Elevation - West

Drawn by	Project Manager	Scale
FH	JE	- 1:200@A1 - - 1:100@A0 -



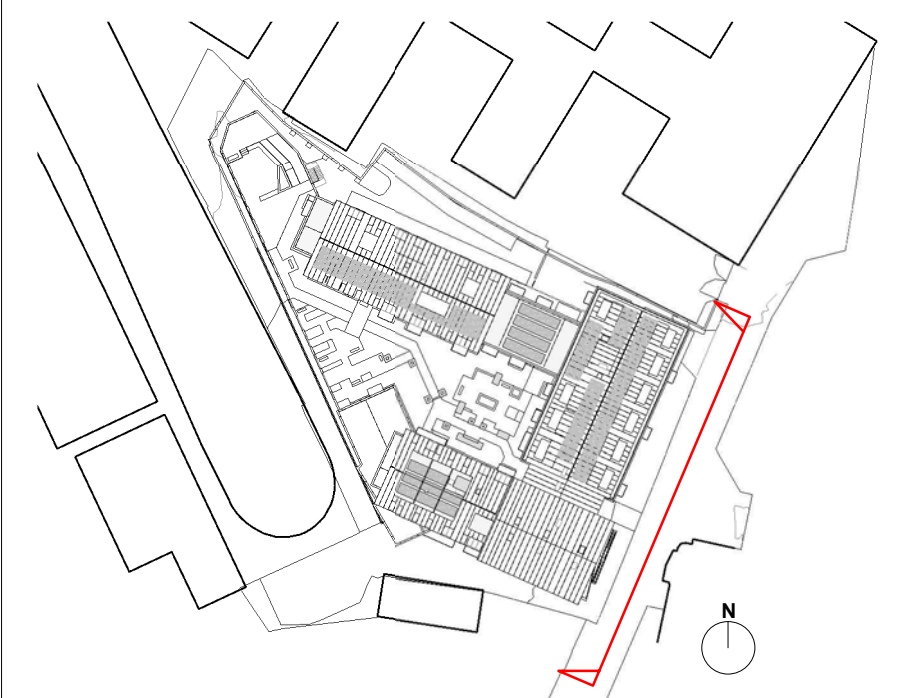
Elevation 4 - West Elevation



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Rev.	Date	Notes	Initials
A	31.05.17	Planning Submission	FH
B	17.08.17	Updates following BCC comments	NS



Elevation E Reference
1 : 1500

CDM Regulations

File Name: 15153 - NASH - XX - XX - DR - A - L110 - B

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PLANNING

Project 15153		Originator NASH	Zone XX	Level XX
Type DR	Role A	Drawing Number L110		Revision B

Project		
Mc Arthur's Warehouse		

Title

Proposed Elevation - East
(Gas Ferry Road)

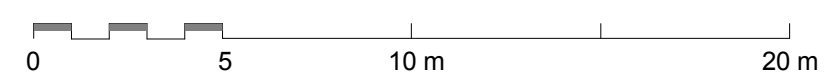
Drawn by	Project Manager	Scale
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Perspective View Looking Down Gas Ferry Road



Elevation 1 - East (Gas Ferry Road)



Development Control – 29 November 2017

ITEM NO. 2

WARD: Central

CONTACT OFFICER: Kate Cottrell

SITE ADDRESS: Colston Hall Colston Street Bristol BS1 5AR

APPLICATION NO: 17/02916/FB and 17/02917/LA Full Planning (Regulation 3) and Listed Building Consent

DETERMINATION DEADLINE: 3 January 2018

Refurbishment and transformation (Phase 2) of Colston Hall (Use Class D2) to provide a redesigned Main Hall (Hall 1) and Lantern Building (Hall 2), together with adaptation of the existing upper and lower cellars to provide a third performance space/venue and educational learning spaces (Hall 3). Refurbishment and extension(s) of backstage areas and service yard, and associated accessibility and sustainability alterations.

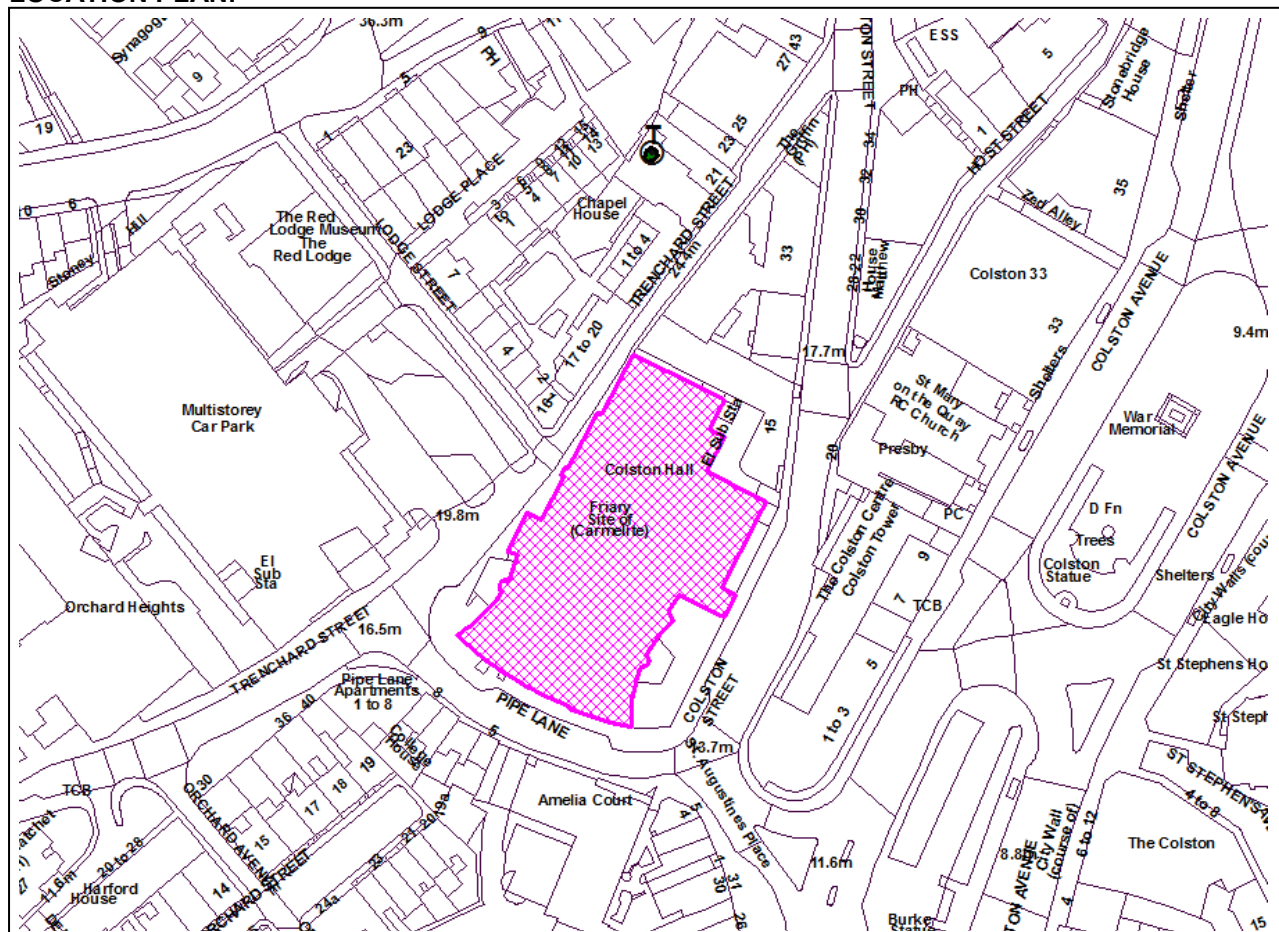
RECOMMENDATION: Refer to the Secretary of State

AGENT: Stride Treglown Limited
Promenade House
The Promenade
Clifton Down
Bristol
BS8 3NE

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 A – 29 November 2017**Application No. 17/02916/FB & 17/02917/LA: Colston Hall Colston Street Bristol BS1 5AR****SUMMARY**

The applications now before members relate to the Colston Hall, a Grade II listed building in use as a Concert Hall and which is located within St. Michael's Hill and Christmas Steps Conservation Area. The proposals relate to the next phase (Phase 2) in the long term comprehensive project to modernise and extend the Colston Hall, Phase 1 being the completed Foyer building. Funding for the project is to come from numerous sources including funds already secured from Bristol City Council; Central Government; the Arts Council; the Heritage Lottery Fund; & the Local Enterprise Partnership.

It has been concluded through the project that there are a number of main deficiencies with the existing building including poor acoustics for amplified events; overall acoustic conditions inferior to modern comparator venues; inadequate noise control within auditoria; tight uncomfortable seating; archaic conditions for performers and crew; difficult to get-in equipment, limiting ability to book certain shows; Inconveniently, shaped and insufficiently large performance platform; no disabled access for performers; inflexible seating arrangements hampering turnaround between events; Hall 2 lacking in audience or performance facilities; underemployed potential of cellars and ground floor areas; poor condition of existing buildings; and asbestos in need of treatment/removal. It is therefore accepted that the refurbishment of the Colston Hall is necessary.

The works that are hereby proposed are sought to enable the conversion of Bristol's largest concert hall into a modern, sustainable venue, enhance the cultural offer of the City and enable Colston Hall to maximise the income potential of the building, whilst supporting wider economic benefits, attracting events that will draw people in from the sub-region. Access and acoustic improvements are also sought along with improved music education facilities.

The proposals include (amongst other elements as set out in the report) the complete loss of the existing Festival of Britain auditorium and roof and a replacement re-designed main auditorium (Hall 1); internal alterations to The Lantern room to enable this to be used as a performance hall (Hall 2); conversion of the upper and lower cellars into a third performance space (Hall 3) and further spaces for education, creativity and a recording studio; refurbishment of the backstage areas, with alterations to the floor levels to provide access for all users, and improve the service and stage set-up 'get-in' and scene handling areas; internal alterations to the former Colston Street entrance (Lantern foyer) to provide a new restaurant and bar including the enclosure of the colonnade facing Colston Street with a screen of glazing that will be inserted behind the ground floor columns to discourage anti-social-behaviour and increase the internal floor area to accommodate a viable restaurant and to provide an active frontage onto Colston Street.

Overall the proposals represent substantial harm to the historic and architectural interest of the building as a result of the loss of the Festival of Britain auditorium, and to a lesser extent, by the alterations within the vaulted warehouse levels and the Lantern Building Lobby and Loggia. However the harm which has been given considerable importance and weight when assessing the proposals and in coming to a balanced recommendation is considered to have been robustly shown to be outweighed by the benefits of the much needed refurbishment of a prominent and economically and culturally important venue for Bristol and a demonstrable opportunity to bring it into full and sustainable use for future generations.

As such a balanced conclusion to recommend to Members that the proposals be approved, subject to a number of detailed conditions and the requirements within the Memorandum of Understanding set out below, has been reached.

However as objection is maintained to the proposed works by National Amenity Society members: The Twentieth Century Society and the Victorian Society and concerns are maintained by Historic England (see below); and as Bristol City Council is the applicant, the applications need to be referred to the Secretary of State to the Secretary of State for Communities and Local Government.

Development Control Committee A – 29 November 2017**Application No. 17/02916/FB & 17/02917/LA: Colston Hall Colston Street Bristol BS1 5AR****SITE DESCRIPTION**

The applications relate to the Colston Hall, a Grade II Listed building in use as a Concert Hall and which is located within St. Michael's Hill and Christmas Steps Conservation Area to which the hall positively contributes with regard to both setting and appearance. The site also adjoins the Tyndall's Park Conservation Area and, the College Green Conservation Area. Located to the south east of the site, on the east side of St Augustine's Parade is the City and Queen Square Conservation Area.

To the north west of the site, on the opposite side of Trenchard Street is Trenchard Street Multi-Storey Car Park. Directly to the north of this site are the residential properties of 16-20 Trenchard Street, which comprise a terrace of 3-storey Georgian properties. No. 16 Trenchard Street occupies the corner location linking with the terrace on Lodge Street. The ground floor of No. 16 is in use as a commercial unit (café). These properties are Grade II listed. Located to the south east of the site, on the opposite side of Pipe Lane are a series of properties, some in private residential use and others in commercial (office) use.

The building that immediately adjoins the north east of Colston Hall (No. 15 Colston Street) is a five storey office building. At the ground floor of this building is a hair salon (training academy). Beyond this building is No. 33 Colston Street, which is in use as student accommodation for the University of Bristol.

To the south east of the site on the opposite side of Colston Street is Colston Tower, which is a 14 storey office building, set on a 3 storey podium. The ground and first floor of the podium include restaurants and cafés. Also to the east on the opposite side of Colston Street at the junction with Host Street, is the Grade II* Church of St Mary-on-the-Quay and associated residential presbytery premises.

The Listing Description for the Colston Hall is as follows:

Entrance and lobby to concert hall. 1867. By Foster and Wood. Rebuilt 1900. Rebuilt internally 1950-51 by J Nelson Meredith, Bristol City Architect and contractors William Cowlin. Yellow brick with limestone, sandstone, terracotta and faience dressings, roof not visible. Rectangular open-plan lobby with stair to hall above. 2 storey; 7-bay range. A symmetrical front has a ground-floor arcade of semi-circular arches with plinths to columns with acanthus capitals, alternate arches have rope mouldings, carved hoods, the blind outer arches contain windows with eared, segmental-arched architraves, with chamfered end responds and banded end sections to an impost band; inside is a matching arcade of square piers. A carved cornice of acanthus leaves above a blue faience leaf-pattern band. First-floor blind arcade has plinths to paired columns with foliate capitals and volutes, a full-width entablature band of relief panels, rope-moulded arches, hoods and arches of alternate yellow and brown brick. Top cornice has a Lombard frieze, faience and terracotta decoration, and a moulded glazed modillion cornice, and returns to the left. Alternate arches have c1950 relief panels of performing arts designed by Bristol art students. INTERIOR: entrance hall with 2 aisles divided by 4-arch arcades on square piers. Two 1950-51 stair flights run up from the second and fourth arches to a first-floor front hall, with a central area 3x2 bays with a pointed-arched vault, and paired columns with enriched capitals to the cross passage.

HISTORICAL NOTE: the original Great Hall had a classical interior after St George's, Liverpool, with aisles, columns to an entablature, and coffered barrel-vaulted ceiling. It was reached by an Imperial stair from the entrance to the first-floor landing. The hall was burned down in 1898, rebuilt several times, burnt down again and rebuilt 1950-51. (Crick C: Victorian Buildings in Bristol: Bristol: 1975-: 48; Gomme A, Jenner M and Little B: Bristol, An Architectural History: Bristol: 1979-: 372; City Buildings Series: Burrough T H B: Bristol: London: 1970-: 104).

Development Control Committee A – 29 November 2017**Application No. 17/02916/FB & 17/02917/LA: Colston Hall Colston Street Bristol BS1 5AR****BACKGROUND AND APPLICATION PROPOSALS**

These applications now before Members relate to the next phase (Phase 2) in the long term comprehensive project to modernise and extend the Colston Hall. The Colston Hall Redevelopment Project was one of 10 major development priorities, which was identified for the city of Bristol in the Corporate and Best Value Performance Plan (2001 - 2006) and was reflected in the City Councils Corporate Plan (2006 - 2009). The overall project was as a result of the recognition that, whilst a regionally important cultural and educational facility, the Colston Hall no longer meets the expectations of modern audiences in terms of flexible foyer space, quality of catering facilities, accessibility and comfort.

Phase 1 (application references: 06/02466/FB and 06/02467/LA) was approved at the Development Control (Central) Committee - 4 October 2006 and comprised the demolition of Colston House and No. 2 Trenchard Street, and erection of a new five - storey foyer building to be physically (and functionally) linked to Colston Hall. The new foyer was to accommodate interval bars, two cafes, an open terrace overlooking the city centre, a public performance space, a box office, cloakroom and merchandising outlets, four education workshop spaces, meetings and conference provision and front of house. Phase 1 is complete and operational.

The proposals subject of this application and the associated application for listed building consent (application reference 17/02917/LA) seek the refurbishment and transformation of the Colston Hall (Use Class D2) Phase 2 to include:

- Redesign of the main auditorium of Colston Hall (Hall 1);
- Internal alterations to The Lantern room to enable this to be used as a performance hall (Hall 2);
- Conversion of the upper and lower cellars into a third performance space (Hall 3) and further spaces for education and creativity and a recording studio;
- Refurbishment of the backstage areas, with alterations to the floor levels to provide access for all users, and improve the service and stage set-up 'get-in' and scene handling areas;
- Internal alterations to the former Colston Street entrance (Lantern foyer) to provide a new restaurant and bar (which would be linked to all parts of the building).
- Enclosure of the colonnade facing Colston Street with a screen of glazing that will be inserted behind the ground floor columns to discourage anti-social-behaviour and increase the internal floor area and accommodate a viable restaurant and active frontage onto Colston Street;
- Alterations to the return façade of the Lantern building (facing onto the piazza);
- Alterations to the piazza that will include the relocation of cycle parking stands and associated surfacing works;
- Provision of a new glazed entrance into Hall 3 and education spaces, accessed directly from piazza);
- Replacement of the roof on Hall 1 (to include the installation of solar panels on the south east facing roof slope);
- Restoration of the full length openings of the colonnade (removing the 1900 additions blocking the two outer arches). The un-blocking of the first floor windows that will be re-glazed;

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- Masonry conservation and repairs to include the infilling of later openings with reclaimed materials, and the relocation of the School-of-Pascoe stone reliefs the south wall facing onto the piazza;
- A new accessible entrance and feature retractable glazing inserted into the south wall overlooking the piazza. This new entrance will be level with the piazza, with the level change to the restaurant area achieved internally via a short stair and platform lift;
- Roof and gutter repairs; and
- Other associated external and internal works including extension/alteration of the plant area to the rear of the main hall.

RELEVANT HISTORY

Various, including:

06/02466/FB Construction of new 5 storey foyer building and interface works with Colston Hall, with demolition of existing office/vacant buildings. 12 October 2006 GRANTED

06/02467/LA Alterations including interface works to parts of Colston Hall to facilitate the construction of new 5 storey foyer building and demolition of existing office/vacant buildings on adjoining Colston House site. 22 December 2006 GRANTED

13/00085/F Installation of two large umbrellas in the concourse in front of Colston Hall on Colston Hall premises. 7 March 2013 GRANTED

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 approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

Further considerations of equalities issues are set out in Key Issue E below.

COMMUNITY INVOLVEMENT

Community consultation is not a formal requirement for non-major applications such as this; however the applicant has chosen to undertake significant community involvement and they have confirmed within the submitted Community Involvement Statement that they undertook the following consultation events prior to the submission of these applications. Please refer to the BCC website for full CIS document.

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- Public Exhibition Board at Doors Open Day September 2016
- A workshop session for Access Groups on 2 December and
- A workshop session for Non-Statutory Heritage/Local Amenity Groups on 14 December 2016
- Continued dialogue with other statutory and non-statutory consultees.
- Series of consultations with performers, including orchestral and choral users, between October and November 2016. Consultees included representatives of: IMG Artists, Bournemouth Symphony Orchestra, Bristol Ensemble, Bristol Choral Society (also director/artistic director of BBC National Chorus of Wales, Gloucester Cathedral, Three Choirs Festival, Gloucester Choral Society), Halle Orchestra and the Philharmonia.
- A three-week public consultation was launched on 8 February and ran until 24 February. This was focused around a public exhibition of the proposals on display in the foyer of Colston Hall and also available on the Trust website.
- Face-to-face events and workshops were held for various audiences including staff, trust members and key stakeholders together with staffed drop-in sessions at the exhibition for the wider public) 9 & 11 February 2017)
- The Trust's Access consultants Attitude is Everything held a specific session with Para Orchestra on 26 January in London.
- The Chief Executive undertook engagement activities and carried out a number of talks, presentations and hosted visits and tours to a range of interested parties including potential donors, The Arts Council, Merchant Venturers, Halle Orchestra and St Petersburg Orchestra.
- Workshop session on 28 February 2017 with Colston Hall's Education Unit and users.
- Presented to the Bristol Urban Design Forum on 28 March 2017 meeting

The consultation was promoted through the Council's consultation service Ask Bristol bulletin

The Trust also actively promoted the consultation and encouraged feedback through established channels of communications with members and customers, and Trust industry and education partners. Activities included items in the weekly e-newsletter sent to 140,000 customers and individuals signed up to receive news.

The consultation postcards were available at the exhibition to encourage individuals to provide feedback, sent out with tickets to over 2000 bookers, left on seats in the Main Hall and handed out after performances. Postcards were also mailed to partner organisations and delivered to tourist and cultural venues around the city as part of Colston Hall's regular publicity and marketing activity.

- Bristol Music Trust operates external communications operation involving regional and national media and also use of social media including Twitter, Facebook and the website.
- Following the launch the consultation was widely covered in local press and media including: Bristol Post, BBC Radio Bristol, ITV West Country, BBC Points West, Made in Bristol TV, Heart FM, Sam FM, Bristol Business and South West Business Insider. There was also coverage in industry/professional media including: Music Week, Standout Magazine, Event Industry, Arts professional, LSI, Construction Enquirer.

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The applicant has stated the key outcomes of the community involvement were as follows:

- There was generally a lot of consensus about the feedback; particularly strong support for the principle of the transformation and the improvements this would bring in terms of attracting quality performers and acts, the experience of both audiences and players as well as access and the back stage/get in arrangements.
- There was also generally support for the overall design in the main hall and resulting improvements in comfort, flexibility and acoustics though some people had questions particularly around the details of seating and balconies.
- Regarding concerns or issues; there were some significant concerns about the project mainly from the heritage bodies in relation to the redesign of the main hall and loss of the 1950s interior and the elements of the redesign of the lantern and foyer.
- There were also some differing views generally around the detailed design of the lantern and foyer space and aspects of the public realm covering both the design of piazza area and the wider surroundings.
- Amended the design of the seating in response to consultation by rotating the side balcony seats to face the stage
- Moving the aisles to improve accessibility.
- Significant changes in response to heritage comments.

PUBLICITY AND CONSULTATION

The applications were originally publicised jointly by means of a press advertisement, numerous site notices and letters to adjoining/nearby premises over June 2017. Following the receipt of comments from amenity societies, statutory consultees and officers (all of which can be found on the BCC website) the applicant submitted revised plans to seek to address issues raised.

The revised proposals were then subject to another full re-consultation exercise during September 2017, which again comprised of site and press notices being posted and individual letters being sent out.

Public Comments

As a result of the two consultations, the public comments received are summarised as follows:

4 public comments from 3 separate parties have been received objecting to the scheme. The issues raised are summarised below.

- The existing hall is to be completely demolished and replaced with an anodyne modern design.
- The hall is a Grade II listed structure and is one of only a couple of examples built in this period
- Trust full regard will be given to the views of English Heritage.

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- Having looked at the replacement drawings, I strongly object to losing a hall with very good acoustics and sightlines, to be replaced with a barn like structure
- Still saddened by the loss of the 1950's designed hall which is iconic enough to be listed Grade II by English Heritage. When built, it had fine acoustics for concerts, etc. (better than the Royal Festival Hall in London) but it is only the modern usage for "rock concerts" which has found the acoustic to be lacking and even the promotional video on the Colston Hall website features comments by the editor of BBC Music magazine describing the acoustics as "excellent".
- I have worked in theatres, cinemas and other places of public entertainment and have witnessed the awful designs that have been inflicted on performers, audiences and staff in the name of progress. For example, I note that in Hall 1, the side balcony seats face each other across the hall; on the few occasions that events are held in the body of the hall this will be fine but as I suspect that most events will be onstage, the audience will have to try and turn to face the stage.
- It appears that pillars are to be introduced, meaning that several seats will have "restricted views"? The renowned theatre architect Frank Matcham, designed the Bristol Hippodrome with only 2 pillars (situated at the back of the Grand Circle) and not obstructing anyone's vision of the stage; surely if he could do that in the early years of the 20th century, a modern architect can dispense with pillars in an auditorium
- I have seen and worked in many "Multi-purpose halls" but in most of them, I have yet to be persuaded as to what purpose they are designed for as they don't seem suitable for anything
- Fear that the project will go ahead whatever and then Bristolians and concert goers will be mourning the loss of an iconic hall, designed in a period of great optimism and opened as part of the Festival of Britain celebrations.
- It has suffered years of neglect by Bristol City Council and little has been done by the Bristol Music Trust (whoever they may be!) so the backstage areas are abysmal, the seating in the hall uncomfortable and the floor covering in need of replacement; I would have thought that to spend the money on a refurbishment as has been done so successfully in the Royal Festival Hall, other than the complete demolition of a landmark, would be a better option
- Object to the reconstruction of the main hall as it is a Grade 2 listed building and an excellent example of a 1950s concert hall.
- Support the Twentieth Century Society's objections to the main concert hall as s dated 10.10.17
- Highlight the pressing environmental issues we have today, and the need to conserve and reuse. This applies particularly to the chestnut veneer wood panelling detailed with strips of Mansonia (a hard wood from West Africa) and a Mansonia dado. Also the front of the auditorium with its hardwood flooring of Muhuhu (from East Africa). Today the use of such hardwood would not be entertained and therefore existing uses should be preserved and conserved for posterity and for historic reasons. Adapting a building through careful conservation rather than destruction is energy saving and more environmentally beneficial.
- Have attended concerts in the Colston Hall and other than a lack of maintenance to the fabric have found the hall meets the needs of the audience. Internal redecoration would once again create an inspiring auditorium.

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Amenity Societies and Statutory Consultee Comments

In addition to the public comments above, the following specialist amenity groups have commented as set as follows. The comments below reflect the comments made in respect of the revised scheme, where additional comments were made. For all comments received in respect of the original submission and the revisions, please refer to the BCC website.

The Victorian Society (please refer to BCC website for full correspondence received as a result of the original and re-consultation exercises):

Thank you for consulting the Victorian Society on these revised proposals. Although some of the concerns we have presented in our previous responses have been taken into account we do not feel as though they have been thoroughly addressed. We therefore maintain our objection to the proposals.

Our previous comments drew attention to the intention, stated in the 2006 Conservation Plan submitted in support for the original Phase 1 application, to restore the entrance loggia, the Colston Street façade, and the 'central rooflight over the main foyer space'. The conservation strategy in the revised Heritage Statement also states:

The proposals for the highly significant Bristol Byzantine elements of the original building therefore consist of repair and restoration of the original external and internal fabric, and removal of 1900 and later insertions that disrupt the historic plan form and the original architects' design intentions.

Because of the significant damage being done to other parts of the building we suggested that the opportunity be taken to perform as full a restoration of the Lantern building and the Colston Street façade as practicable, to return them to something close to their 1873 condition.

The developments of the proposals indicate that this opportunity has in principle been taken. We are very happy that the historic floor levels in the loggia and entrance areas are to be retained as part of the proposed restaurant and entirely approve of the plans to reveal and preserve the configuration of the 1873 entrance area. We recognise that a full restoration of the original grand staircase is probably impracticable, although it is not clear that this has been seriously considered. As we have stated in our previous responses, the re-glazing of the windows of Hall 2 is in principle an entirely positive proposition, although we would like to reiterate our insistence that this be a scholarly reconstruction rather than a pastiche.

Our continuing objections to the proposals concern not their broad intentions, but rigour at the level of significant details. Such details form as much a part of 'the original architects' design intentions' as any more general aspects of the building's plan, and should be considered equally carefully. We have emphasised in our responses the importance of the balustrade to the first floor windows of the Colston Road façade, not simply as an ornament but as a significant and integral aspect of the architectural composition. The restoration of this balustrade would not be a merely supplementary benefit to the building, but would be a key indication of the integrity of the restoration as a whole. Whilst it is heartening that the reinstatement of this balustrade is mentioned in the latest proposals, it is extremely concerning that it comes in conjunction with the alternative possibility of 'a work of public art evoking the original balustrade'. 'Reinstatement of' and 'reference to' (revised Heritage Statement, p.69) are not equivalent; we suggest that only the former is a proper part of a scheme of restoration.

In previous responses we stated that the glazing of the loggia would be a particularly harmful change, and not consistent with the principle of restoration. We conceded that the glazing was unlikely to be omitted from the proposals, but suggested that the harm it would cause to the fundamental articulation of the building's volumes could be offset by the use of low reflective, low iron glass, and that this be made a condition if consent is granted. We would like to reiterate this suggestion here. We are equivocal about the representation on this glazed screen of the lost loggia railings. Whilst an etched

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pattern on inserted glazing is a common way to represent lost physical features this memorialising approach is inconsistent with the intention to restore insisted upon elsewhere. The function of the railings will anyway be fulfilled by the glazing, and their contribution to the elevation will be parodied rather than replicated by their flattened representation. If this part of the proposals is to be retained we would like to point out that the railings did not stretch across all seven bays of the loggia, as is suggested on the new proposed East elevation; the middle bay was left open, as the principal entrance to the building. Any representation of the railings should at least take this into account.

The restoration of the original ground- and first-floor ambulatories in what was the grand staircase hall is very positive, as is the retention and reuse of the later balustrade on the first floor. Our interests here are again at the level of significant details, and concern the raising of the floor levels. We appreciate that step-free access is an important requirement, and that the floor levels of the new foyer building require some sort of intervention. The proposal to raise the entire floor level on the first floor of the Lantern building, however, is a solution inconsistent with the intention to restore mentioned elsewhere. Although the balustrade will be raised as part of this intervention, the columns of the arcade will not be. Hence, not only will the proportions of the arcading be distorted by the lifting of the balustrade, but the coherence of design will be entirely obscured from the point of view of the first floor ambulatory, as the columns will now not rise visibly from their bases, but out of recesses in the floor. We suggest that this is clumsy and that a more appropriate solution to the need for step-free access be found.

The Twentieth Century Society (The Twentieth Century Society confirmed on 10 October 2017 that their original comments stood for the revised proposals as the proposals for Hall 1 had not changed - please refer to BCC website for full objection letter):

Significance

Colston Hall is a Grade II listed building that lies within the St Michael's Hill and Christmas Steps Conservation Area. Essentially the building is comprised of a Victorian outer 'shell' which contains the entertainment halls. The most significant and largest of these is the main auditorium, built in 1951 to the designs of the City Architect J. Nelson Meredith in consultation with the eminent acoustician Hope Bagenal. It was one of three contemporary auditoriums constructed across the country as part of the Festival of Britain celebrations in this very distinctive style.

We consider the application underplays the relationship of the hall to the Festival of Britain and therefore its historic significance. The restoration of the hall in 1951 was a key aspect of a large-scale community improvement project undertaken specifically as part of Bristol's local Festival efforts, and its opening by the Duke of Gloucester symbolically marked the beginning of the Festival celebrations in the city. It is unequivocally linked to this major cultural moment, as well as being an outstanding regional example of the Festival architectural style; elegant, with remarkable detailing and resplendent with quality materials which is of particular note, given its construction in an era of post-war austerity. The interior design is refined in its forms, with the flowing curvature of the balcony fronts echoed in the rippling quiff of the fibrous ceiling canopy. Other details such as port-hole windows and low relief decorative motifs to the balcony fronts are highly characteristic of the Festival of Britain style. The application documents labour the fact that the auditorium has been rebuilt a number of times over the years; this of course was the result of major and unintended physical damage on more than one occasion – and notably before the national designation of the building in 1966.

Since then, the auditorium has essentially been unaltered with the exception of a stage extension and replacement seating. Following the demolition of Manchester's Free Trade Hall and alterations to the Royal Festival Hall, Colston Hall's auditorium stands today as the best surviving example of a high quality Festival of Britain era public space.

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We acknowledge that the applicants have recognised that the proposals would cause substantial harm to the listed building, but we contest the assertion on p.2 of the Design and Access statement that ‘radical intervention’ is necessary to solve difficulties of access, comfort and acoustics.

Since 2013 we have consistently raised concerns at pre-application consultations over the level of harm that this scheme would cause. Our recommendation that the acoustic standard is raised through sensitive alteration and adaptation has been dismissed on the grounds that less intrusive works would fail to secure the long-term sustainable future of Colston Hall.

The Society does not consider that the future of Colston Hall has been adequately demonstrated as being under any significant threat. The Options Appraisal begins by stating that audience numbers have been increasing in recent years. It was confirmed to us on a site visit earlier this year that the venue was continuing to attract performers and fill seats, and that there was no competition regionally from comparable venues.

There is clearly a need for the improvement of facilities. The hall has not been well maintained over the years and the Options Appraisal notes that ‘dilapidation is a real challenge... performances are lost from time to time by worn-out mechanical and electrical systems.’ The fittings and finishes of the auditorium have similarly been allowed to deteriorate and are in poor condition. It is not surprising that the current state of the hall elicits disappointment from the audience as the applicant claims. There are further issues regarding access for performers and the audience – but all these issues can be largely addressed through a conservation-led scheme, as the listing necessitates. Option 2 sets out a provisional framework whereby significant improvements could be made without radical intervention. We deeply regret that this was not carried forward and developed further. It would have been an appropriate starting point for a site-specific response to a designated heritage asset. Rather, it appears that the applicants, following the failure of the Harbourside project, are attempting to shoe-horn this earlier new-build scheme into an existing listed building.

Acoustics

There is scope for the improvement of the acoustic, but the aspiration for a ‘world-class’ acoustic cannot override all other concerns. The building is listed, therefore heritage significance must be given due weight, and we do not consider that this has been fairly attributed in the formation of these proposals.

The acoustics of Colston Hall were considered to be the finest of all the 1951 halls. It does not suffer from the lack of reverberation that characterised the Royal Festival Hall. Tests carried out by the acoustician Michael Barron in the 1990s confirmed its clarity and source-broadening as ‘good’, reverberance and intimacy as ‘reasonable’ and ‘sound as loud, in fact the loudest of the British halls’ (*Auditorium Acoustics and Architectural Design*, 2009, p. 161). In fact, Barron concludes that the Colston Hall is a ‘well-proportioned space with a well-balanced acoustic’ (p. 164). We therefore question the description of the acoustic as ‘sub-standard’. It may not measure up to new-build concert halls, but there is no requirement for the hall to do so beyond the applicant’s self-imposed commitment – and there is genuine scope for improving acoustics without such radical intervention as is proposed.

The Heritage Statement (Acoustics, 3.0, p.22) sets out situations where an acoustic would be ‘worth preserving.’ This notion of the preservation of an acoustic is unhelpfully reductive, framing the proposals solely in acoustic terms, and misleading in the implication that the options available are limited to either preservation or total loss. Of course, the acoustic of the hall itself is inherently interrelated with the physical listed fabric, and therefore discussions about acoustics are necessarily also about the conservation and/or alteration of listed fabric. It is a notable oversight that the listing status or heritage significance of a building has not here been factored as an example of where a

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conservation-led approach may be an appropriate course of action when considering acoustic upgrade.

The Twentieth Century Society 'West Group' further commented as follows:

Refer to the Objection to the above applications sent to you by Tess Pinto, the Casework Officer of the Twentieth Century Society, relating to the stripping out of the 1951 auditorium in the Colston Hall.

Whatever the perceived benefits of the alterations may be to those involved they do not excuse the destruction of this iconic interior.

It should be possible to achieve improvements without destroying an important part of the Hall's history, Bristol's heritage and the Countries best auditorium of that period.

For the above reasons I also Object to the proposed alterations to the auditorium.

The Theatres Trust (please refer to BCC website for full correspondence received as a result of the original and re-consultation exercises):

I write regarding the revised plans submitted for the above planning and listed building applications for the refurbishment of Colston Hall. The Trust's statutory remit and advice are outlined below.

Remit:

The Theatres Trust is the national advisory public body for theatres. We were established through the Theatres Trust Act 1976 'to promote the better protection of theatres' and provide statutory planning advice on theatre buildings and theatre use in England through The Town and Country Planning (Development Management Procedure) (England) Order 2015, requiring the Trust to be consulted by local authorities on planning applications which include 'development involving any land on which there is a theatre'.

Comment:

The Theatres Trust continues to support this proposal for the reorganisation and refurbishment of Colston Hall and the Lantern Building, and the associated foyer, back of house, and support spaces. The majority of the amendments relate to Lantern Building, which is the most prominent and significant part of the original Foster & Wood building, and seek to retain or enhance more of the historic 1873 building fabric. We note from the revised Heritage Statement that the proposed changes to theatre space in Hall 2 include reducing the size of the bleacher seating unit and stage, alterations to the control gallery, relocation / reduction of new acoustic finishes so as not to obscure the proportions, shape or detail of historic spaces, and a greater level of restoration of the room's original features.

While the Trust agrees these changes are more sensitive to the building's heritage, it is also important that Hall 2 can function properly as a performance venue and that the operational are given due consideration. It is extremely important that the acoustic performance of the room is not compromised, both in terms of noise transfer between the restaurant and theatre, and also the acoustics within the Hall itself during performances. The smaller bleacher seating unit reduces the capacity and therefore the potential viability of the space. In addition, the initially proposed access stair to control gallery has been replaced with a ladder, making this space particularly inaccessible for crew and staff when the bleacher seating is retracted. We recommend these issues are clarified by the applicant and operator.

This advice reflects guidance in Paragraph 70 of the NPPF which states that in 'promoting healthy communities', planning decisions should '*plan positively for cultural buildings*' and ensure that such facilities '*are able to develop and modernise in a way that is sustainable, and retained for the benefit*

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of the community’.

Following further clarification from the applicant’s agent relating to the Lantern Room further comments was received from the Theatre’s Trust via email dated 03.10.17 as follows:

“Thank you for your email and letter of clarification. We are very supportive of the refurbishment and its rejuvenation as a flexible performance space and are glad those matters have been given due consideration and won’t affect the viability and operation of Hall 2.”

Historic England (please refer to BCC website for full correspondence received as a result of the original and re-consultation exercises):

The amendments to the proposals have not fully addressed the issues we raised in our previous response (dated 11 July 2017) and, by-and-large, those comments still stand.

The applications are now supported by a more robust Heritage Statement, but the applicant is still of the view that the changes amount to substantial harm to the Grade II listed building. Your authority, therefore, needs to assess the proposals under paragraphs 132 and 133 of the *National Planning Policy Framework* 2012.

There have been some welcome alterations to the proposed floor levels of Level 0/Lower Cellar level, to reflect the historic floor levels. This allows for a better reading of the loggia as a separate space.

There have been some minor amendments to the toilets at the bottom of the (original) full height lantern space; however, only a more comprehensive reduction in proposed accommodation would allow a convincing reinstatement of the original architectural qualities of this space. Its spatial character remains compromised by the toilets, etc., at lower level and the mezzanine floor at mid-level. Given the extensive new food and drink offer in Phase 1 of Colston Hall, it would seem possible to reduce the front of house facilities proposed in this final phase of works.

It is now proposed to reinstate the first floor terracotta balustrade and ground floor cast/wrought iron railings, to the east elevation. Along with re-opening the windows, reinstatement of these lost features will go some way to restoring the original architectural intention of this impressive, main facade. There appears to be enough evidence (1873 lithograph, along with photos from 1890, 1898, c1910, post-1923 and 1951) to inform faithful reproductions of the missing elements. However, one area of concern would be whether introducing metalwork railings to the ground floor loggia along with glazing behind would be convincing. We note the comments from the Victorian Society regarding the need for careful consideration of the glass specified if the loggia is to be glazed in.

Recommendation

Historic England has concerns regarding the applications on heritage grounds.

We consider that the issues and safeguards outlined in our advice need to be addressed in order for the applications to meet the requirements of the NPPF.

In determining these applications you should bear in mind the statutory duty of sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess; section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas, and section 38(6) of the Planning and Compulsory Purchase Act 2004 to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

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The Bristol Civic Society strongly supports all aspects of the scheme and supports measures to improve the public space that surrounds the Hall. In response to the planning application the Society proposes that there should be a developer's contribution to improve and enhance the landscape of the public realm at the rear of the Hall. The removal of large service vehicles from the Hall's rear entrance to Colston Street will be a major improvement to this dreary area. The Trenchard Street & Frogmore Street Public Realm Strategy contains other ideas to enhance and improve the pedestrian experience. Trenchard Street has a negative impact on the Council's investment in the New Foyer. The Council should consider whether more could be made of the Plaza between the New Foyer and Colston Street. This could be a performance space in addition to offering an outside hospitality facility.

The Conservation Advisory Panel:

The Panel welcomed the upgrading of the Hall and the reinstatement of the principal facade to Colston Street. Improvements to the acoustics and the access are long overdue. However, the proposal to use a maritime theme with reference to 'masts' is inappropriate both for the building and its function.

The Bristol Walking Alliance:

It is proposed to make some minor improvements to the public domain for those approaching or leaving the Hall.

While supporting the overall scheme, Bristol Walking Alliance ask, at a minimum, that the two pedestrian crossings proposed, crossing Trenchard Street and Pipe Lane, should be wider. Their surfaces, as well as being high friction, should be of a distinctly different colour/texture to the roadway to encourage road users to slow down and pay attention.

The proposed loading bay on Trenchard Street blocks part of the route from the steps outside the Hall across the road, and should be moved further back up the hill to allow the crossing to be wider. A wider footway and crossing at the top of the steps is shown in [1] pg 29. of the Public Realm Strategy - Trenchard Street and Frogmore Street - Consultation Draft, Bristol City Council 2016.

A wider footway and crossing at the top of the steps is shown in [1] pg 29 of the Public Realm Strategy - Trenchard Street and Frogmore Street - Consultation Draft, Bristol City Council 2016.

However, we would like to suggest a bolder approach to improving the setting of Colston Hall. In particular, we advocate making the approach to the Hall more pedestrian-friendly by raising the roadway to footway level to provide a continuous pavement for:

1. the junction of Pipe Lane with Trenchard Street, extending to the pedestrian crossing between Colston Hall and the car park,
2. the crossing at the Colston Street end of Pipe Lane,
3. where the footway along Trenchard Street is interrupted by the entrance/exit of the car park, and
4. the remainder of Pipe Lane between the crossings.

If funds cannot be found for all four of these, at least the first three would be of great benefit to pedestrians.

By raising the roadway, it indicates that pedestrians should be given priority and that road traffic must give way. This is particularly important before and after events at Colston Hall when there are

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significantly increased numbers of pedestrians using these crossings. But it would also benefit all pedestrian movements in this area, including those using the footways along each side of Trenchard Street (shown as a Secondary Walking Route in [1]).

We note in addition that the pedestrian entrance to the Trenchard Street car park is badly signed and has poor accessibility and any opportunity to improve it would be welcome.

Avon and Somerset Constabulary Crime Prevention Design Advisor:

I note that cycle stands are now close to the main entrance of Colston Hall. CCTV was recommended to provide further security for the cycle parking area. I note that cycle stands are now close to the main entrance of Colston Hall. CCTV was recommended to provide further security for the cycle parking area, I note that locations for the CCTV cameras are not currently shown on these proposed plans so cannot comment on whether there would be satisfactory coverage. – *Further comment after revised plans: I note that CCTV coverage at the main entrance is proposed for phase 2 but not currently shown on the proposed plans. I suggest that it would be appropriate (as suggested by Stride Treglown) to provide further information to confirm coverage is adequate, as a planning condition.*

Details of access control and alarm systems have not yet been specified and so I am unable to comment on whether these are satisfactory. – *Further comment after revised plans: Comment as above*

The retractable security bollard in front of the service yard which was included in previous plans has now been removed following discussions between the applicant and Bristol Music Trust. In my view the PAS 68 bollard which was recommended on 14/06/2017 is still the preferred option as gate security is now wholly reliant on security personnel. – *Further comment after revised plans: Although a PAS68 bollard in this location would be the preferred option, the measures suggested by Stride Treglown (Service Yard doors to remain closed when not in use, intercom entry system with CCTV, new stage doors controlled by stage door keeper via intercom and access control systems between the stage door reception and the working part of the building) will mitigate the risk at this location.*

The recommendation for hostile vehicle mitigation (PAS 68 bollards) for the front plaza area and the Trenchard Street area, made following detailed discussion with Avon and Somerset Counter terrorism advisers, have not been included in the proposed plans. There is mention of 'future possibility that Bristol Music Trust, in association with the café and restaurant operators, would consider the use of planters to help create interest and add landscaping to the piazza' 'Subject to a suitable design, such planters could act as a form of physical deterrent. It should be noted that the piazza lies outside of the application site of this application and the installation of bollards was not considered relevant for phase 1' I strongly recommend that this issue is reconsidered. If bollards are not installed there is no protection whatsoever to members of the public attending the Colson Hall via the piazza or Trenchard Street and this will be contrary to Police advice.

– *Further comment after revised plans:*

Counter terrorism measures proposed by Stride Treglown have been agreed by A&S Counter Terrorism advisers with the following statement; I very much welcome the proposals you have outlined and if they were to be included then I would be happy to amend my original comments. I would obviously like this to be a firm commitment rather than a good to have proposal. If it didn't happen for any reason then my original comments would still apply. I am not overly concerned one way or the other on whether this is option 1 or 2 although I suspect option 1 would be aesthetically more pleasing to the eye and involve less bollards. These observations have been based on the on the current National Threat level and in particular the threat to crowded places from International Terrorism. Even with these measures in place there will be some residual risk but they are nevertheless commensurate with the threat. These should be conditional requirements and if for any reason they were not pursued then my original comments would apply.

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Our advice remains that the public must be afforded protection from individuals wishing to cause harm by use of a hostile vehicle. During Phase 1 of the development Hostile Vehicle Mitigation (HVM) was not considered necessary as this was before the methodology of using a vehicle as a weapon to attack members of the public became prevalent across Europe and now the UK

OTHER COMMENTS

BCC City Design Group has commented as follows:

Please refer to Key Issues B and C and full comments as set out on the BCC website

BCC Highways has commented as follows:

Please refer to Key Issue D and full comments as set out on the BCC website

BCC Pollution Control has commented as follows:

Please refer to Key Issue E (Noise and Disturbance and Odour Sections) and full comments as set out on the BCC website

BCC Sustainable Cities has commented as follows:

Please Refer to Key Issue F and full comments as set out on the BCC website.

BCC Contaminated Land Environmental Protection has commented as follows:

We have reviewed the following report as part of the application:

Arup. 24 May 2017. Bristol City Council Colston Hall Refurbishment Contamination Assessment. 227488/RAD. Issue I.

Taking into consideration the lack of intrusive works proposed, nature of the end use and previously encountered contamination no further risk assessments are required. The age of the building lends itself to having some potential asbestos containing materials within it. We do recommend the reporting of unexpected contamination condition and asbestos advisory are applied to any future planning consent.

BCC Flood Risk Manager has commented as follows:-

The proposals consist of predominantly internal refurbishment only with no change to the impermeable footprint of the site. There is therefore no requirement or opportunity to make changes to the existing surface water drainage regime and we have no further comment on or objection to the proposals. Please note that we have not assessed the tidal / fluvial flood risk to the site, advice from the Environment Agency should be sought and applied in this regard.

BCC Arboriculture has commented as follows:

The supporting arboricultural statement is basic and describes the trees only by species and does not provide any tree survey detail quantifying the quality or condition of the tree along with the trees retentive worth. 3 options for tree protection have been presented but a specification for which type is to be utilized has not been identified; the statement above the tree protection diagrams:

“The type of hoarding to protect any trees must be informed by a qualified arboriculturist”

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This would suggest a project arboriculturist has not been appointed for this proposal, due to the condition of the Oak this is obviously necessary. A tree protection plan has not been provided to identify the location of the above tree protection fencing.

Drawing' Section B – alteration and protection GA (2648B-L-061) identifies significant alterations to the external fabric of the building within 5m of the retained Oak tree. An arboricultural implications assessment or method statement has not been provided to identify working methodology to ensure the oak is retained and protected during the course of the Phase 2 development.

Considering the present poor condition of the Oak tree, condition 11 (06/02466/FB), the lack of arboricultural advice and the close proximity of the Oak tree to the proposed; Would it be possible to agreed/ condition a replacement *Quercus palustris* (Pin Oak) planted at 25-30cm girth at 1m a little further from wall; within a specifically designed and engineered tree pit with and appropriate growing medium with porous paving following the completion/ post occupation of the proposed phase 2 refurbishments. This would appear to be a reasonable solution and would negate the need for tree protection in this area and reduce the likely conflict between the tree and development operations. The outcome would be a healthy semi mature tree following the completion of the proposed works that could mature and reach its full potential providing important green infrastructure to this heavily built area.

The *Acer rubrum* 'Armstrong' should have a wooden hoarding around the main stem to protect it from impact damage during the course of the proposed and not restrict the footway.

BCC Nature Conservation has commented as follows:

Please condition the recommendation in section 5.1 of the Bat Survey report (precautionary methodology).

Please condition is recommended, in accordance with the Ecology Report dated 27 April 2017 a scheme of Bird and bat boxes to include ten built-in swift bricks or boxes and six built-in bat tubes, bricks or boxes.

Please note the recommendations in section 4.3.1 of the Ecology Report dated 27 April 2017 regarding the exclusion of birds including feral pigeons and gulls. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. Although it is understood that no mature trees are currently proposed for removal, pigeons and gulls have been recorded nesting on or in the building (please see section 4.3 of the Ecology Report dated 27 April 2017). Please note that feral pigeons can breed in any month of the year. Accordingly please condition details regarding clearance of vegetation or structures.

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.

BCC Air Quality has commented as follows

Have no concerns about air quality associated with this development. An air quality assessment is not required.

Development Control Committee A – 29 November 2017**Application No. 17/02916/FB & 17/02917/LA: Colston Hall Colston Street Bristol BS1 5AR****RELEVANT POLICIES**

Planning Obligations - Supplementary Planning Document - Adopted 27 Sept 2012
 City and Queen Square Conservation Area Character Appraisal
 St Michaels Hill & Christmas Steps Conservation Area Character Appraisal
 College Green Conservation Area Character Appraisal
 City Docks Character Appraisal
 Kingsdown Conservation Area Character Appraisal
 PAN 2 Conservation Area Enhancement Statements (November 1993)
 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) PRINCIPLE OF REFURBISHMENT OF COLSTON HALL****Refurbishment**

As set out above, the proposals currently before members represent Phase 2 of the Colston Hall refurbishment project following the approval of Phase 1 (Foyer). Phase 2 of the project was always intended to include improvements to the main auditorium of Colston Hall (Hall 1) and to convert the current bar (the Lesser Hall or Hall 2) to a second performance space with education studios below. Phase 3 was intended to address the stage and back stage areas. Phase 3 has now been amalgamated into the current scheme for Phase 2.

Policy BCAP9 of the Bristol Local Plan (Central Area Plan): ‘Cultural and tourist facilities and water-based recreation’ states ‘existing cultural, tourist and water-based recreation facilities should be retained in those uses and enhanced where possible unless appropriate replacement facilities are provided in a suitable alternative location.’

The supporting text to this policy at Paragraph 4.17 further states that “there has been substantial investment in culture, leisure and tourism in Bristol City Centre in recent years, with the completion of the M-Shed museum, Colston Hall extension and Cinema De Lux at Cabot Circus, as well as ongoing investment in attractions such as the S.S. Great Britain, Bristol Old Vic and City Museum. It remains the intention to complete the Colston Hall project with the refurbishment of the existing facilities”.

It is also accepted that there are a number of deficiencies (as set out below) with the Hall as existing and that refurbishment is needed.

- Poor condition of existing buildings, including dry rot and leaking roofs;
- Asbestos in need of treatment/removal;
- Underemployed potential of cellars and ground floor areas;
- Tight uncomfortable seating;
- Inconveniently, shaped and insufficiently large performance platform;
- Hall 2 lacking in audience or performance facilities;
- No disabled access for performers;

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- Archaic conditions for performers and crew;
- Difficult to get-in equipment, limiting ability to book certain shows;
- Inadequate noise control within auditoria;
- Out-dated and unsatisfactory heating and ventilation plant;
- Poor environmental performance wasting money and energy;
- Poor acoustics for amplified events;
- Overall acoustic conditions inferior to modern comparator venues; and
- Inflexible seating arrangements hampering turnaround between events.

Proposed Uses

Policy BCS7 of the Core Strategy seeks to promote the vitality of centres as principal locations for shopping and community uses but also for local entertainment, art and cultural facilities and states: “Retail development, offices, leisure and entertainment uses, arts, culture and tourism uses will be primarily located within or, where appropriate, adjoining the centres in the identified network and hierarchy serving Bristol.

Policy BCAP15 Bristol Local Plan (Central Area Plan) sets out that small scale shops and related uses can contribute to the vitality of the City Centre. This policy applies to uses A2 (Professional/Financial Services), A3 (Restaurants/Cafes), A4 (Drinking Establishments) and A5 (Hot food Takeaways) and advocates that “the development of new small-scale retail or other related uses (use classes A2-A5) outside of designated Primary Shopping Areas and Secondary Shopping Frontages within Bristol City Centre will be acceptable where they would add to the vitality of the area”.

Policy BCS12 of the Core Strategy also seeks to ensure that all development contributes towards the provision of good quality, accessible community infrastructure and that existing facilities are retained. This policy also states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community and where possible community facilities should be located within existing centres. Further it states that where community facilities are provided as an integral part of a development they should wherever possible be within adaptable mixed-use buildings.

Along with the proposed refurbishment of the existing concert halls and associated back of house facilities (i.e. the Main Auditorium (Hall 1) and the Lantern Room (Hall 2)), the proposals also include the introduction of a new restaurant/bar (Use Class A3/A4) adjacent to Colston Street and the provision of a new music performance space and venue (Hall 3) (Use Class D2) and enhanced teaching facilities (Use Class (D1) within the Lower Cellar level. It is considered that these elements are ancillary to the main use of the site a concert venue, however this notwithstanding, given the city centre location, these proposed new elements given their nature as part of the wider Colston Hall site and overall size are considered appropriate.

Conclusion

As such it is considered that the refurbishment of the Colston Hall is acceptable in principle terms (including with regard to the proposed separate uses that make up the scheme), subject of course to the satisfactory resolution of all other relevant planning issues which are assessed below.

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- (B) IMPACT UPON THE ARCHITECTURAL AND HISTORIC INTEGRITY OF THIS GRADE II LISTED BUILDING; THE SETTING OF SURROUNDING LISTED BUILDINGS; AND THE CHARACTER OR APPEARANCE OF THE SURROUNDING CONSERVATION AREAS.

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”) has made it clear where there is harm to a listed building or a conservation area the decision maker “must give that harm considerable importance and weight.” [48].

This is applicable here because there is identified substantial harm to the Grade II listed building caused by the proposals as set out below.

With regard to the harm to surrounding historic assets including the listed buildings located on Lodge Street, Trenchard Street, Pipe Lane, St Augustine’s Parade and Colston Street; the character and appearance of the St. Michael’s Hill and Christmas Steps Conservation Area; and views into and out of surrounding Conservation Areas, following the submission of a views analysis any harm is caused is considered to be of minor significance.

Section 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 states within Paragraph 132 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. Further Paragraph 132 also states that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting, and that substantial harm to or loss of a Grade II listed building, park or garden should be exceptional.

Paragraph 133 gives further clarity to assessing such proposals and 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. Public benefits may follow from many developments and could be anything that delivers economic, social or environmental (including the heritage environment) progress as described in Paragraph 7.

In addition, to the above the adopted Bristol Core Strategy 2011 within Policy BCS22 and the adopted Site Allocations and Development Management Policies within Policy DM31 seek to ensure that development proposals safeguard or enhance heritage assets in the city.

Significance of the Building

Colston Hall is a Grade II listed building within the St Michael’s Hill and Christmas Steps Conservation Area. It is also within the settings of many designated and un-designated heritage assets including numerous listed buildings and multiple conservation area boundaries.

The Colston Hall has had a complicated and difficult history. As set out in the submitted Heritage Statement it is recognised that the building has become a multi-phase building, with the first phase being 1867-73 by architects Foster & Wood. The original main entrance building was designed in the ‘Bristol Byzantine’ style, with an open loggia of seven bays to the ground floor (east elevation). The original Main Hall (Hall 1) was designed to be similar in style to St George’s Hall in Liverpool. The

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Lantern Lobby, between the entrance block and Great Hall, also had a grand scissored staircase going through a double height space, surrounded on three sides by corridors behind open arches.

The original Victorian structure, once one of the finest examples of the Bristol Byzantine style, has suffered several major fires and a number of unsympathetic refurbishments throughout the 20th Century. The integrity of the original design has therefore been heavily compromised by successive reconstructions, most notably in the 1900s and the 1950s. Specifically, the Main Hall (Hall 1) and the interior of the entrance block was remodelled as a result fire in 1898, the latter having new entrance stairs inserted into the Lantern Lobby, with new stone balusters around it. Alterations were then again made to the interior of the Main Hall in 1936, which was further substantially remodelled in 1950-51, following a fire in 1945 (retaining the 1936 balcony).

The 21st Century addition of the new foyer to the south side of the listed building has enhanced the visitor experience of the asset, but the old building remains a patchwork of phases; some of these have more value and significance than others.

Of primary significance are the remaining late 19th Century entrance loggia and street façade, the damaged Hall 2 space, and the vestiges of the upper foyer at the head of the stairs. Notwithstanding the reconstruction of the grand staircase in the 1900s, and later deprivations in the Lantern and upper foyer, there remains a great deal of high significance fabric with a good degree of preservation.

The two floors of vaulted bonded warehouse structure, an inspired element of the original building concept, remain below the auditorium level. These 19th Century halls evoke the mercantile ingenuity of Bristol and have a special industrial character distinct from the public spaces above.

The other element key to the special interest of the listed building is the main, Festival of Britain, concert hall (Hall 1). The hall retains much of its original form, fixtures and fittings from that period. Nothing of the Victorian or later iterations is recognisable or easily perceived in the current arrangement. Of particular note are the attractively formed gallery fronts, with relief panels of cherubs, the wall and ceiling lighting, and the rhythmic waves of timber panels along the flank walls, culminating in the main stage area.

The new foyer currently accesses the second-floor concert hall directly from the higher level and the former arcaded entrance on Colston Street has since been disused. The back-stage areas are of limited architectural interest, but some historic elements remain obscured, especially above later suspended ceilings.

Overall the significance of the Colston Hall is therefore concluded as having historic, aesthetic and communal value, all of which add to its special interest and significance.

Impact of the Proposals

The development seeks to transform the Colston Hall into a modern, sustainable world class music venue and enhance the cultural offer of Bristol and to maximise the potential of the building, whilst supporting wider economic benefits, attracting events that will draw people in from the sub-regional catchment areas. Further, the development seeks to ensure the Hall is in line with current requirements in terms of the experience of those using the venue including audience and performer experience and accessibility and an enhancement of music education facilities.

The impacts of the current proposals are therefore considered against the need to 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; and the merits of the scheme itself.

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The major intervention into the listed fabric is the removal and replacement of the existing main auditorium. Documents supplied with the application justify the demolition of this element as being no longer fit for purpose, with significant acoustic, access and management issues. The applicant's intention is to provide a new auditorium space to meet modern expectation for a performance venue, and ensure that it can continue in its intended use for future generations. The new interior will be brick-lined, with a new steel structure supporting balconies and the replacement roof, and the extensive use of timber in detailing. Elements of the existing auditorium are proposed for reuse in the space and some of the more characteristic Festival of Britain fittings salvaged for use elsewhere in the building.

The labyrinthine back-stage areas to the north of the auditorium are to be fully refurbished and rationalised to provide modern facilities for support staff and performers. Additional plant, supporting the reconstructed auditorium, and intended to bring it up to modern standards of ventilation and thermal performance, is proposed for the roof areas above here. The enhanced environmental performance of the building will also be complemented by improved roof fabric over the main auditorium, and the addition of solar PV arrays on the roof pitches.

Lantern Lobby and Loggia

The first floor lantern space, at the head of the staircases ascending from Colston Street entrance, is proposed to have its floor level raised to meet that of the modern lobby and the proposed new floor levels in the main auditorium and Hall 2. This is proposed to improve accessibility and provide new servicing access between existing and proposed floor levels. Historic floor fabric will be retained encapsulated.

Within this space elements of the original Victorian architectural detailing and spatial arrangement will be better revealed and restored, but the Late Victorian staircases will be removed and the existing balustrade reconfigured. The 20th Century partition walls will be removed. Stonework will be cleaned and the existing lantern restored with new glazing. The infilled ambulatory between the lantern and wall of the auditorium wall will be restored to its original height with the removal of the late 19th Century balcony access corridor. The original ceiling form of timber joists with ceiled interstices will be reinstated.

New insertions will include two acoustic lobbies to the doors of Hall 2 and the infilling of early 20th Century openings on the north side of the space.

Below the auditorium level the lantern will be opened to its original dimensions to the floor below, a new mezzanine will be formed between auditorium and original lobby level to provide bar facilities and services will be integrated below accessible from the lobby level. The space will be connected vertically by a new stair descending through the south side of the lantern space. As noted above, the existing two stairs descending to this level will be removed and the space below and behind them (the late 19th Century cloakrooms) will be reconfigured and new partitions formed to create ancillary service and circulation space.

The area between the base of the stairs and the Colston Street Frontage is occupied by meeting rooms, office space, and now-disused circulation areas. This is the former grand entrance to the Colston Hall and occupies the three outer bays of this floor of the building to the full width of the Colston Street façade; the outermost of these bays is the loggia, formerly fully open to the street but truncated at its outermost ends in the 1899 reorganisation. Once again these spaces will be reconfigured to remove many of the later alterations. This will include reducing sections of the floor to the original levels.

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The Loggia will be re-opened to its full length, but will be glazed in along its length. This is justified in the application as a positive restoration of the original arrangement, but with the removal of the anti-social behaviour issues currently experienced. The loggia and the entrance spaces will form a new restaurant and be accessed through a new opening onto the modern piazza on the south side of the building.

Kitchen and plant demands will be satisfied within the north side of this level of the building. The original third meeting hall which was heavily compromised in the late 19th Century alterations and now occupied by WCs will be reutilised for these service spaces with historic and architectural details retained and encapsulated. A new electricity substation required by the new development will also be integrated in this location.

The approach to the historic Colston Street elevation of the 1870s has been to preserve its remaining historic fabric and restore lost elements of its original design. Portions of the late 19th, and mid 20th Century refurbishments are however proposed for removal in order to enable this. The original fenestration pattern will be restored and it is proposed that the terracotta balustrade will either be replaced in facsimile, or evoked in a representational artwork. As set out above, the open loggia will be full glazed-in with new windows set behind the line of the original arcade. The brick and stonework will be cleaned, repaired, or made good. The south (originally hidden) side, elevation to the foyer piazza will be modified to incorporate a new external access opening to the restaurant. Some of the existing openings will be infilled and scars repaired.

Lantern Room (Hall 2)

Hall 2 retains a great deal of the original 1870s decorative scheme, but this has been impacted upon by later evolutions of the room as a theatre and performance space. Proposals seek to reverse some of these alterations; repair and restore the decorative scheme; and reinstate natural daylight from the Colston Street façade. The existing floor level will be raised to provide level access with the modern foyer building and incorporate both under-floor servicing and a modern level of acoustic separation with the restaurant on the floor below. Other interventions into this space will be the new freestanding retractable seating structure and control platform, new acoustic ceiling, new ventilation system, and suspended lighting rigs.

Cellar Levels (Venue Storage, Hall 3 and Education Facilities)

The two storeys of cellar space below the main auditorium will be brought back into beneficial use. The uppermost level will be utilised principally for storage of seating blocks which will be brought down from the level above by means of a new lift. The lower level is proposed for conversion to another performance space with ancillary uses and improved and expanded accommodation for education programmes. Both floors will be heavily impacted by the proposed changes. The masonry vaults will have new partition walls introduced throughout to create the required new subdivision of spaces and the current floor fabric will be replaced. The existing original pennant flagstones and sections of concrete infill are to be replaced by modern materials to ensure a level and accessible surface to enable the proposed new uses.

External Envelope Works

The replacement of the roof to the Main Hall (Hall 1) will alter the appearance and form of the roof including some raising of the roof line; the installation of PV arrays on the rebuilt roof will further alter this element; and an extension to the area to the rear of the Main Hall (and viewed behind No. 15 Colston Street) will increase the mass of building resulting in a change to how the building is perceived in some key views within the St Michaels Hill and Christmas Steps Conservation Area and other surrounding Conservation Area as well as to the setting of the surrounding listed buildings.

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Other alterations to the external envelope of the listed building are also proposed, most notably: the enclosure of the existing colonnade facing onto Colston Street; the creation of a new and altered openings and other changes to the return façade of the Lantern building (facing onto the piazza); provision of a new glazed entrance into Hall 3 and education spaces, accessed directly from piazza). These proposals will alter the appearance of the building within the surrounding historic context.

Alterations are proposed to the external public realm surrounding the building, these essentially incorporate alterations to the layout and surfacing of the public spaces as well as facilitating anti-terrorism measures. This again will the appearance of the building within the surrounding historic context

Overall Assessment

It is accepted that there has been a high degree of alteration and adaptation of the building since its original construction. For the most part the alterations have had a substantially negative impact on the special interest of the building and have harmed original, high-quality historic features and spaces. The main exception to this has been the 1950's reconstruction of the main auditorium, opened as part of the Festival of Britain celebrations and strongly characteristic of the early heroic period of post-war modernist design.

The other late 19th Century alterations to the original building following the first fire are of moderate significance. It is accepted that although they represent a key element in the building's evolution the design and material quality fails to meet the same standard as the 19th or mid-20th Century work.

Main Auditorium (Hall 1)

The greatest harm posed by the current proposals will be to the Main Auditorium (Hall 1). The intention to completely remove and replace this space is considered to represent substantial harm to the listed building under the NPPF criteria. This harm has been given considerable importance and weight in coming to a planning judgment and in this circumstance any proposal to remove this interior has to have extremely robust justification, and a clearly stated case for significant public benefit. Overall, this assessment needs to take account of the collective benefits of the scheme and consider whether on balance the tests under NPPF have been met.

It is explained within the submission that the proposed reconstruction of the existing auditorium will improve the acoustic and environmental performance of the concert venue and enable it to continue and progress as a public venue. It is accepted that the existing materiality of internal finishes; projection of the balcony; poor accessibility; lack of modern thermal insulation in the roof structure; extent of asbestos contamination in the same; and the general form of the space are considerable constraints to the continued use and development of the Colston Hall. However the loss of the Festival of Britain interior will be total and whilst the salvage and reuse of fixtures and fittings is welcomed the integrity of the original design and fabric will be entirely compromised.

The replacement hall is however proposed to solve many of the practical and management issues currently experienced and have been designed to enable future flexibility and enable a more diverse offering for the concert venue. The benefit of future-proofing the Colston Hall for future generations and the high quality design employed in this interior are considered to have a high degree of public benefit. With the application of conditions it is also considered that the design of the auditorium can achieve an exemplary standard.

The existing back-stage areas have far lower significance than the majority of the site and redevelopment here will have negligible impact. The addition of the plant enclosure extension in copper on the roof of this part of the building will have a low impact on the external character of the building where it is experienced within the Conservation Area. Formation of a roof over the existing stage-door yard will also have limited impact on the special interest of the asset.

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From the submitted Heritage Statement it is clear that the plan form and detailing of the original Victorian entrance building has been heavily compromised in practically all areas both internally and externally. However there is an obvious framework of high quality fabric which is of highest significance for its historic and architectural value. There are substantial benefits in the conservation and restoration of the most significant elements of these elements as is proposed. The late-Victorian fabric is of historic and evidential value although it does in many areas conflict with the original design intent of the building. In general terms, the design quality of the successive iterations of the former front-of-house has progressively diminished over time this has resulted in a loss of legibility of the historic fabric and appreciation of the spatial qualities and a poor quality interior.

It is unfortunate that the original grand entrance and staircase has now been rendered obsolete by the formation of the new foyer building. Presently as a result, the ground floor spaces in the 1873 entrance building are poorly used and lack connectivity with the performance halls and foyer. It is considered to be in the public benefit to ensure that these once important spaces are brought back into practical, active and public use, both for their preservation and the future progress of the Colston Hall.

The proposed restaurant use which will be located in this area does also bring some specific heritage benefits to the scheme. Namely in re-opening the original arcades of the Loggia and Grand Staircase, as well as revealing and restoring the original timber ceiling detail. The proposals allow for the removal of the modern paint finishes and the restoration of the original brick and stone detail which is welcomed. Though it will result in the loss of the evidential value of elements of the late 19th Century and 1930s scheme, the reduction of the current floor level to the original arrangement level with the entrance steps, is also a major benefit in better revealing the most significant elements of the building.

Historic England's concerns over the partial infilling of the former entrance level below the lantern with WCs and ancillary uses are acknowledged. The Grand Staircase was once the focus of this level, and the culmination of the sequence of entrance spaces from the Loggia, lobby, hallway, and stair. This relationship was lost initially in the late 19th Century refurbishment when the stairs were reconfigured in their current form. The current proposals will again enable an appreciation of the original five-bay arcade of the grand stair that is not currently possible. The proposals will re-open the arches and the Conservation Officer is satisfied that the architect has sought to minimise the negative impact of forming both the new compartmentalisation on this floor and the insertion of a mezzanine to form a bar within the arcade. The overall consideration is that whilst the Grand Staircase is not being restored faithfully to its original condition, the proposals do not pose greater harm to the most significant fabric in this location than the existing later incremental alterations have done.

The need for a new substation and plant to ensure that the Colston Hall remains in viable use in future years is accepted and the constraints and restrictions on locating these elements where they can be safe, accessible, and practically serviceable are recognised. It is regrettable that the location of this will be where the original Hall 3 of the Victorian arrangement was and that therefore the hall cannot be restored in the north end of the building. However this space has been altered already with walls removed, new partitions installed and been converted to toilets. The late 19th Century creation of a board room in its eastern end is of some significance, but, whilst having some evidential and historic value it overall diminishes from the significance of the original fabric. Where they remain the current proposals seek retain the majority of historic architectural features of the original Hall 3, although the proposed approach is to encapsulate them within new fabric within plant rooms and ancillary spaces. These features are presently obscured within the building fabric, and whilst their exposure is desirable, the proposals would not pose additional harm to them. The removal of one of the late 19th Century windows in the north façade of the building into the yard is required for access to the substation. Following an options appraisal by the architect it is considered that it has been demonstrated that the least harmful location within the site for a necessary substation has been identified.

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Overall, with the proposed development of the former entrance level of the building there is clear harm to the significance and fabric of the listed building. Again this harm has been given considerable importance and weight in coming to a planning judgment. However, it is accepted that the architect has sought to minimise the degree of harm posed, and there are also heritage benefits in the scheme, where original features and spaces are to be restored and better revealed. The bringing back into public use of this space to make an active contribution to the long-term sustainability of the Hall is also a major beneficial consideration.

Lantern Room (Hall 2)

Hall 2 is a battered survival from John Foster's original design. The hall retains high architectural, historic, and social value and therefore the proposed removal of later interventions and restoration of lost decorative plasterwork will only enhance it. Re-opening the windows to Colston Street is also a welcome proposal. The harm to the space is posed by two key elements: the raising of the floor level throughout, and the interventions into the ceiling to enable ventilation, acoustic enhancement, and lighting rigs to be installed. The harm has been carefully considered and the stated justification for the raised floor, one of acoustic separation and accessibility to retain the hall in practical use as a modern performance venue is accepted and will have a relatively low impact on the character and fabric of the space. The interventions in the ceiling appear to be required under similar justification, though we retain serious concerns about the impact on the original fabric. To a certain extent the degree of harm posed might be minimised through detailed design and therefore has been conditioned, although the principle does remain harmful.

Cellar Levels (Venue Storage, Hall 3 and Education Facilities)

The loss of integrity of the two storeys of vaulted cellars is of genuine concern and has been given considerable weight. Presently these have a clear spatial and material quality that will be heavily impacted upon by the proposals. Original floor, wall, and vault fabric will be lost, or obscured on both floors and the character of the spaces as unobstructed warehouse space lost. There is an intense degree of subdivision proposed, and the replacement of only certain elements of the historic floors would result in a lack of integrity. It is accepted that there are however benefits in bringing these long-underused spaces back into practical use to support the development of the Colston Hall as a viable venue. The proposed enhancement and extension of the educational functions and the addition of another performance space to support the Bristol Music Trust's future sustainability are also of clear public benefit, though the harm posed to these parts of the building is substantial.

External Envelope Works

Externally, on Colston Street, the infilling of the loggia with full-height glazing is of concern. Whilst there are benefits in the restoration of the original full-length arcade there is harm posed in the loss of the lower-significance late 19th Century alterations. The glazing would permanently close the relationship between the street and the original sequence of entrance spaces into the building. It is however accepted that the new foyer building has now rendered the original entrance obsolete and that new sympathetic uses need to be sought to ensure the continued preservation of these parts of the building. It is also accepted that there are anti-social behaviour problems experienced in the now-disused loggia where there is unfettered access from the street.

The infilling of the loggia would ensure that the floorspace is practically integrated and maintained within the proposed development. It is accepted that the potential use of low-iron glass to decrease reflections and visual intrusiveness of the new glazing whilst beneficial is financially unviable for the scheme. There are clearly both positive and negative aspects of the glazing of the loggia but on balance the proposed high-quality design and detailing of the glazed screen is acceptable; of low impact to the original fabric; and ultimately reversible without significant harm.

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When completed in 1873 the loggia was also protected by a continuous run of wrought iron railings at the top of the steps. Each bay had a pair of gates to allow patrons free access when the hall was in use, and close it off after hours. On review of the historic photographs available the assertion by the Victorian Society that these did not occupy the central three arches is proved incorrect. Options for the replacement of these railings in facsimile or their evocation in a contemporary medium are both possible and potentially successful. Either solution as long as the design and material quality can be maintained to a suitably high quality is accepted. As such a condition requiring the detailed design of this element is added.

Similarly the replacement of the original cast terracotta balustrade at the first floor level overlooking Colston Street is a positive proposal whether it is to be a faithful reproduction or secured as part of the public art contribution for the project.

The proposed reinstatement of the glazing to the first floor arcade is also fully supported as this is considered to be a generally accurate and informed restoration. The removal of the Pascoe inspired reliefs is accepted on condition that they are dismantled with care and reinstated elsewhere as part of the history and artistic contribution of the building. This is secured by condition set out below.

Alterations to the south elevation of the building facing the piazza will impact on the original fabric and distort the original plan form where the insertion of a new 'shopfront' glazed access through into the interior space is proposed. The proposals frame this intervention within the facade and also seek to incorporate elements of the existing fabric in a patchwork fashion. Whilst the loss of fabric is less than ideal, there is honesty to the interventions in this elevation and an accepted necessary design response in ensuring the restaurant responds positively to the piazza area in front of the new foyer building. Overall as this area was built as a hidden elevation of the building, less care was involved in the design and to a certain extent the modern interventions would help bring more order to the disparate elements of a the existing haphazard façade.

The new roof fabric would replace the existing corrugated asbestos structure with a higher quality standing-seam metal panel system. Whilst not replicating the original terracotta tiled roof this is considered to represent an enhancement on the current situation. The proposals for new photovoltaic panels on the roof would be visible from some views within the St Michaels Hill and Christmas Steps Conservation Area and adjacent conservation areas. They would specifically impact upon views down Lodge Street and to a lesser extent at a distance from The Centre and the Cabot Tower. The addition of these panels is considered to have a negative, but relatively low degree of impact. The installation of photovoltaic arrays also supports the scheme's aspirations for BREEAM accreditation and promotes renewable energy all which contributes to combatting climate change impacts which is of significant public benefit and thus outweighs the identified low degree of harm

With regard to the overall visual impacts of the proposals within the setting of the surrounding heritage assets, the impacts demonstrated that are in the submitted views assessment within the Design and Access Statement are agreed. It is concluded that most of the visual impacts in the key view locations arising from the proposed building alterations/extension are of negligible or minor significance and two are minor beneficial (No 6 Lodge Street and No 9 St. Augustine's Place).

The alterations to the external public realm including highway works and anti-terrorism measures are relatively small scale and are considered to be acceptable subject to conditions requiring the submission of details and materials. Any harm caused by these works is however outweighed by the wider public benefits of enhancing public safety

Conclusion

Officers have undertaken the assessment required under the Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have given special regard to the desirability of preserving the building, its setting and its features of special architectural or historic interest which it

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possesses. They have given the identified harm caused considerable importance and weight.

Viewed as a whole, there is both substantial harm and also significant public benefit in the scheme. The greatest harm is posed by the loss of the Festival of Britain auditorium, and, to a lesser extent, by the alterations within the vaulted warehouse levels and the Lantern Building Lobby and Loggia. These changes are extremely regrettable.

The removal of most of the late 19th Century and more modern alterations clearly exposes and celebrates the remaining highly significant elements of the original building. Whilst the present fabric of the building has evidential value in expressing the many architectural, social, and organisational changes over time the later fabric is of a lower design and material quality and of less significance to the special interest of the building; harm will thus be caused to the special interest through the reversion to the original arrangement, though there will be public benefit in the restored elements.

In balancing the substantial harm posed against demonstrable public benefits the following has been taken into account:

- The delivery of performance venues for the city that are of a national standard;
- The provision of new income streams will enable a sustainable future and continued use of the hall for its intended function;
- An expanded educational role supported by new and improved facilities;
- The delivery of performance venues in line with current requirements in terms of the experience of those using the venue including audience and performer experience and accessibility;
- Under-used elements of the Listed building will be brought back into viable use;
- Heritage benefits in the restoration of areas of higher significance in the 1873 entrance block and Hall 2;
- The exemplary design quality of new elements, in particular the interior design of the new Hall 1; and
- Greatly improved environmental performance of the proposed building.

On balance, whilst the loss of the current interior elements as proposed is as stated above deeply regrettable, after considering this carefully and giving the harm caused the utmost importance in this consideration, it has been concluded that there are adequate and significant public benefits from the proposals that outweigh the substantial harm posed. The applicant has sought address concerns of consultees and officers where practicable and substantially revised the proposals during the determination period seeking to minimise the degree of harm posed. Whilst the harm remains of a substantial nature there are now heritage gains in the scheme which with further detailed design secured by the suite of conditions below will better reveal the most significant elements of the original design of the Hall.

Therefore in accordance with Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 considerable importance and weight has been given to the substantial harm to the listed building and the less than substantial harm to the setting of the listed building and the surrounding designated and non-designated heritage assets. Nevertheless it is concluded that this is significantly outweighed by the benefits of these proposals which are set out above.

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Furthermore, in weighing the harm caused by the proposals against the wider benefits it is concluded that the proposal (subject to relevant conditions) would meet the provisions of Section 12 and Paragraphs 132 and 133 of the National Planning Policy Framework; Policies BCS21, BCS22 of the adopted Bristol Development Framework Core Strategy 2011; adopted Policies DM30 AND DM31 within the Site Allocations and Development Management Policies (2014).

(C) OTHER URBAN DESIGN MATTERS

Policy BCS21 of the Core Strategy promotes high quality design, requiring development to contribute 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 (Policy DM26), Layout and Form (Policy DM27), Public Realm (Policy DM28), the Design of New Buildings (Policy DM29) and Alterations to Existing Buildings (Policy DM30).

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. Policies DM17 and DM19 also apply with respect to the impact on green infrastructure and habitats.

External Public Realm

With regard to external public realm arrangements, the majority of the existing paving materials implemented as part of the Phase 1 works will be retained. Revisions to the layout will arise chiefly from changes to the highway layout in the form of informal crossings on Pipe Lane/Colston Street, informal crossing and narrowing on Trenchard Street and an adjacent informal crossing across the entrance to the Trenchard Street car park. Areas of new stone pavers to the footways front and rear of the Colston Hall Phase 2 will replace the existing concrete slabs. Generally these revisions are considered to assist pedestrian movements and safety around and in the vicinity of the hall by providing a visual emphasis through contrasting material and colour in relation to vehicular routes.

Comments received from the Bristol Walking Alliance requesting further improvements over and above the proposals shown such as increased crossing widths junction tables and flush footway/carriage ways are acknowledged as is the suite of aspirational improvements in the longer term set out as part of the Public Realm Strategy for Trenchard Street and Frogmore Street. However at this stage, it is considered unrealistic and unreasonable for the entirety of these works to be delivered though this development and it is accepted that the proposals that are presented do improve the highway layout for vulnerable users and thus can be supported within the remit of this application. Further comments on these works are set out in the Highway Considerations (Key Issue D) below.

Other public realm changes are also required as a result of the development, namely safety and security measures. These are addressed in Key Issue G below.

Trees

Tree cover on site is limited to a single Pin Oak (*Quercus palustris*) that stands within the front Piazza of the Colston Hall lobby facing onto Colston Street and within close proximity of the proposed Phase 2 of the refurbishments. The Oak was planted during Phase one along with 2 *Acer rubrum* 'Armstrong' within the footway of Pipe Lane. Following their planting, the trees have continued to decline with upper crown die back and yellow foliage showing limited/poor establishment of these trees.

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Surveillance of the trees health has not been conducted as was originally required and replacement planting has not occurred. The Oak has declined significantly since its initial planting in around 2010. No tree pit planting details were submitted during the original application and it would appear insufficient space/growing medium or surface porosity is available to sustain this tree. Due to the species and location of the Oak tree it had the potential to become a landmark tree in this heavily built up location within the city centre environment which is considered to be of significant benefit to the immediate locality.

The supporting arboricultural statement with this proposal is basic and describes the trees only by species and does not provide any tree survey detail quantifying the quality or condition of the tree along with the trees retentive worth. The proposals identifies significant alterations to the external fabric of the building within 5m of the retained Oak tree. An arboricultural implications assessment or method statement has not been provided to identify working methodology to ensure the oak is retained and protected during the course of the Phase 2 development.

Considering the present poor condition of the Oak tree, lack of arboricultural advice and the close proximity of the Oak tree to the proposed; a replacement *Quercus palustris* (Pin Oak) planted at 25-30cm girth at 1m a little further from wall; within a specifically designed and engineered tree pit with and appropriate growing medium with porous paving following the completion/post occupation of the proposed Phase 2 refurbishments. This would negate the need for awkward tree protection in this area and reduce the likely conflict between the tree and development operations. The outcome would be a healthy semi mature tree following the completion of the proposed works that could mature and reach its full potential providing important green infrastructure to this heavily built area. This is secured by condition set out below.

The retained *Acer rubrum* 'Armstrong' should have a wooden hoarding around the main stem to protect it from impact damage during the course of the proposed and not restrict the footway. This is also conditioned, please refer below.

Public Art

The applicant has committed to a public art scheme for the site and has submitted initial brief indicating areas of the development that could possibly incorporate public art. Once an Art Consultant has been appointed a detailed scheme will be able to be worked up in more detail and as such a condition is added below to ensure the delivery of an appropriate and proportionate public art scheme.

(D) HIGHWAY CONSIDERATIONS

Core Strategy Policy BCS10 expects developments to 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. DM23 expects development to provide a safe secure, accessible and usable level of parking provision having a regard to parking standards, as well as secure and well-located cycle parking and facilities for cyclists.

The BCC Transport Development Management Team (TDM) have assessed the proposals and following significant negotiation and revisions they have concluded the following in respect of highways and parking issues raised by the proposed development.

General Transport Matters

The application seeks permission to refurbish and transform Halls 1 and 2 as well as create a new performance space within the lower cellars, to be known as Hall 3. The work will result in the building being able to accommodate an additional 280 visitors as well as 15 FTE staff.

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The revised Transport Statement submitted indicates that the site is in an extremely sustainable location with excellent public transport, cycle and walking links. These will be further improved as a result of the introduction of Metrobus coupled with the works to the City Centre which is providing upgraded cycle and walking routes. Whilst many of the performances held at the Colston Hall will likely finish during the late evening at which time there are limited train services from Temple Meads, First Bus does operate an extensive night bus service, which will enable visitors and staff to avoid having to use a car. However, for those that do wish to drive the neighbouring Trenchard Street Multi-storey Car Park (MSCP) as well as a number of other car parks are within reasonable walking distance.

Whilst the proposed works will significantly alter the interiors, layout and design of the building, the changes will only result in it being able to accommodate an additional 280 visitors and 15 FTE staff members. Consequently no TRICs data has been provided as it is felt that any additional trips this number of visitors/staff would generate would have a minimal impact on the highway network. What is likely to have more of an impact is the fact that when completed the applicant plans to increase the number of performances and events at the hall. This will undoubtedly place more demands on public transport and the surrounding highway network.

However, given the changes that have been put in place, such as the closure of the far end of Colston Street where it joins St Augustine's Parade to all traffic apart from buses and taxis, Transport Development Management do not consider that the proposals will have a detrimental impact on the highway network, especially considering that when most performances are likely to finish, the network is at its quietest. What will be required however is much closer co-operation with the Hippodrome to ensure that when events do clash consideration is given to how they will be managed to ensure the safety of visitors and staff of both buildings. The revised Travel Plan proposes that the site will have a Travel Plan Steering Group and the Travel Plan Coordinator will work with the Hippodrome and the 02 Academy to coordinate events and ensure highway safety is not compromised.

The plan coupled with uncontrolled pedestrian crossings on Pipe Lane, Trenchard Street and in front of the access road to Trenchard Street MSCP as set out below will be key to ensuring the safety of both visitors and staff travelling to and from the site.

Event Management Plan / Servicing / Traffic Regulation Order

To effectively control how the arrival/departure of staff/visitors and the servicing of the building will be managed, the revised Event Management Plan and Transport Statement proposes that in the future all loading will now take place via a dedicated service yard on Colston Street, which will contain a lift measuring 3m x 6m. This will enable any instruments/equipment/lighting rigs etc. to be easily moved throughout the building. Such an arrangement is essential to enable HGV's to park with their cab facing downhill, a key health and safety requirement. By servicing the building in this way would remove the need to carry out this activity on Trenchard Street, where access to the building is significantly restricted due to the width of the entrances.

It is proposed that HGV's and coaches would continue to park within the compound next to Trenchard Street MSCP during the day and that the existing on-street pay and display bays to the front and rear of the building would be converted to permanent loading bays. As HGV's and coaches are unable to turn left out of the compound, as this would cause them to overrun the footway, they will as now manoeuvre within the carriageway. Such manoeuvres will take place during the early morning or late at night when there is less traffic and will be fully controlled by a banksman. Swept path analysis has been provided to demonstrate that this is possible.

At the end of performances any vehicles parked within the compound or loading bays will travel up Colston Street as far as St James Barton roundabout to be able to turn round to face in the right direction to permit loading at the front of the building.

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This arrangement will however remove the existing on-street pay and display parking bays at the front and rear of the building as well as the bus only bay and thus the existing Traffic Regulation Order would need to be amended. The cost of this (£5,395) and the associated signing/lining would need to be met by the applicant.

Furthermore as the Colston Hall is within the Controlled Parking Zone, Parking Services must be compensated for the loss of revenue which equates to £66,586 based on £49,840 (£12,460 per space) for the four spaces at the front of the building and £16,746 (£5,582) for the three spaces at the rear of the building.

These payments have been agreed by the applicant and secured via the submitted Memorandum of Understanding.

The revised Event Management Plan sets out that specific Event Management Plans will be produced as and when required depending on the type of events that are being held. This will be particularly important when all three venues are in use and when events clash with performances at the Hippodrome and O2 Academy. The provision of a final Event Management Plan is secured by condition below accordingly.

Footway Improvements / Informal Pedestrian Crossings

The revised site plan submitted proposes the following highway works to support the refurbishment of the Hall and provide an improved environment for the users and staff of the Hall going forward:

- The installation of a 4m wide x 1.6m deep dropped kerb, with 1:12 crossfall on Pipe Lane to enable four wheeled bins to be easily manoeuvred onto the carriageway. The location of this may need to be reconsidered as part of the Technical Approval stage to ensure the footway is easy to negotiate for anyone with a mobility problem, in a wheelchair or pushing a pram;
- The installation of an informal pedestrian crossing on Pipe Lane at the junction with Colston Street, using the existing uncontrolled pedestrian crossing facilities with dropped kerbs incorporating tactile paving, with a grey BBA Hapas Type 1 MMA High Friction Coloured Surfacing (anti-skid) applied to the carriageway;
- The installation of an informal pedestrian crossing on Trenchard Street to the east of the junction with Pipe Lane. To construct this, the applicant proposes to:
 - o Extend and realign the existing kerb next to the rear access to the Colston Hall to enable the tactile paving that forms part of the uncontrolled pedestrian crossing facility to be widened to 3m;
 - o On the opposite side of the carriageway construct a 1m deep x 10m wide kerb build out that will feature an uncontrolled pedestrian crossing facility with dropped kerbs incorporating a 3m wide section of tactile paving;
 - o Apply a grey BBA Hapas Type 1 MMA High Friction Coloured Surfacing (anti-skid) to the carriageway;
- The kerb build outs will be constructed from stone pavers laid in alternating widths at random lengths, with buff coloured tactile paving 200mm x 133mm x 65mm of Portland cement concrete (PCC) with bollards either side;
- The installation of an informal pedestrian crossing in front of the access road to Trenchard Street MSCP. This will involve renewing the existing tactile paving and applying a grey BBA

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Hapas Type 1 MMA High Friction Coloured Surfacing (anti-skid) to the carriageway and then reinstating the Stop and In lettering;

- The resurfacing of the footway in front of Trenchard Street MSCP which is currently very uneven due to uncontrolled root growth from the neighbouring trees, with new stone pavers laid in alternating widths at random lengths; and
- The resurfacing of the footways to the front and rear of the building with Alta Quartzite Paving to match the sections of footway that were resurfaced as part of Phase 1.

TDM have confirmed that the proposed highway works are beneficial and are acceptable in principle, subject to them being constructed to Bristol City Councils Engineering Standard Details. These works are secured by conditions as set out below.

Car Parking

Whilst there is no on-site car parking provision, any staff/visitors wishing to travel to the site by car can take advantage of Trenchard Street MSCP which is located immediately opposite or numerous other car parks that are within a short walking distance. Trenchard Street contains a number of disabled parking spaces on the 1st and 8th floors as well as Electric Vehicle Charging Points and parking for parents with young children. Overall the car parking facilities in the vicinity of the site are considered to be acceptable and the refurbishment of the Hall would not lead to such additional demand to warrant refusal on parking grounds given the city centre location.

Cycle Parking

Currently there are 18 Sheffield Stands within the immediate vicinity of the Colston Hall, on Colston Street, Pipe Lane and Trenchard Street, that can be used by visitors, permitting the storage of a total of 36 cycles. The site plan submitted proposes to remove the existing nine stands on the piazza to enable access to the proposed restaurant and Hall 3/education suite. To compensate for the loss of these stands the applicant proposes to provide three stands to the front of the building, four on either side of the junction between Pipe Lane and Trenchard Street and another three to the rear of the building. The proposals set out that any uplift in cycle storage should be based on the number of additional visitors that will be created as a result of the proposals, which the Transport Statement calculates to be 280. This approach is accepted and based on a ratio of one space for every 30 seats an additional five stands must be provided. The site plans indicate the provision of these additional five stands and are secured via relevant conditions set out below.

The revised Transport Statement also sets out that within a 400m walking distance is a further 100 stands, able to accommodate 200 cycles. It is recommended that a clear map of the location of these is provided on the applicant's website, to be provided as a hard measure delivered via the Travel Plan.

In terms of staff cycle storage, again based on the uplift set out above, additional storage for one cycle for staff members should be provided. An acceptable area has been provided within the building. Again this is secured via a relevant condition.

Coach Parking

If not in use by any tour buses coaches can currently drop off and pick off to the front of the building. It is recommended that if not already in place, information is provided to coach operators and is made available on the Colston Hall's website as to how this area will be managed so that the applicant can ensure adequate drop off/collection facilities are available on an event by event basis. This would be form part of a detailed Event Management Plan, the requirement for which is conditioned accordingly.

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Whilst there is an on-street bay for two taxis on Colston Street, that provision is from 6pm to 8am. It is therefore recommended that to support the Hall, additional parking could be achieved by amending the existing loading bay on Pipe Lane so that it can be used by taxis during the evening. The cost of this measure and the associated Traffic Regulation Order (£5,395) that would be required would need to be met by the applicant. This has been agreed by the applicant and the required obligation is secured through the submitted Memorandum of Understanding.

Waste

The site plans submitted propose two stores for the storage of waste. One of which will be new, located within the refurbished part of the building with access from the service yard and the other within the existing foyer. Waste will be collected by a commercial contractor as at present. As part of the highway works the applicant proposes to install a dropped kerb on Pipe Lane to more easily allow the four wheeled bins to be manoeuvred onto the carriageway. The proposals are acceptable subject to relevant conditions as set out below covering the details of dropped kerb and the provision of a Waste Management Plan.

Construction Management

To assist in understanding how the vehicle movements associated with the refurbishment will be controlled during the works in order to ensure the continued safe operation of the highway network; an interim Construction Management Plan has been submitted.

No objection is raised to the construction management proposals in principle, however a revised and more detailed plan will need to be produced, submitted and approved prior to the commencement of any construction works. This is therefore secured by condition as set out below.

Conclusion

Overall, no objections to the proposal on highway safety grounds are raised subject to the relevant conditions set out below and the provisions secured by the submitted Memorandum of Understanding.

(E) AMENITY

Policy BCS21 sets out criteria for the assessment of design quality in new development. Development will be expected to safeguard the amenity of existing developments and create a high-quality environment for future occupiers. Furthermore, Core Strategy Policy BCS15 requires development to address issues of flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting. Policy DM30 in the Site Allocations and Development Management Policies (2014) also expresses that alterations to buildings should safeguard the amenity of the host premises and neighbouring occupiers.

Policy BCS23 of the adopted Core Strategy and Policies DM10 and DM35 require consideration to be given to noise pollution and the impact on residential amenities. Where proposed development is sited in areas of existing noise, such as commercial areas or near electricity sub-stations, sound insulation measures may be necessary.

Noise and Disturbance

The applicant has submitted an Acoustic Report and details relating to Event Management. The Pollution Control Team has reviewed the proposals and has concluded the following:

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Only very occasional complaints have been received regarding music noise from the existing operation of the Colston Hall. These complaints seem to have related to particular performances (heavy metal bands) or sound checks when doors at the rear of the premises have been left open. The acoustic report submitted with the application details a number of improvements to the structure of the building and from a noise point of view. Therefore it is considered that there will be far less likelihood for music noise to be an issue following the redevelopment than there currently is subject to the recommendations made in the submitted acoustic report being carried out. This is secured by relevant conditions set out below.

Noise from plant and equipment

The acoustic report gives background noise limits but no details of actual noise level from any plant are known and therefore the Local Planning Authority would require further information regarding this once this is known. Relevant conditions are therefore added to ensure this information is submitted and approved.

Noise from load out after performance

Complaints have also previously been received from residents of Trenchard Street regarding noise from the load out of equipment. Due to performers usually being on tour and having to move on to another venue the following night equipment is loaded out immediately after performances. This generally involves the rolling of wheeled flight cases out of Colston Hall which are then loaded on to lorries. Dependent on how much equipment a performance uses this can go on beyond midnight and it is the noise from load out at this late time that has given rise to complaints.

As part of this redevelopment the area where equipment is to be loaded out after a performance is to be moved from the rear of the building, on the Trenchard Street side to the front of the building on the Colston Street side. Whilst this will obviously alleviate the current noise issue with load outs at the rear, concern is that carrying out the load out at the front on Colston Street will have the potential to now disturb residents in Colston Street. As part of the application the applicant has submitted an Event Management Plan which includes mitigation measures to minimise noise during the load out of equipment at this side of the building this includes that lorries will park near to the gated entrance area, works to the highway in order to make road and pavement surfaces as smooth as possible to prevent unnecessary noise. These provisions are considered acceptable in principle however as further details are required within a specific Load Out Management Plan and this is conditioned accordingly.

Construction Management

The submitted Construction Management Plan is relatively limited with regards to the assessment of noise and other nuisances caused during the construction process. The plan does state that "Site working hours are subject to confirmation by the contractor, however typically we anticipate:

- 7am – 6pm Monday to Friday
- 8am – 4pm Saturday"

The times that would usually be allowed for any works construction works that are audible at the site boundary are 8 am – 6 pm Mondays to Fridays and 8am – 1pm Saturday and therefore concern is currently raised regarding the proposed hours at present.

Due to the city centre location and close proximity of the site to residential properties the Local Planning Authority need to see further information in the Construction Management Plan to cover this issue more adequately and therefore a more detailed plan is conditioned accordingly.

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There is potential for odour nuisance generated by the proposed Use Class A3/A4 (restaurant/bar) elements within the scheme to surrounding occupiers. Conditions are therefore added requiring the submission of details relating to odour control.

Overbearing / Loss of Light/ Privacy / Over Shadowing

Whilst the development is mainly a refurbishment of the existing building, there is an alteration to the main roof and an extension of the plant/back of house area behind the Main Hall 1. A terrace of existing residential dwellings on Trenchard Street (to the North West) faces the proposed extended plant/back of house area. The extended area has however been designed so that the bulk of the extension is sited away from the residential premises within an adjacent void created by the central courtyard access way and adjacent to No. 15 Colston Street which is a commercial premise with existing blank rear elevations. As such the outlook, over shadowing and overbearing impact of the extended area on the residential premises opposite on Trenchard Street, is not considered to be so significantly different from the existing situation to warrant refusal on this basis alone.

A daylight and sunlight assessment on these premises has also been undertaken. There is no existing specific National Planning Policy relating to the prospective impacts of developments on daylight and sunlight on their surrounding environment. However, the BRE Report 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' is the established National guidance to aid the developer to prevent and/or minimise the impact of a new development on the availability of daylight and sunlight in the environs of the site. It has been developed in conjunction with daylight and sunlight recommendations in BS 8206: Part 2: 'Lighting for Buildings - Code of Practice for Daylighting'

The relevant BRE recommendations for daylight and sunlight are:

- The Vertical Sky Component (VSC) measured at the centre of a window should be no less than 80% of its former value
- The area of the room beyond the No Sky Line (NSL) should not be reduced to less than 80% of its current value
- The window should receive at least 25% of available annual sunlight hours and more than 5% during the winter months (September 21st to March 21st), and 80% of its former value.

The submitted daylight and sunlight report for the development proposals states that the effects on VSC and NSL are within the 80% guidance value in all cases and in terms of sunlight, it has been shown that all windows meet the BRE criteria by virtue of retaining 80% of their existing value.

Whilst the outlook for a number of the other surrounding premises will be altered, given the orientation, separation distances involved and the design and use of the surrounding premises (including those directly adjoining the application site) will not be detrimentally impacted with regard to loss of light, overbearing or overshadowing impact to warrant refusal.

Due to the nature of the proposals and location of new openings away from direct conflict with surrounding premises, no detrimental issues of loss of privacy or overlooking as a result of the proposals are identified.

Air Quality

Policy BCS23 of the adopted Core Strategy 2011 and Policy DM33 of the Site Allocations and Development Management Policies Document requires development that has the potential for significant emissions to the detriment of air quality to include an appropriate scheme of mitigation measures.

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The BCC Air Quality Team has reviewed the proposals and no objection was raised with regard to this development proposal on air quality grounds.

Environmental Access Standards

Bristol City Council is working to ensure that the built environment is accessible to all. The 'Environmental Access Standards 2001' have been produced to give guidance to how the physical environment should be shaped and to provide details on the standards of accessibility which must be achieved in Bristol.

The applicants have provided a detailed Access and Inclusion Statement; have consulted with a number of different access groups and have also appointed an access and inclusion consultant. The mix of different building uses within the proposed refurbished building with their differing access requirements has required careful consideration throughout the development of the design proposals to ensure that ease of access is provided in all instances and that suitable facilities are provided throughout whilst recognising the sensitive nature of the building.

The applicant has further stated that the requirements identified in the Access and Inclusion Statement has been key to assessing the suitability of the design solutions and have guided the development of the current design proposals. Overall the proposals are considered to have adequately addressed access and equality issues. However, the access and inclusion statement document and the work of the access consultant will remain a key guidance tool in the development of the detailed working drawings at the next stage of the project to ensure compliance is maintained.

External Lighting

It is recognised that development of this size requires significant artificial lighting to make developments useable and safe. The impact of artificial lighting can however have detrimental impacts on existing areas including residential amenity and wildlife habitats. As such a condition is added requiring the details of artificial lighting to be submitted to ensure the development is safe but not harmful with regard to artificial lighting requirements.

(F) SUSTAINABILITY CONSIDERATIONS

Policies BCS13, BCS14, BCS15 of the adopted Core Strategy set out the criteria for the 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 and energy statement.

The applicant has submitted a Sustainability Statement and a Sustainable Energy Report regarding the proposed scheme which maximise energy efficiency as much as possible and proposes in the energy strategy to supply 5% of residual energy demand from solar PV panels. Whilst this does not reach the normally required 20%, the applicant has demonstrated that they have fully considered sustainability and energy issues and given the listed status of the building and the sensitive surroundings it is considered that the renewables proposal as submitted is acceptable in this instance. The detail of the solar PV panels and their implementation are secured via a suitably worded condition below.

Further, the development has also considered the future connection to a District Heating Network. Discussions have taken place between the applicant and the Council's Energy Services Team and whilst there is no district heating system in place in this part of the city at the moment the ability for the Colston Hall to connect to it and be DH 'ready' for installation is required. The proposals show the potential area location and details of a future potential district heating connection in the Lower Cellar area. In addition, a Schematic Heating system for Phase 2, has been provided which includes a future

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district heating connection provision. As such it is considered that the proposals have demonstrated as far as possible at the current time that there is potential for the Colston Hall to connect to any future district heating system. This is subsequently secured by condition.

With regard to Policy BCS15, the application proposals before members technically constitutes a minor planning application and therefore is not required to meet any BREEAM rating in policy terms. However as part of the Arts Council England funding this requires the building is to be assessed against BREEAM and to target a rating of 'Very Good'. The proposal is predicted at pre assessment to achieve a score of 61.76% which exceeds the required 55% for BREEAM Very Good.

Overall, following further clarification on matters relating to secondary glazing, heat recovery and mechanical ventilation and energy storage, the Sustainable Cities Team are satisfied with the proposals and have not raised objection subject to conditions. It is therefore concluded that the development on balance meets the proportionate provisions of Section 10 and the Core Planning Principles of the National Planning Policy Framework; Policies BCS13-165 of the adopted Core Strategy subject to the provision of relevant conditions.

(G) FLOOD RISK AND DRAINAGE CONSIDERATIONS

The NPPF and Policy BCS16 requires that a sequential approach is development, locating developments in areas with the lowest risk of flooding first, and that taken to the location of surface water runoff on the site should be appropriately managed. The site is in Flood Zone one and therefore is not at risk from flooding. Policy BCS16 also states that all development will be expected to incorporate water management measures to reduce surface water run-off. This is to ensure that it does not increase flood risks elsewhere and that the use of sustainable drainage systems (SUDS) are included.

The site is located in Flood Risk Zone 1 and as such only surface water drainage issues need to be mitigated. The proposals themselves consist of predominantly internal refurbishment only with no change to the impermeable footprint of the site. There is therefore no requirement or opportunity to make changes to the existing surface water drainage regime. The Environment Agency were consulted but have not commented.

(H) NATURE CONSERVATION

Policy BCS9 of the adopted Core Strategy recognises that internationally important nature conservation sites are subject to statutory protection. National and local sites of biological and geological conservation importance will be protected having regard to the hierarchy of designations and the potential for appropriate mitigation. The extent to which a development would contribute to the achievement of wider objectives of the Core Strategy will be carefully considered when assessing their impact on biological and geological conservation.

Following the submission of a Bat Survey, no objections are raised regarding ecological matters subject to conditions covering: a precautionary approach to the works in relation bats; the provision of a scheme of bird and bats boxes to include ten built-in swift bricks or boxes and six built-in bat tubes and careful consideration of vegetation and structure clearance.

The Nature Conservation Officer has commented that they would like to see the incorporation of green roof within the scheme. Whilst the provision of a green roof would be beneficial, given the listed status of the building and the nature of the works proposed it is accepted that there is limited scope to provide this on site and as such the non-inclusion of a green roof in this instance whilst regrettable would not warrant refusal of the application on this basis.

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Both the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG) set out guidance on creating safe and accessible communities. Reference should also be made to the guidance: "Protecting crowded places: design and technical issues," from the National Counter Terrorism Security Office.

Avon and Somerset Constabulary have commented on these applications given the nature of the proposals and the number of people that could be on the site or the surrounding external areas at any one time. Concern was raised regarding the ongoing vulnerability of the venue in respect of security measures and with specific regard to the external entrance areas (including the piazza area itself) regarding the lack of Hostile Vehicle Mitigation measures.

The applicant has responded to the Police comments positively and has provided drawing showing and indicative Hostile Vehicle Mitigation measures for both the Piazza and Entrances from Colston Street and the rear entrance on Frogmore Street. These measures are accepted as necessary, but specific designs for this need to be further considered to ensure the visual appearance of the area and setting of listed buildings is not compromised. Therefore a detailed scheme of security measures for the venue is conditioned below to ensure the safety of the venue as far as possible.

(J) OBLIGATIONS

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. As the Council cannot enter into a legal agreement with itself, the following requirements to mitigate the impact of the development are secured via relevant conditions as set out below or via the submitted Memorandum of Understanding which is an agreement between separate Council directorates to pay a sum of money/undertake work to mitigate the proposed development.

Public Art

See Key Issue C above. Secured via conditions.

Landscape/Public Realm Scheme/Trees

See Key Issues C and I above. Secured via conditions.

Travel Plan

See Key Issue D above. Secured via condition.

Highway Works

See Key Issue D above. Secured via Conditions and Memorandum of Understanding.

Highways Works as follows (secured by Condition):

- The construction of a 4m wide dropped kerb;
- The application of a grey anti-skid material to the carriageway to delineate the uncontrolled pedestrian crossing on Pipe Lane;
- The construction of a 1m x 10m kerb build out, the realignment and widening of the existing kerb build out to provide dropped kerbs and tactile paving 3m wide plus the application of a

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grey anti-skid material to the carriageway to delineate the uncontrolled pedestrian crossing on Trenchard Street;

- The application of a grey anti-skid material to the carriageway to delineate the uncontrolled pedestrian crossing in front of the access road to Trenchard Street Multi-storey Car Park;
- The resurfacing of the footway in front of the main entrance to Trenchard Street Multi-storey Car Park;
- The resurfacing of the footway at the front and rear of the building using materials to match those used as part of Phase One;

Sum of £5,395 to cover Traffic Regulation Order secured via the Memorandum of Understanding.

Sum of £66,586 to cover the Compensatory Payment for Loss Parking Revenue. Secured via the Memorandum of Understanding.

Sum of £5,000 to cover the Travel Plan Management & Audit Fee. Secured via the Memorandum of Understanding.

CONCLUSION

Overall the proposals represent substantial harm to the historic and architectural interest of the building as a result of the loss of the Festival of Britain auditorium, and to a lesser extent, by the alterations within the vaulted warehouse levels and the Lantern Building Lobby and Loggia. However the harm which has been given considerable importance and weight when assessing the proposals and in coming to a balanced recommendation is considered to have been robustly shown to be outweighed by the benefits of the much needed refurbishment of a prominent and economically and culturally important venue for Bristol and a demonstrable opportunity to bring it into full and sustainable use for future generations.

All other works proposed to the building and surrounding external realm are considered to be appropriate subject to details secured via conditions as set out below and the Memorandum of Understanding as set out above. The development is also acceptable in terms of highway and transportation issues as well as overall amenity and sustainability issues subject to relevant conditions.

Full consideration of the proposals against the following and as set out above has been undertaken; legislation in the form of the Planning (Listed Buildings and Conservation Areas) Act 1990 (with particular regard to Sections 66 and 72); National Planning Guidance in the form of the NPPF and Local Planning Policies.

As such it is proposed that Members endorse the recommendation to approve the proposals subject to conditions and the provisions of the Memorandum of Understanding and as such refer the applications (planning permission and listed building consent) to the Secretary of State

COMMUNITY INFRASTRUCTURE LEVY

The Bristol Community Infrastructure Levy (CIL) came into effect from the 1st January 2013 on all existing and new planning applications. This replaces all but site-specific requirements such as affordable housing and highway works. The CIL liability for this development is £31,410.27

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A) APPLICATION No. 17/02916/FB

RECOMMENDED: REFER TO THE SECRETARY OF STATE

That the application together with responses to the publicity and consultations, the committee report and members comments be referred to the Secretary of State for Communities and Local Government.

If the Secretary of State makes no comment within the 21 day period from receipt of notification, then planning permission is granted subject to the following conditions:

Time limit for commencement of development

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Recording

No redevelopment or refurbishment (including the removal of any historic fabric) shall take place until the listed building has been fully recorded internally and externally to the Level 2 standard as set out in Historic England's Understanding Historic Buildings: A Guide to Good Recording Practice by an archaeologist or archaeological organisation approved in writing by the Local Planning Authority. The resulting information shall then be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of recording Heritage assets prior to demolition or permanent loss and in recognition of their special interest, and cultural and historic significance

3. No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year (however, please note that feral pigeons can breed in any month of the 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 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.

4. Protection of Retained Trees During the Construction Period

No work of any kind including any demolition or strip out works shall take place on the site until the protective fence(s) or any other agreed protection measures has (have) been erected around the retained trees. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and

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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.

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.

5. Site Specific Construction Environmental Management Plan

No development of any kind including any demolition or strip out works shall take place until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting on the surrounding area and all surrounding premises and infrastructure.

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

6. Construction Management

No development including any demolition or strip out works shall take place until a Construction Management Plan has been submitted to and been approved in writing by the Local Planning Authority. The Management Plan must include the following:

- (a) Details of parking of vehicle of site operatives and visitors
- (b) Routes for construction traffic
- (c) Method of prevention of mud being carried onto highway
- (d) Pedestrian and cyclist protection
- (e) Proposed temporary traffic restrictions
- (f) Arrangements for turning vehicles

The development shall be carried out in strict accordance with the approved Management Plans and their recommendations and any damage occurring as a result of this development is to be remedied by the developer to the written satisfaction of the Local Planning Authority.

Reason: In the interests of safe operation of the highway and amenity routes in the lead into development both during and after the construction phase of the development and to safeguard residential amenity, the safety and security of adjacent, infrastructure and ecological designations and protected species and public amenity assets.

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No development shall take place (including demolition, strip out, investigation work) until a survey of the condition of the existing public highway has been carried out and agreed in writing by the Local Planning Authority.

Reason: To ensure that any damage to the highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

8. Approval of road works necessary

Prior to the commencement of development a 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 4m wide dropped kerb as set out in Drawing E17003-P103;
- The application of a grey anti-skid material to the carriageway to delineate the uncontrolled pedestrian crossing on Pipe Lane as set out in Drawing E17003-P104 Revision A;
- The construction of a 1m x 10m kerb build out, the realignment and widening of the existing kerb build out to provide dropped kerbs and tactile paving 3m wide plus the application of a grey anti-skid material to the carriageway to delineate the uncontrolled pedestrian crossing on Trenchard Street as set out in Drawing E17003-P102 Revision B;
- The application of a grey anti-skid material to the carriageway to delineate the uncontrolled pedestrian crossing in front of the access road to Trenchard Street Multi-storey Car Park as set out in Drawing E17003-P102 Revision B;
- The resurfacing of the footway in front of the main entrance to Trenchard Street Multi-storey Car Park as set out in Drawing E17003-P102 Revision B; and
- The resurfacing of the footway at the front and rear of the building using materials to match those used as part of Phase One as set out in Drawing 2648B-L-093 Revision 2.

The drawings must also indicate 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 be completed prior to the first occupation of the development or commencement of use hereby approved to the written satisfaction of the Local Highway Authority unless otherwise agreed 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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9. 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 has been submitted to and been approved in writing by the Local Planning Authority.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: In order to safeguard the amenities of adjoining residential occupiers. The details are needed prior to the start of work so that any mitigating measures can be incorporated into the build.

10. Public Art Plan

Prior to the commencement of the development hereby permitted (unless an alternative timescale for the submission of these details supported by a formal phasing plan is submitted and approved in writing by the Local Planning Authority), a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall also contain relevant supporting information for any proposed Public Art element including methodologies; large scale details to a relevant scale depicting the scheme; method of fixings; any relevant samples; a timetable for delivery; and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design and build of the development and is appropriate to the Listed Building and associated and surrounding heritage assets.

11. Detailed Drawings

Prior to commencement of the each of the following relevant element, detailed section and elevation drawings shall be submitted to the Local Planning Authority and approved in writing.

(a) the new air intake duct on Trenchard Street to a scale of 1:5 and 1:10 (where relevant) showing all proposed materials and all proposed material connections with the existing building;

(b) all new internal and external doors, to a scale of 1:5 and 1:10 respectively showing all proposed materials, mouldings, frames, and material connections at head, jambs, and threshold, and with the location of each marked clearly on a plan of an appropriate scale;

(c) all proposed new windows and secondary glazing to a scale of 1:5 and 1:10. (where relevant) showing all proposed materials, mouldings, frames, and material connections at head, jambs, and cills, and with the location of each marked clearly on a plan of an appropriate scale;

(d) all new internal and external vents and louvers to an appropriate scale showing all proposed materials, profiles, frames, access doors, and material connections at head, reveals, and cills, and with the location of each marked clearly on a plan of an appropriate scale;

(e) the new rail or track structures for the acoustic curtains in Hall 2 to an appropriate scale showing all proposed material connections with the existing fabric;

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- (f) a detailed section and reflected plan drawings of the proposed acoustic ceiling in Hall 2 to a scale of 1:5 and 1:10 respectively (notwithstanding the submitted drawings);
- (g) the proposed rain-shelter roof to the existing north yard to a scale of 1:5, showing all proposed material connections with the Listed building and all adjacent structures;
- (h) the proposed timber cladding within arches in the lantern room to a scale of 1:5, showing all proposed materials, and material connections including those at the floor, and arch reveals;
- (i) all new balustrades, hand rails and safety rails to stairs, galleries, balconies, and modifications of existing balustrades, to a scale no greater than 1:10 showing all proposed materials, new material connections with existing and proposed fabric, and methods of fixing;
- (j) the new architectural roof glazing system on the repaired existing glazed lantern structure to a scale of 1:5 showing all proposed new fixings, mouldings, glazing bars, and proposed material connections;
- (k) the proposed bars to a scale of 1:5 and elevations of 1:10 showing all proposed materials, mouldings, details, and material connections with existing fabric;
- (l) the proposed new internal partition walls and dry-lining to a scale of 1:15 showing the material connections at floor, walls and ceiling;
- (m) the retention and protection of the original floor surface around the lantern gallery, to a scale of 1:5 or 1:10 showing all proposed measures to protect the stone flagstones in-situ, the proposed new lightweight timber floor above them, structural elements required to support it, and all proposed material connections with the existing fabric;
- (n) the proposed acoustic lobbies to hall 2 at a scale of 1:5 showing all proposed materials, mouldings, and material connections with the existing fabric;
- (o) all proposed new stairs and their supporting structures to an appropriate scale showing all materials, finishes, fabrication details, and material connections;
- (p) the proposed reinstatement of walls, openings, and cills, within the open loggia, to a scale of 1:5 or 1:10 showing all proposed materials, mouldings, and material connections with existing fabric;
- (q) of the proposed floors within the existing cellar levels showing all proposed new fabric, and proposed reuse of salvaged material; and
- (r) new internal and external lighting proposals including proposed luminaires and fixtures, to a suitable scale;

The development shall then be carried out in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of this Listed Building is safeguarded and to protect the character of the Conservation Area.

12. Servicing Details

Prior to the relevant element commencing appropriate drawings shall be submitted to and approved in writing by the Local Planning Authority outlining the proposed service strategies, duct work, service voids, trunking, and penetrations within the 1873 entrance block and within

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the two vaulted cellar levels. These drawings shall demonstrate the following will make no harmful impact on the historic fabric:

1. Ventilation systems
2. Heating
3. Water supply and waste arrangements
4. Electrical power
5. Gas
6. Broadband and Wi-Fi

The works shall be completed in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

13. Screens and Curtain Walling Details

Notwithstanding the drawings already submitted, and prior to commencement of the relevant element, appropriately scaled section drawings of the proposed glazed screens and curtain walls in the following locations shall be submitted to and approved in writing by the Local Planning Authority:

1. Infilling of the Colston Street loggia frontage
2. Inner and outer screens and doors in the bonded warehouse entrance
3. Restaurant entrance
4. Stage door entrance

The works shall be completed in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

14. Balustrade Details

Prior to commencement of the relevant element, detailed section and elevation drawings of the reinstated terracotta balustrade to the Colston Hall elevation, or its replacement with a new contextual public art intervention, to a scale of 1:5 and 1:10 shall be submitted to and approved in writing by the Local Planning Authority.

The works shall be completed in accordance with the approved drawings prior to first occupation of the development or commencement of the use hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded

15. Hall 1 Details

Prior to the commencement of the relevant element, proposed section and elevation details of the following elements of the new Hall 1, to an appropriate scale, shall be submitted to and approved in writing by the Local Planning Authority:

1. Organ screen

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2. Balcony fronts & soffits
3. Reinstated timberwork
4. Stage canopy
5. All proposed new brickwork
6. Ceilings
7. Structural columns, including junction and connection details.
8. Suspended gantries

The works shall be completed in accordance with the approved drawings and associated phasing plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the proposed auditorium matches or exceeds the design and material quality of the Listed building and secures the public benefits which offset the substantial harm of loss of the Festival of Britain auditorium.

16. PV Panel Details

Prior to the commencement of the relevant element of the development, details of the PV panels (including the exact location, dimensions, design/ technical specification, method of fixing and Shading Factor (using MSC Standard Estimation Methodology)) to generate a minimum of 27,500kWh of electricity per annum and achieve the specified reduction on residual emissions from renewable energy in line with the approved Response to BCS14 Sustainable Energy document Issue P1 dated 5 May 2017 should be submitted to the Local Planning Authority and approved in writing.

The renewable energy technology shall then be installed and operational prior to the first occupation or use of the development hereby approved) and thereafter be retained in perpetuity.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and in order that the special architectural and historic interest of the Listed Building and surrounding conservation area is safeguarded.

17. Method Statement Removal and Re-Use of Features

Prior to commencement of the relevant element a method statement detailing the removal of the following features and fabric proposed for reuse, their safe storage on site, their proposed new locations, their method of reinstatement, and all modifications required in their reuse shall be submitted to and approved in writing by the Local Planning Authority

1. 6x cherubs
2. 1x carved coat of arms
3. Timber panelling from main auditorium
4. Electroliers and wall-mounted lights
5. 2x relief plaques
6. 1952 rededication tablet
7. Edwardian turned balusters.
8. Pennant slabs from cellar levels
9. Historic WC pan
10. Bonded warehouse doors
11. Red and yellow facing brick
12. 3x relief panels from the main elevation
13. Wrought iron spandrels should they survive behind later boxing-in in lantern
14. Hall 1 Timber Floor

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The works shall be completed in accordance with the approved method statement prior to first occupation or commencement of the use hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded and in the interests of sustainability.

18. New Openings Method Statement

Prior to the commencement of the relevant element, a method statement detailing all proposed new openings through walls and floors including the installation of new supporting structures and the making-good following formation shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be completed in accordance with the approved Method Statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded and the character of the Conservation Area protected.

19. Temporary Structural Support Method Statement

Prior to commencement of the relevant element, a method statement detailing provision of temporary structural support to the walls of the main auditorium prior to the removal of the lateral bracing provided by the existing roof structure, and the fabric of the 1873 entrance block prior shall be submitted to and approved in writing by the Local Planning Authority. The works shall be then completed in accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

20. Method Statement for Stonework Repairs and Cleaning

Prior to commencement of the relevant element, a method statement detailing the cleaning, repointing, repair and/or restoration of all existing brick and stonework, both externally and to be revealed within the proposed interiors shall be submitted and approved in writing by the Local Planning Authority. This shall detail specifications for all cleaning products, mortar and stone repairs and the techniques to be used. The works shall then be completed in accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

21. On-Site Samples

Prior to the commencement of the relevant element, the following materials samples shall be made available to the Local Planning Authority on site and in their final proposed form, colour, texture, and finish, and then be approved in writing by the Local Planning Authority:

1. Proposed reconstituted stone for Trenchard Street air intake surround and new parapets
2. Reconstituted stone string course on main auditorium
3. All Proposed ventilation grilles on the building exterior.
4. All new stonework to new works and repairs both to the building exterior and interior spaces.
- All proposed new floor surface materials
5. Proposed brick for use within the auditorium

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6. New brick to proposed new parapets of Hall 1
7. Timber for gallery fronts
8. Timber for all panelling and cladding internally
9. Aluminium standing seam roof
10. Copper standing seam roof
11. Roughcast render
12. New or replacement roof tiles
13. All new or replacement terracotta
14. New and Replacement External Realm materials

The works shall be completed in accordance with the approved materials unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded and the character of the Conservation Area protected.

22. Auditorium Sample Panels

Prior to the commencement of the relevant element, a sample panel, no smaller than 2m x 2m showing the proposed brick, mortar, pointing, and detailing for the in their final proposed colour, texture, bond, and finishes intended for the internal walls of the auditorium shall be constructed on site, made available to the Local Planning Authority to view, and then be approved in writing by the Local Planning Authority.

The sample panel shall be retained on site for the duration of the construction period to act as a reference. The works shall then be completed in accordance with the approved sample panel unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the proposed auditorium matches or exceeds the design and material quality of the Listed building and secures the public benefits which offset the substantial harm of loss of the Festival of Britain auditorium.

23. Finish Details

Prior to commencement of the relevant element, the proposed scheme of paint colours, finishes, and material specification for the following shall be submitted to and approved in writing by the Local Planning Authority

1. Hall 2 walls and ceiling
2. The glazed lantern roof structure
3. The restored ceiling structure including timber beams and ceiled intercourses.

The works shall then be completed in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

Pre occupation condition(s)

24. Detailed External Realm Scheme

Notwithstanding notations on any approved plans or documents, no development hereby permitted shall be occupied or use commenced until a detailed design of hard/soft landscaping and structures (to include material samples where relevant) within the external realm surrounding the Colston Hall area (including all entrance/access areas and the main Piazza) to

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incorporate the following measures has been submitted to and approved in writing by the Local Planning Authority.

(a) Anti-Terrorism Measures to the rear entrance of Trenchard Street and the Piazza on Colston Street (including Hostile Vehicle Prevention Measures; details of the siting of measures, technical specifications, materials and management and maintenance details);

(b) A Replacement Tree within the Piazza (including details of the siting, Tree Species, Size minimum of 20-25cm girth at 1m, full tree pit detail and maintenance and aftercare schedule; including watering until establishment); and

(c) Extent of any external seating area for the new restaurant hereby approved and confirmation of the storage arrangements for tables and chairs when not in use.

The development shall be completed in accordance with the approved scheme and implemented prior to the first occupation or use of the development hereby permitted and so that planting can be carried out during the first planting season following the first occupation of the building(s) or the completion of the development whichever is the sooner. The areas shall then be managed and maintained in accordance with the approved details in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To deliver a high quality and inclusive external space and to ensure public safety.

25. External Lighting

No development hereby permitted shall be occupied or use commenced until a detailed lighting scheme and predicted light levels by a suitably qualified Lighting Engineer has been submitted and approved in writing by the Local Planning Authority (any light created by reason of the development shall not exceed 5Lux as calculated at the windows of the nearest residential properties). The report should include details (appearance, technical specification, method of fixing) of all external lighting (including any decorative lighting and security lighting within external amenity/access areas) and associated light spill plans unless otherwise agreed 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 occupiers, to make the development safe and secure and to ensure protected species and the special interest of heritage assets are not harmed.

26. Bird and Bat Boxes

No development hereby permitted shall be occupied or use commenced until details provided by a qualified ecological consultant has been 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 ten built-in swift bricks or boxes and six built-in bat tubes, bricks or boxes. The development shall then be undertaken in accordance with the approved details.

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

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No development hereby permitted shall be occupied or use commenced until details of the ventilation system for the extraction and dispersal of cooking odours including details of any flue, method of odour control, noise levels and noise attenuation measures has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first commencement of the use and be permanently maintained thereafter.

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

28. District Heating Ready

No development hereby permitted shall be occupied or use commenced until details demonstrating proposed measures to future-proof the development for connection to a future district heat network has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed and thereafter safeguarded and 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.

29. Further Details of Entry/Security Systems

No development hereby permitted shall be occupied or use commenced until details of the safety and security protocols and measures for the development hereby approved are submitted to and approved in writing by the Local Planning Authority. The details (including drawings to a relevant scale where necessary) of the following are required:

a) Door and gate entry systems for all accesses including main entrances to the Hall and restaurants hereby approved; all service accesses, yards and stores; and

b) Details of CCTV provision to cover the Hall; all access areas; and all associated external areas (including cycle stands) including number, siting, technical specification and method of fixing of camera units

The details and measures thereby approved shall be carried out in accordance with that approval prior to the first occupation or use of the development.

Reason: These details need careful consideration and approval and to ensure the development is safe and secure

30. Waste Management Plan

No development hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved waste management plan.

Reason: To ensure that the storage and collection of waste is effectively managed to ensure there are no adverse impacts on the surrounding highway network.

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31. Deliveries/Collections/Load Out Management Plan

No development hereby permitted shall be occupied or use commenced until a Management Plan regarding the load out/in of equipment through the gated entrance on Colston Street has been submitted to and approved in writing, by the Local Planning Authority. The plan shall include details of any necessary noise mitigation measures, how load in/load outs will be monitored and supervised outside and how any noise issues or complaints will be dealt with.

The approved management plan shall be complied with in perpetuity unless otherwise agreed in writing by the Local Planning Authority

Reason: In the interests of the amenities of surrounding occupiers.

32. Completion of Pedestrians/Cyclists Access - Shown on approved plans

No development hereby permitted shall be occupied or 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.

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

No development hereby permitted shall be occupied or 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.

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

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

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

35. Completion of Vehicular Access - Shown on approved plans

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

Reason: In the interests of highway safety.

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

No development hereby permitted shall be occupied or use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that

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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.

37. 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 and where remediation is necessary a remediation scheme must be prepared 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

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

Post occupation management

38. Accordance with Bat Survey

The development including all demolition and strip out works shall be undertaken in full accordance with Section 5.1 of the Bat Activity Survey report prepared by Abricon Ltd dated July 2017 hereby approved (comprising a precautionary methodology regarding bats). In the event that bats or evidence of bats are found during the development, all works in the area must immediately cease and, if not already onsite, a licensed bat worker contacted for further advice.

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

39. Roof Access

Access to all roof areas shall be for the purposes of maintenance and emergency access only and not be used as external amenity space or roof terraces.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

40. Refuse Activities

Activities relating to the on-site disposal (including placing into external receptacles and tipping of bottles) and collection of refuse, bottles and recyclable materials shall only take place between 08:00 and 20:00 Monday to Saturday and not at all on Sundays or Bank Holidays

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

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41. Sound Insulation

All recommendations made with regards to sound insulation to the building in the Sound Space Vision Noise Impact Assessment dated 18th May 2017(Rev A) hereby approved shall be implemented prior to the first use of the development hereby approved and be permanently maintained thereafter.

Reason: In order to safeguard the amenities of future and adjoining occupiers

42. Accordance with Sustainability and Energy Statements

Sustainability Statement

The development shall incorporate the adaptation to climate change measures detailed in the sustainability statement and is to achieve a BREEAM rating of 'Very Good' post-construction. This is in accordance with the Sustainability Statement P2 dated May 2017 prepared by Levitt Bernstein.

Energy Statement

The development shall be carried out in accordance with; the Response to BCS14 Sustainable Energy Issue P1 dated 5 May 2017 prepared by Arup and the T-FPA-LBC-Colston Hall-Sustainability Response Letter dated 15 September 2017 prepared by Stride Treglown.

The sustainability and energy strategy is to be maintained as such in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development makes sufficient contribution towards mitigating and adapting to climate change.

43. 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.

44. Noise from plant & equipment

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

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

45. Travel plans - submitted

The Approved Travel Plan shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Approved Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in single occupancy

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car journeys and the increased use of public transport, walking and cycling.

46. Event Management Plan

The development hereby approved shall be managed and maintained in accordance with the approved Colston Hall Redevelopment (Phase 2) Event Management Plan September 2017 Version 3 dated 11 October 2017 prepared by CH2M. The measures shall thereafter be implemented in accordance with the approved event management plan unless otherwise agreed in writing by the Local Planning Authority. All HGV and coach movements to and from the compound on Trenchard Street must also be overseen by suitably qualified banksman or appropriately trained staff.

Reason: To ensure that all vehicular and non-motorised movements to and from the site are safely managed and that highway safety is in no way compromised.

47. Making Good

All new external and internal works and finishes, and any works of making good, shall match the existing original fabric in respect of using materials of a matching form, composition and consistency, detailed execution and finished appearance, except where indicated otherwise on the drawings hereby approved.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

48. Features

All existing internal decoration features, including plaster work, ironwork, fireplaces, doors, windows, staircases, staircase balustrade and other woodwork, shall remain undisturbed in their existing position, and shall be fully protected during the course of works on site unless expressly specified in the approved drawings.

Development shall be carried out in accordance with the materials specified on the approved plans unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory

List of approved plans

49. 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.

2648B-L-090 P1 Site location plan
 2648B-L-091 P1 Site/block plan existing
 2648B_L_092 (Proposed Site Block Plan) (Revision P2)
 2648B_L_093 (Landscape Plan) (Revision P2)
 2648B-L-094 P1 West Street scene elevation
 2648B_L_095 (East Street Scene Elevation) (Revision P2)
 2648B_L_096 (South Piazza Facing Street Scene Elevation) (Revision P2)
 2648B-L-097 P1 SITE LONG SECTIONS
 2648B_L_098 (Site Short Sections) (Revision P2)
 2648B_L_010 (00 Lower Cellar GA Existing) (A0 1:100) (Revision P3)

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2648B_L_011 (01 Upper Cellar GA Existing) (A0 1:100) (Revision P3)
 2648B_L_012 (02 Stage GA Existing) (A0 1:100) (Revision P3)
 2648B_L_013 (03 Rear Stalls GA Existing) (A0 1:100) (Revision P3)
 2648B_L_014 (04 Lower Balcony GA Existing) (A0 1:100) (Revision P3)
 2648B_L_015 (05 Lower part of upper balcony GA Existing) (A0 1:100) (Revision P3)
 2648B_L_016 (06 Upper balcony/canopy GA Existing) (A0 1:100) (Revision P3)
 2648B_L_017 (07 Grid GA Existing) (A0 1:100) (Revision P3)
 2648B_L_018 (08 Roof Void GA Existing) (A0 1:100) (Revision P3)
 2648B_L_019 (09 Roof level GA Existing) (A0 1:100) (Revision P3)
 2648B_L_020 (Section a GA Existing) (Revision P3)
 2648B_L_021 (Section B GA Existing) (Revision P4)
 2648B_L_022 (Section C GA Existing) (Revision P4)
 2648B_L_023 (Section D GA Existing) (Revision P4)
 2648B_L_024 (Section E GA Existing) (Revision P4)
 2648B_L_025 (Section F GA Existing) (A1 1:100) (Revision P3)
 2648B_L_026 (Section G GA Existing) (A1 1:100) (Revision P3)
 2648B_L_040 (Elevation GA Existing East) (A1 1:100) (Revision P3)
 2648B_L_041 (Elevation GA Existing West) (A1 1:100) (Revision P3)
 2648B_L_042 (Elevation GA Existing North and East Courtyard Elevation) (Revision P3)
 2648B_L_043 (Existing GA Existing North Alleyway) (A1 1:100) (Revision P3)
 2648B_L_044 (Elevations GA Existing South) (A1 1:100) (Revision P1)
 2648B_L_050 (00 Lower Cellar GA Alteration and Protection) (Revision P5)
 2648B_L_051 (01 Upper Cellar GA Alteration and Protection) (Revision P5)
 2648B_L_052 (02 Stage GA Alteration and Protection) (Revision P5)
 2648B_L_053 (03 Rear Stalls GA Alteration and Protection) (Revision P5)
 2648B_L_054 (04 Lower Balcony GA Alteration and Protection) (Revision P5)
 2648B_L_055 (05 Lower part of upper balcony GA Alteration and Protection) (Revision P5)
 2648B_L_056 (06 Upper balcony/canopy GA Alteration and Protection) (Revision P5)
 2648B_L_057 (07 Grid GA Alteration and Protection) (Revision P5)
 2648B_L_058 (08 Roof Void GA Alteration and Protection) (Revision P5)
 2648B_L_059 (09 Roof level GA Alteration and Protection) (Revision P5)
 2648B_L_060 (Section A Alteration and Protection) (Revision P6)
 2648B_L_061 (Section B Alteration and Protection) (Revision P6)
 2648B_L_062 (Section C Alteration and Protection) (Revision P6)
 2648B_L_063 (Section D Alteration and Protection) (Revision P6)
 2648B_L_064 (Section E Alteration and Protection) (Revision P6)
 2648B_L_065 (Section F Alteration and Protection) (Revision P6)
 2648B_L_066 (Section G Alteration and Protection) (Revision P6)
 2648B_L_080 (East Elevation Alteration and Protection) (Revision P5)
 2648B_L_081 (West Elevation Alteration and Protection) (Revision P5)
 2648B_L_082 (Courtyard Elevation Alteration and Protection) (Revision P5)
 2648B_L_083 (North Elevation Alteration and Protection) (Revision P5)
 2648B_L_084 (South Elevation Alteration and Protection) (Revision P2)
 2648B_L_080 (East Elevation Alteration and Protection) (Revision P5)
 2648B_L_100_P13_ (00 Lower Cellar GA Proposed) (Revision P13)
 2648B_L_101 (01 Upper Cellar GA Proposed) (Revision P12)
 2648B_L_102 (02 Stage Level GA Proposed) (Revision P12)
 2648B_L_103 (03 Rear Stalls GA Proposed) (Revision P12)
 2648B_L_104 (04 Lower Balcony GA Proposed) (Revision P12)
 2648B_L_105 (05 Lower part of upper balcony GA Proposed) (Revision P12)
 2648B_L_106 (06 Upper balcony/canopy GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_107 (07 Grid GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_108 (08 Roof Void GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_109 (09 Roof Level GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_200 (Section A Proposed) (A1 1:100) (Revision P7)

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2648B_L_201 (Section B Proposed) (Revision P6)
 2648B_L_202 (Section C Proposed) (Revision P8)
 2648B_L_203 (Section D Proposed) (Revision P6)
 2648B_L_204 (Section E Proposed) (Revision P6)
 2648B_L_206 (Section G Proposed) (Revision P5)
 2648B_L_250 (00 Lower Cellar RCP Proposed) (Revision P2)
 2648B_L_251 (01 Upper Cellar RCP Proposed) (Revision P2)
 2648B_L_252 (02 Stage Level RCP Proposed) (Revision P2)
 2648B_L_253 (03 Rear Stalls RCP Proposed) (Revision P2)
 2648B_L_254 (04 Lower Balcony RCP Proposed) (Revision P2)
 2648B_L_255 (05 Lower Part of Upper Balcony RCP Proposed) (Revision P2)
 2648B_L_256 (06 Upper Balcony/Canopy RCP Proposed) (Revision P2)
 2648B_L_257 (07 Grid RCP Proposed) (Revision P2)
 2648B_L_258 (08 Roof Void RCP Proposed) (Revision P2)
 2648B_L_260 (00 Lower Cellar Floor Finishes) (Revision P2)
 2648B_L_261 (01 Upper Cellar Floor Finishes) (Revision P2)
 2648B_L_262 (02 Stage Level Floor Finishes) (Revision P2)
 2648B_L_263 (03 Rear Stalls Floor Finishes) (Revision P2)
 2648B_L_264 (04 Lower Balcony Floor Finishes) (Revision P2)
 2648B_L_265 (05 Lower part of upper balcony Floor Finishes) (Revision P2)
 2648B_L_266 (06 Upper balcony/canopy Floor Finishes) (Revision P2)
 2648B_L_267 (07 Grid Floor Finishes) (Revision P2)
 2648B_L_300 (Hall 1 Rear balcony details) (A1 1:50) (Revision P1)
 2648B_L_301 (Hall 1 Side balcony details) (A1 1:50) (Revision P1)
 2648B_L_302 (Hall 1 Stage elevation details) (A1 1:50) (Revision P1)
 2648B_L_305 (Hall 1 Side balcony detail section) (A1 1:10) (Revision P1)
 2648B_L_306 (Hall 1 parapet details) (A1 1:20) (Revision P1)
 2648B_L_314 (Hall 2 Room Elevations As Existing) (Revision P1)
 2648B_L_315 (Hall 2 Room Elevations As Existing) (Revision P1)
 2648B_L_316 (Lantern building Entrance Floor RCP Proposed) (Revision P1)
 2648B_L_317 (Lantern building Stage Level RCP Proposed) (Revision P1)
 2648B_L_320 (Hall 2 - Stage and Control Details) (Revision P2)
 2648B_L_321 (Hall 2 Pilaster Conservation Details) (Revision P2)
 2648B_L_322 (Hall 2 - Glazing Details) (Revision P2)
 2648B_L_323 (Hall 2 - Reflected Ceiling Plan) (Revision P2)
 2648B_L_324 (Hall 2 Room Elevations as Proposed) (Revision P1)
 2648B_L_325 (Hall 2 Room Elevations as Proposed) (Revision P1)
 2648B_L_326 (Lantern building Entrance Floor RCP Proposed) (Revision P1)
 2648B_L_327 (Lantern building Stage Level RCP Proposed) (Revision P1)
 2648B_L_330 (Restaurant Portal Detail) (Revision P2)
 2648B_L_331 (Colonnade Glazing Layout) (Revision P2)
 2648B_L_332 (Colonnade Glazing Details) (Revision P2)
 2648B_L_333 (Restaurant Conservation Details) (Revision P2)
 2648B_L_335 (Typical New Door Opening) (Revision P2)
 2648B_L_340 (Hall 3 and Education Space Reflected Ceiling Plan) (A1 1:50) (Revision P1)
 2648B_L_341 (Hall 3 Room Elevations) (A1 1:50) (Revision P1)
 2648B_L_342 (Hall 3 Plenum Wall Details) (A1 1:20) (Revision P1)
 2648B_L_343 (Hall 3 Furniture Details) (A1 1:20) (Revision P1)
 2648B_L_345 (Education Suite - Typical Practice Room) (A1 1:20) (Revision P1)
 2648B_L_346 (Education Suite – Sections) (A1 1:50) (Revision P1)
 2648B_L_347 (Education Suite - Screen Details) (A1 1:20) (Revision P1)
 2648B_L_362 (Lantern Section Details 1) (Revision P2)
 2648B_L_363 (Lantern Section Details 2) (Revision P2)
 2648B_L_364 (Lantern Section Details 3) (Revision P2)
 2648B_L_365 (Lantern Section Details 4) (Revision P2)

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2648B_L_366 (Lantern S&L Lobby) (Revision P2)
 2648B_L_367 (Lantern Rear Wall Details) (Revision P1)
 2648B_L_370 (Stage Door Entrance) (A1 1:50/1:20) (Revision P1)
 2648B_L_372 (Plant Tower Cladding) (A1 1:20) (Revision P1)
 2648B_L_380 (Trenchard Street Entrances 1) (A1 1:20) (Revision P1)
 2648B_L_381 (Trenchard Street Entrances 2) (Revision P2)
 2648B_L_400 (Elevation GA Proposed East) (Revision P7)
 2648B_L_401 (Elevation GA Proposed West) (Revision P7)
 2648B_L_402 (Elevation GA Proposed North and East Courtyard) (Revision P6)
 2648B_L_403 (Elevation GA Proposed North Alleyway) (A1 1:100) (Revision P1)
 2648B_L_404 (Elevation GA Proposed South) (Revision P2)
 E17003-P104 Revision A General Arrangement Pipe Lane Crossing
 E17003-P103 General Arrangement Pipe Lane Loading Bay
 E17003-P102 Revision B General Arrangement Trenchard Street Crossing
 E17001-P101 Revision C General Arrangement
 Colston Hall Redevelopment (Phase 2) Travel Plan Version 2 dated 7 September 2017 prepared by CH2M
 Colston Hall Redevelopment (Phase 2) Event Management Plan September 2017 Version 3 dated 11 October 2017 prepared by CH2M
 Sustainability Statement (Revision P2) dated May 2017
 Response to BCS14 Sustainable Energy Issue P1 dated 5 May 2017
 T-FPA-LBC-Colston Hall-Sustainability Response dated 15 September 2017
 Bat Activity Survey Version 1.0 dated 12 July 2017
 Sound Space Vision Noise Impact Assessment dated 18th May 2017 (Rev A)
 Archaeological Watching Brief (Ref: 114630.01)
 Memorandum of Understanding dated 16 November 2017

Reason: For the avoidance of doubt.

ADVICES**1. Pollution Control Advice**

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.

Noise - plant & equipment:

Anti-vibration mounts should be used to isolate plant from fixed structures and a flexible connector used to connect the flue to the fan if there is a potential to transmit vibration to any noise sensitive property. Any systems will also need regular maintenance so as to reduce mechanical noise.

Construction Environmental Management Plan:

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

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- Procedures for maintaining good public relations including complaint management, public consultation and liaison
- Arrangements for liaison with the Council's Pollution Control Team
- 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.
- Deliveries to, and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- 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.
- Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- 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.

Odour Management Plan:

Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527.

<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf> And 'Odour Guidance for Local Authorities' Published electronically by Department for Environment, Food and Rural Affairs.

<http://www.defra.gov.uk/environment/quality/local/nuisance/odour/documents/local-auth-guidance.pdf>

It should be noted however, that any additional flues or external alterations other than those shown on the submitted plans as a result of such measures may generate the need for further planning permissions/listed buildings consents.

2. Nature Conservation Advice

Bird and Bat Boxes:

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

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<http://www.ibstock.com/sustainability-ecozone.asp>
http://www.nhbs.com/brick_boxes_for_birds_eqcat_431.html

If built-in bird and bat boxes cannot be provided within built structures, they should be provided on trees (with no more than one bird box per tree). Bat boxes should face south, between south-east and south-west. 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 (if present) as possible.

Swifts:

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

http://www.nhbs.com/schwegler_swift_box_16_tefno_173237.html
<http://swift-conservation.org/Shopping!.htm>

Further guidance is available at:

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

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.

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).

3. Sustainability Advice**PV Panels:**

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.

District heating future-proofed connection:

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

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- Provision of plant room(s)/areas, 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; 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.

4. Arboriculture Advice

Tree Protection:

You are advised to refer to BS5837: 2012 Trees in relation to construction for detailed information on types of tree protection, protection zones and other relevant matters. You are advised that the planting season is normally November to February.

5. Transport Development Management Advice

Alterations to vehicular access:

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

Highways Works:

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 Bristol City Council, PO Box 3176, Bristol, BS3 9FS, or email TransportDM@bristol.gov.uk.

Planning consent is not consent 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."

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All additional highway fees including the approval and inspection of works, Section 171 Licence, Temporary Traffic Regulation Order would be secured via a Memorandum of Understanding to be secured separately with the Highways Department.

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.

Traffic Regulation Order (TRO):

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. Tel 9036846 to start the TRO process.

Over sailing:

Where new structures overhang or cross a highway an over sailing agreement must be obtained from the Local Highway Authority before any works commence. (Tel 0117 9222100).

6. Asbestos Advice

The applicant is advised to undertake an asbestos survey prior to works commencing. Any asbestos containing materials present on site must be removed in accordance with the Control of Asbestos Regulations 2012.

7. Right of light:

The building/extension that you propose may affect a right of light enjoyed by the neighbouring property. This is a private right which can be acquired by prescriptive uses over 20 years; as such it is not affected in any way by the grant of planning permission.

8. Conservation Advice

No proposed ventilation ducts, partitions, or fit-out described as being the responsibility of the proposed restaurant tenant shall be commenced without a further Listed Building application being submitted and approved by the Local Planning Authority.

It is advised that any new paint to be used on traditional/original materials are 'breathable' to allow any moisture to be absorbed and released, to ensure moisture is not retained within materials.

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B) APPLICATION No. 17/02917/LA

RECOMMENDED REFER TO THE SECRETARY OF STATE:

That the application together with responses to the publicity and consultations, the committee report and members comments be referred to the Secretary of State for Communities and Local Government.

If the Secretary of State makes no comment within the 21 day period from receipt of notification, then listed building consent is granted subject to the following conditions:

Time limit for commencement of development

1. Listed Building Consent or Conservation Area 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.

Pre commencement condition(s)

2. Recording

No redevelopment or refurbishment (including the removal of any historic fabric) shall take place until the listed building has been fully recorded internally and externally to the Level 2 standard as set out in Historic England's Understanding Historic Buildings: A Guide to Good Recording Practice by an archaeologist or archaeological organisation approved in writing by the Local Planning Authority. The resulting information shall then be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of recording Heritage assets prior to demolition or permanent loss and in recognition of their special interest, and cultural and historic significance.

3. Prior to the commencement of the development hereby permitted, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall also contain relevant supporting information for any proposed Public Art element including methodologies; large scale details to a relevant scale depicting the scheme; method of fixings; any relevant samples; a timetable for delivery; and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design and build of the development and is appropriate to the Listed Building and associated and surrounding heritage assets.

4. Detailed Drawings

Prior to commencement of the each of the following relevant element, detailed section and elevation drawings shall be submitted to the Local Planning Authority and approved in writing.

(a) the new air intake duct on Trenchard Street to a scale of 1:5 and 1:10 (where relevant) showing all proposed materials and all proposed material connections with the existing building;

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- (b) all new internal and external doors, to a scale of 1:5 and 1:10 respectively showing all proposed materials, mouldings, frames, and material connections at head, jambs, and threshold, and with the location of each marked clearly on a plan of an appropriate scale;
- (c) all proposed new windows and secondary glazing to a scale of 1:5 and 1:10. (where relevant) showing all proposed materials, mouldings, frames, and material connections at head, jambs, and cills, and with the location of each marked clearly on a plan of an appropriate scale;
- (d) all new internal and external vents and louvers to an appropriate scale showing all proposed materials, profiles, frames, access doors, and material connections at head, reveals, and cills, and with the location of each marked clearly on a plan of an appropriate scale;
- (e) the new rail or track structures for the acoustic curtains in Hall 2 to an appropriate scale showing all proposed material connections with the existing fabric;
- (f) a detailed section and reflected plan drawings of the proposed acoustic ceiling in Hall 2 to a scale of 1:5 and 1:10 respectively (notwithstanding the submitted drawings);
- (g) the proposed rain-shelter roof to the existing north yard to a scale of 1:5, showing all proposed material connections with the Listed building and all adjacent structures;
- (h) the proposed timber cladding within arches in the lantern room to a scale of 1:5, showing all proposed materials, and material connections including those at the floor, and arch reveals;
- (i) all new balustrades, hand rails and safety rails to stairs, galleries, balconies, and modifications of existing balustrades, to a scale no greater than 1:10 showing all proposed materials, new material connections with existing and proposed fabric, and methods of fixing;
- (j) the new architectural roof glazing system on the repaired existing glazed lantern structure to a scale of 1:5 showing all proposed new fixings, mouldings, glazing bars, and proposed material connections;
- (k) the proposed bars to a scale of 1:5 and elevations of 1:10 showing all proposed materials, mouldings, details, and material connections with existing fabric;
- (l) the proposed new internal partition walls and dry-lining to a scale of 1:15 showing the material connections at floor, walls and ceiling;
- (m) the retention and protection of the original floor surface around the lantern gallery, to a scale of 1:5 or 1:10 showing all proposed measures to protect the stone flagstones in-situ, the proposed new lightweight timber floor above them, structural elements required to support it, and all proposed material connections with the existing fabric;
- (n) the proposed acoustic lobbies to hall 2 at a scale of 1:5 showing all proposed materials, mouldings, and material connections with the existing fabric;
- (o) all proposed new stairs and their supporting structures to an appropriate scale showing all materials, finishes, fabrication details, and material connections;
- (p) the proposed reinstatement of walls, openings, and cills, within the open loggia, to a scale of 1:5 or 1:10 showing all proposed materials, mouldings, and material connections with existing fabric;

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(q) of the proposed floors within the existing cellar levels showing all proposed new fabric, and proposed reuse of salvaged material; and

(r) new internal and external lighting proposals including proposed luminaires and fixtures, to a suitable scale;

The development shall then be carried out in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of this Listed Building is safeguarded and to protect the character of the Conservation Area.

5. Servicing Details

Prior to the relevant element commencing appropriate drawings shall be submitted to and approved in writing by the Local Planning Authority outlining the proposed service strategies, duct work, service voids, trunking, and penetrations within the 1873 entrance block and within the two vaulted cellar levels. These drawings shall demonstrate the following will make no harmful impact on the historic fabric:

1. Ventilation systems
2. Heating
3. Water supply and waste arrangements
4. Electrical power
5. Gas
6. Broadband and Wi-Fi

The works shall be completed in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

6. Screens and Curtain Walling Details

Notwithstanding the drawings already submitted, and prior to commencement of the relevant element, appropriately scaled section drawings of the proposed glazed screens and curtain walls in the following locations shall be submitted to and approved in writing by the Local Planning Authority:

1. Infilling of the Colston Street loggia frontage
2. Inner and outer screens and doors in the bonded warehouse entrance
3. Restaurant entrance
4. Stage door entrance

The works shall be completed in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

7. Balustrade Details

Prior to commencement of the relevant element, detailed section and elevation drawings of the reinstated terracotta balustrade to the Colston Hall elevation, or its replacement with a new

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contextual public art intervention, to a scale of 1:5 and 1:10 shall be submitted to and approved in writing by the Local Planning Authority.

The works shall be completed in accordance with the approved drawings prior to first occupation of the development or commencement of the use hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded

8. Hall 1 Details

Prior to the commencement of the relevant element, proposed section and elevation details of the following elements of the new Hall 1, to an appropriate scale, shall be submitted to and approved in writing by the Local Planning Authority:

1. Organ screen
2. Balcony fronts & soffits
3. Reinstated timberwork
4. Stage canopy
5. All proposed new brickwork
6. Ceilings
7. Structural columns, including junction and connection details.
8. Suspended gantries

The works shall be completed in accordance with the approved drawings and associated phasing plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the proposed auditorium matches or exceeds the design and material quality of the Listed building and secures the public benefits which offset the substantial harm of loss of the Festival of Britain auditorium.

9. PV Panel Details

Prior to the commencement of the relevant element of the development, details of the PV panels (including the exact location, dimensions, design/ technical specification, method of fixing and Shading Factor (using MSC Standard Estimation Methodology)) to generate a minimum of 27,500kWh of electricity per annum and achieve the specified reduction on residual emissions from renewable energy in line with the approved Response to BCS14 Sustainable Energy document Issue P1 dated 5 May 2017 should be submitted to the Local Planning Authority and approved in writing.

The renewable energy technology shall then be installed and operational prior to the first occupation or use of the development hereby approved) and thereafter be retained in perpetuity.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and in order that the special architectural and historic interest of the Listed Building and surrounding conservation area is safeguarded.

10. Method Statement Removal and Re-Use of Features

Prior to commencement of the relevant element a method statement detailing the removal of the following features and fabric proposed for reuse, their safe storage on site, their proposed

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new locations, their method of reinstatement, and all modifications required in their reuse shall be submitted to and approved in writing by the Local Planning Authority

1. 6x cherubs
2. 1x carved coat of arms
3. Timber panelling from main auditorium
4. Electroliers and wall-mounted lights
5. 2x relief plaques
6. 1952 rededication tablet
7. Edwardian turned balusters.
8. Pennant slabs from cellar levels
9. Historic WC pan
10. Bonded warehouse doors
11. Red and yellow facing brick
12. 3x relief panels from the main elevation
13. Wrought iron spandrels should they survive behind later boxing-in in lantern
14. Hall 1 Timber Floor

The works shall be completed in accordance with the approved method statement prior to first occupation or commencement of the use hereby approved unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded and in the interests of sustainability.

11. New Openings Method Statement

Prior to the commencement of the relevant element, a method statement detailing all proposed new openings through walls and floors including the installation of new supporting structures and the making-good following formation shall be submitted to and approved in writing by the Local Planning Authority. The works shall then be completed in accordance with the approved Method Statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded and the character of the Conservation Area protected.

12. Temporary Structural Support Method Statement

Prior to commencement of the relevant element, a method statement detailing provision of temporary structural support to the walls of the main auditorium prior to the removal of the lateral bracing provided by the existing roof structure, and the fabric of the 1873 entrance block prior shall be submitted to and approved in writing by the Local Planning Authority. The works shall be then completed in accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

13. Method Statement for Stonework Repairs and Cleaning

Prior to commencement of the relevant element, a method statement detailing the cleaning, repointing, repair and/or restoration of all existing brick and stonework, both externally and to be revealed within the proposed interiors shall be submitted and approved in writing by the Local Planning Authority. This shall detail specifications for all cleaning products, mortar and stone repairs and the techniques to be used. The works shall then be completed in

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accordance with the approved method statement unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

14. On-Site Samples

Prior to the commencement of the relevant element, the following materials samples shall be made available to the Local Planning Authority on site and in their final proposed form, colour, texture, and finish, and then be approved in writing by the Local Planning Authority:

1. Proposed reconstituted stone for Trenchard Street air intake surround and new parapets
2. Reconstituted stone string course on main auditorium
3. All Proposed ventilation grilles on the building exterior.
4. All new stonework to new works and repairs both to the building exterior and interior spaces.
- All proposed new floor surface materials
5. Proposed brick for use within the auditorium
6. New brick to proposed new parapets of Hall 1
7. Timber for gallery fronts
8. Timber for all panelling and cladding internally
9. Aluminium standing seam roof
10. Copper standing seam roof
11. Roughcast render
12. New or replacement roof tiles
13. All new or replacement terracotta
14. New and Replacement External Realm materials

The works shall be completed in accordance with the approved materials unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded and the character of the Conservation Area protected.

15. Auditorium Sample Panels

Prior to the commencement of the relevant element, a sample panel, no smaller than 2m x 2m showing the proposed brick, mortar, pointing, and detailing for the in their final proposed colour, texture, bond, and finishes intended for the internal walls of the auditorium shall be constructed on site, made available to the Local Planning Authority to view, and then be approved in writing by the Local Planning Authority.

The sample panel shall be retained on site for the duration of the construction period to act as a reference. The works shall then be completed in accordance with the approved sample panel unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the proposed auditorium matches or exceeds the design and material quality of the Listed building and secures the public benefits which offset the substantial harm of loss of the Festival of Britain auditorium.

16. Finish Details

Prior to commencement of the relevant element, the proposed scheme of paint colours, finishes, and material specification for the following shall be submitted to and approved in writing by the Local Planning Authority.

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1. Hall 2 walls and ceiling;
2. The glazed lantern roof structure;
3. The restored ceiling structure including timber beams and ceiled intercourses.

The works shall then be completed in accordance with the approved drawings unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

Post occupation management**17. Making Good**

All new external and internal works and finishes, and any works of making good, shall match the existing original fabric in respect of using materials of a matching form, composition and consistency, detailed execution and finished appearance, except where indicated otherwise on the drawings hereby approved.

Reason: In order that the special architectural and historic interest of the Listed Building is safeguarded.

18. Features

All existing internal decoration features, including plaster work, ironwork, fireplaces, doors, windows, staircases, staircase balustrade and other woodwork, shall remain undisturbed in their existing position, and shall be fully protected during the course of works on site unless expressly specified in the approved drawings.

Development shall be carried out in accordance with the materials specified on the approved plans unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory.

List of approved plans**19. 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.

- 2648B-L-090 P1 Site location plan
- 2648B-L-091 P1 Site/block plan existing
- 2648B_L_092 (Proposed Site Block Plan) (Revision P2)
- 2648B_L_093 (Landscape Plan) (Revision P2)
- 2648B-L-094 P1 West Street scene elevation
- 2648B_L_095 (East Street Scene Elevation) (Revision P2)
- 2648B_L_096 (South Piazza Facing Street Scene Elevation) (Revision P2)
- 2648B-L-097 P1 SITE LONG SECTIONS
- 2648B_L_098 (Site Short Sections) (Revision P2)
- 2648B_L_010 (00 Lower Cellar GA Existing) (A0 1:100) (Revision P3)
- 2648B_L_011 (01 Upper Cellar GA Existing) (A0 1:100) (Revision P3)
- 2648B_L_012 (02 Stage GA Existing) (A0 1:100) (Revision P3)
- 2648B_L_013 (03 Rear Stalls GA Existing) (A0 1:100) (Revision P3)

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2648B_L_014 (04 Lower Balcony GA Existing) (A0 1:100) (Revision P3)
 2648B_L_015 (05 Lower part of upper balcony GA Existing) (A0 1:100) (Revision P3)
 2648B_L_016 (06 Upper balcony/canopy GA Existing) (A0 1:100) (Revision P3)
 2648B_L_017 (07 Grid GA Existing) (A0 1:100) (Revision P3)
 2648B_L_018 (08 Roof Void GA Existing) (A0 1:100) (Revision P3)
 2648B_L_019 (09 Roof level GA Existing) (A0 1:100) (Revision P3)
 2648B_L_020 (Section a GA Existing) (Revision P3)
 2648B_L_021 (Section B GA Existing) (Revision P4)
 2648B_L_022 (Section C GA Existing) (Revision P4)
 2648B_L_023 (Section D GA Existing) (Revision P4)
 2648B_L_024 (Section E GA Existing) (Revision P4)
 2648B_L_025 (Section F GA Existing) (A1 1:100) (Revision P3)
 2648B_L_026 (Section G GA Existing) (A1 1:100) (Revision P3)
 2648B_L_040 (Elevation GA Existing East) (A1 1:100) (Revision P3)
 2648B_L_041 (Elevation GA Existing West) (A1 1:100) (Revision P3)
 2648B_L_042 (Elevation GA Existing North and East Courtyard Elevation) (Revision P3)
 2648B_L_043 (Existing GA Existing North Alleyway) (A1 1:100) (Revision P3)
 2648B_L_044 (Elevations GA Existing South) (A1 1:100) (Revision P1)
 2648B_L_050 (00 Lower Cellar GA Alteration and Protection) (Revision P5)
 2648B_L_051 (01 Upper Cellar GA Alteration and Protection) (Revision P5)
 2648B_L_052 (02 Stage GA Alteration and Protection) (Revision P5)
 2648B_L_053 (03 Rear Stalls GA Alteration and Protection) (Revision P5)
 2648B_L_054 (04 Lower Balcony GA Alteration and Protection) (Revision P5)
 2648B_L_055 (05 Lower part of upper balcony GA Alteration and Protection) (Revision P5)
 2648B_L_056 (06 Upper balcony/canopy GA Alteration and Protection) (Revision P5)
 2648B_L_057 (07 Grid GA Alteration and Protection) (Revision P5)
 2648B_L_058 (08 Roof Void GA Alteration and Protection) (Revision P5)
 2648B_L_059 (09 Roof level GA Alteration and Protection) (Revision P5)
 2648B_L_060 (Section A Alteration and Protection) (Revision P6)
 2648B_L_061 (Section B Alteration and Protection) (Revision P6)
 2648B_L_062 (Section C Alteration and Protection) (Revision P6)
 2648B_L_063 (Section D Alteration and Protection) (Revision P6)
 2648B_L_064 (Section E Alteration and Protection) (Revision P6)
 2648B_L_065 (Section F Alteration and Protection) (Revision P6)
 2648B_L_066 (Section G Alteration and Protection) (Revision P6)
 2648B_L_080 (East Elevation Alteration and Protection) (Revision P5)
 2648B_L_081 (West Elevation Alteration and Protection) (Revision P5)
 2648B_L_082 (Courtyard Elevation Alteration and Protection) (Revision P5)
 2648B_L_083 (North Elevation Alteration and Protection) (Revision P5)
 2648B_L_084 (South Elevation Alteration and Protection) (Revision P2)
 2648B_L_080 (East Elevation Alteration and Protection) (Revision P5)
 2648B_L_100_P13_ (00 Lower Cellar GA Proposed) (Revision P13)
 2648B_L_101 (01 Upper Cellar GA Proposed) (Revision P12)
 2648B_L_102 (02 Stage Level GA Proposed) (Revision P12)
 2648B_L_103 (03 Rear Stalls GA Proposed) (Revision P12)
 2648B_L_104 (04 Lower Balcony GA Proposed) (Revision P12)
 2648B_L_105 (05 Lower part of upper balcony GA Proposed) (Revision P12)
 2648B_L_106 (06 Upper balcony/canopy GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_107 (07 Grid GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_108 (08 Roof Void GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_109 (09 Roof Level GA Proposed) (A1 1:100) (Revision P11)
 2648B_L_200 (Section A Proposed) (A1 1:100) (Revision P7)
 2648B_L_201 (Section B Proposed) (Revision P6)
 2648B_L_202 (Section C Proposed) (Revision P8)
 2648B_L_203 (Section D Proposed) (Revision P6)

Development Control Committee A – 29 November 2017**Application No. 17/02916/FB & 17/02917/LA: Colston Hall Colston Street Bristol BS1 5AR**

2648B_L_204 (Section E Proposed) (Revision P6)
 2648B_L_206 (Section G Proposed) (Revision P5)
 2648B_L_250 (00 Lower Cellar RCP Proposed) (Revision P2)
 2648B_L_251 (01 Upper Cellar RCP Proposed) (Revision P2)
 2648B_L_252 (02 Stage Level RCP Proposed) (Revision P2)
 2648B_L_253 (03 Rear Stalls RCP Proposed) (Revision P2)
 2648B_L_254 (04 Lower Balcony RCP Proposed) (Revision P2)
 2648B_L_255 (05 Lower Part of Upper Balcony RCP Proposed) (Revision P2)
 2648B_L_256 (06 Upper Balcony/Canopy RCP Proposed) (Revision P2)
 2648B_L_257 (07 Grid RCP Proposed) (Revision P2)
 2648B_L_258 (08 Roof Void RCP Proposed) (Revision P2)
 2648B_L_260 (00 Lower Cellar Floor Finishes) (Revision P2)
 2648B_L_261 (01 Upper Cellar Floor Finishes) (Revision P2)
 2648B_L_262 (02 Stage Level Floor Finishes) (Revision P2)
 2648B_L_263 (03 Rear Stalls Floor Finishes) (Revision P2)
 2648B_L_264 (04 Lower Balcony Floor Finishes) (Revision P2)
 2648B_L_265 (05 Lower part of upper balcony Floor Finishes) (Revision P2)
 2648B_L_266 (06 Upper balcony/canopy Floor Finishes) (Revision P2)
 2648B_L_267 (07 Grid Floor Finishes) (Revision P2)
 2648B_L_300 (Hall 1 Rear balcony details) (A1 1:50) (Revision P1)
 2648B_L_301 (Hall 1 Side balcony details) (A1 1:50) (Revision P1)
 2648B_L_302 (Hall 1 Stage elevation details) (A1 1:50) (Revision P1)
 2648B_L_305 (Hall 1 Side balcony detail section) (A1 1:10) (Revision P1)
 2648B_L_306 (Hall 1 parapet details) (A1 1:20) (Revision P1)
 2648B_L_314 (Hall 2 Room Elevations As Existing) (Revision P1)
 2648B_L_315 (Hall 2 Room Elevations As Existing) (Revision P1)
 2648B_L_316 (Lantern building Entrance Floor RCP Proposed) (Revision P1)
 2648B_L_317 (Lantern building Stage Level RCP Proposed) (Revision P1)
 2648B_L_320 (Hall 2 - Stage and Control Details) (Revision P2)
 2648B_L_321 (Hall 2 Pilaster Conservation Details) (Revision P2)
 2648B_L_322 (Hall 2 - Glazing Details) (Revision P2)
 2648B_L_323 (Hall 2 - Reflected Ceiling Plan) (Revision P2)
 2648B_L_324 (Hall 2 Room Elevations as Proposed) (Revision P1)
 2648B_L_325 (Hall 2 Room Elevations as Proposed) (Revision P1)
 2648B_L_326 (Lantern building Entrance Floor RCP Proposed) (Revision P1)
 2648B_L_327 (Lantern building Stage Level RCP Proposed) (Revision P1)
 2648B_L_330 (Restaurant Portal Detail) (Revision P2)
 2648B_L_331 (Colonnade Glazing Layout) (Revision P2)
 2648B_L_332 (Colonnade Glazing Details) (Revision P2)
 2648B_L_333 (Restaurant Conservation Details) (Revision P2)
 2648B_L_335 (Typical New Door Opening) (Revision P2)
 2648B_L_340 (Hall 3 and Education Space Reflected Ceiling Plan) (A1 1:50) (Revision P1)
 2648B_L_341 (Hall 3 Room Elevations) (A1 1:50) (Revision P1)
 2648B_L_342 (Hall 3 Plenum Wall Details) (A1 1:20) (Revision P1)
 2648B_L_343 (Hall 3 Furniture Details) (A1 1:20) (Revision P1)
 2648B_L_345 (Education Suite - Typical Practice Room) (A1 1:20) (Revision P1)
 2648B_L_346 (Education Suite – Sections) (A1 1:50) (Revision P1)
 2648B_L_347 (Education Suite - Screen Details) (A1 1:20) (Revision P1)
 2648B_L_362 (Lantern Section Details 1) (Revision P2)
 2648B_L_363 (Lantern Section Details 2) (Revision P2)
 2648B_L_364 (Lantern Section Details 3) (Revision P2)
 2648B_L_365 (Lantern Section Details 4) (Revision P2)
 2648B_L_366 (Lantern S&L Lobby) (Revision P2)
 2648B_L_367 (Lantern Rear Wall Details) (Revision P1)
 2648B_L_370 (Stage Door Entrance) (A1 1:50/1:20) (Revision P1)

Development Control Committee A – 29 November 2017

Application No. 17/02916/FB & 17/02917/LA: Colston Hall Colston Street Bristol BS1 5AR

2648B_L_372 (Plant Tower Cladding) (A1 1:20) (Revision P1)
2648B_L_380 (Trenchard Street Entrances 1) (A1 1:20) (Revision P1)
2648B_L_381 (Trenchard Street Entrances 2) (Revision P2)
2648B_L_400 (Elevation GA Proposed East) (Revision P7)
2648B_L_401 (Elevation GA Proposed West) (Revision P7)
2648B_L_402 (Elevation GA Proposed North and East Courtyard) (Revision P6)
2648B_L_403 (Elevation GA Proposed North Alleyway) (A1 1:100) (Revision P1)
2648B_L_404 (Elevation GA Proposed South) (Revision P2)
Archaeological Watching Brief (Ref: 114630.01)

Reason: For the avoidance of doubt.

ADVICES

1. Conservation Advice

No proposed ventilation ducts, partitions, or fit-out described as being the responsibility of the proposed restaurant tenant shall be commenced without a further Listed Building application being submitted and approved by the Local Planning Authority.

It is advised that any new paint to be used on traditional/original materials are 'breathable' to allow any moisture to be absorbed and released, to ensure moisture is not retained within materials.

Supporting Documents

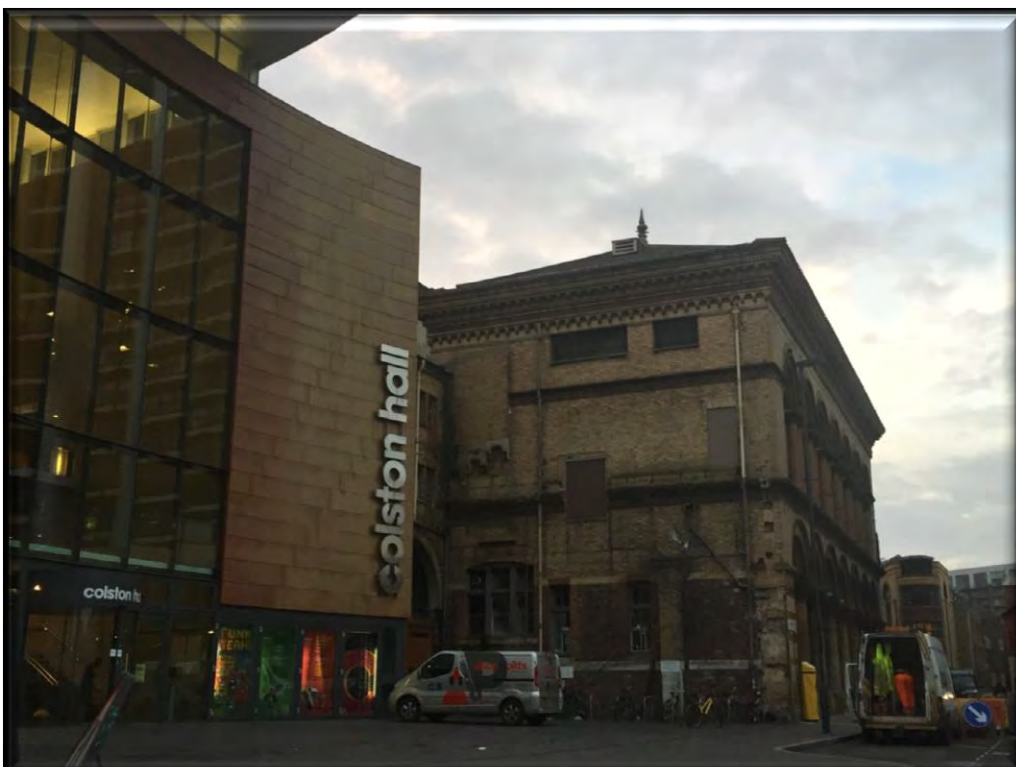
1. Colston Hall

1. Existing Photographs
2. Images of Proposed works
3. Proposed Highways Works
4. Hall Acoustic Evidence

Existing Lantern Building (Loggia and Colonnade) - External



Existing South Side Elevation Lantern Building - External



Existing Plant Area Trenchard Street – External



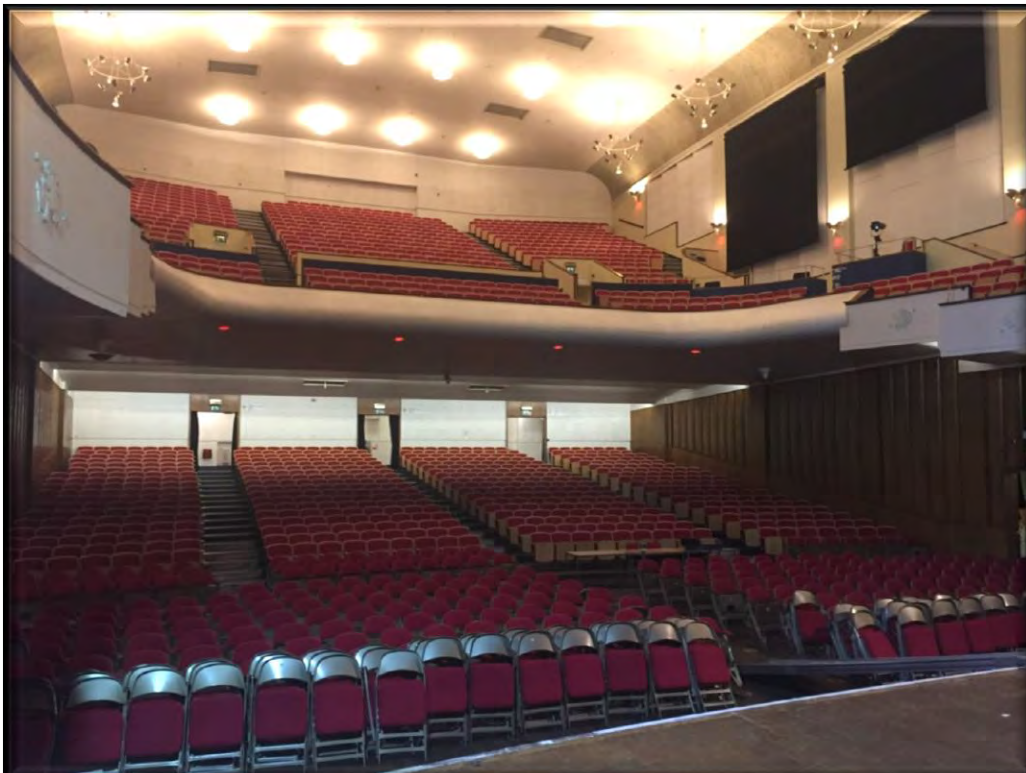
Existing Hall 1 from Balcony towards Stage – Internal



Existing Main Auditorium (Hall 1) from Balcony towards Seating – Internal



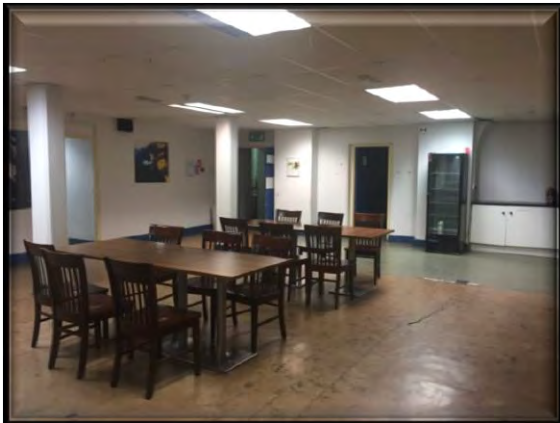
Existing Main Auditorium (Hall 1) from Stage – Internal



Existing Lantern Room (Hall 2) – Internal



Existing Backstage – Internal





Colston Hall

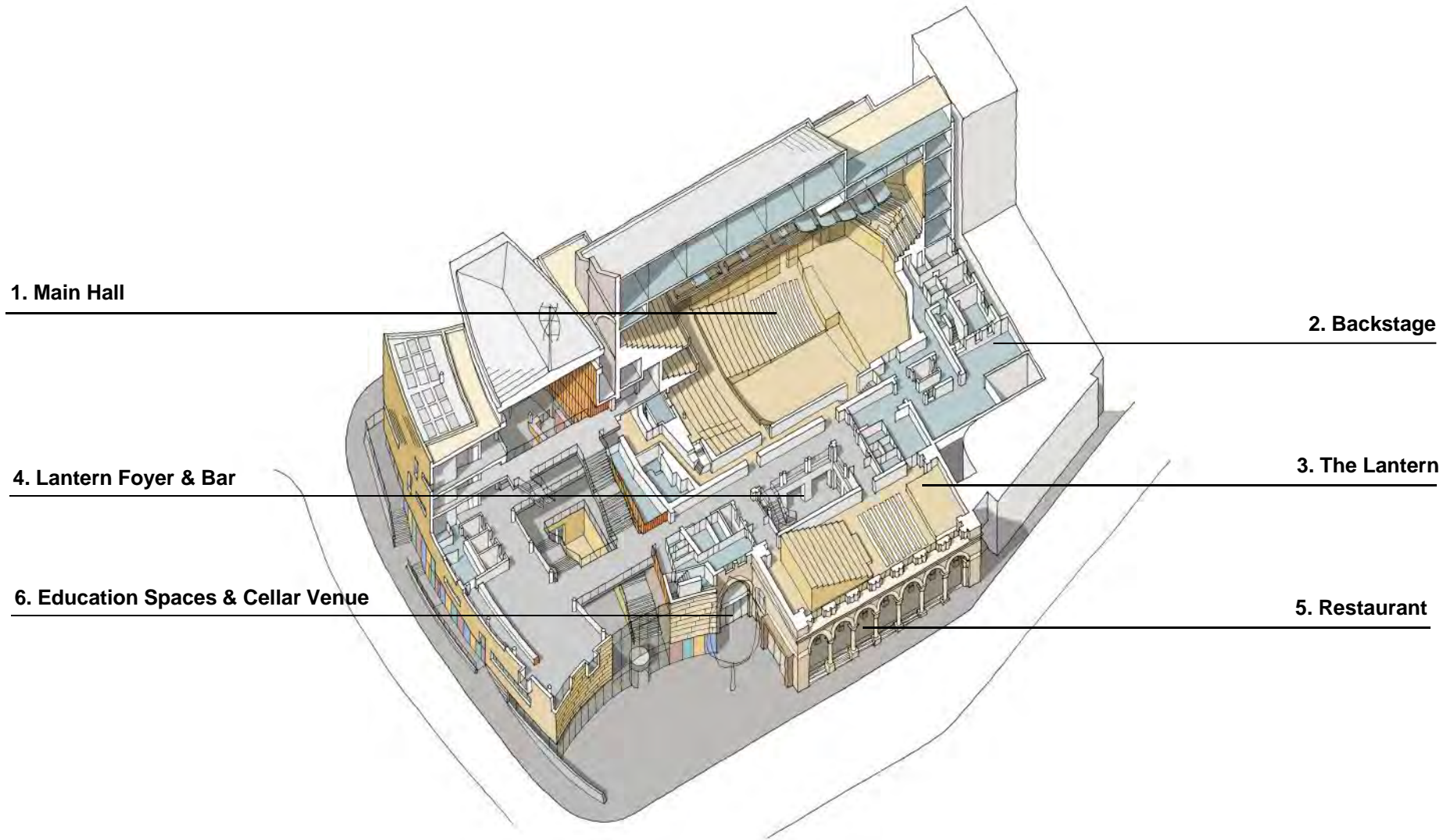
Stage 3 Summary | May 2017



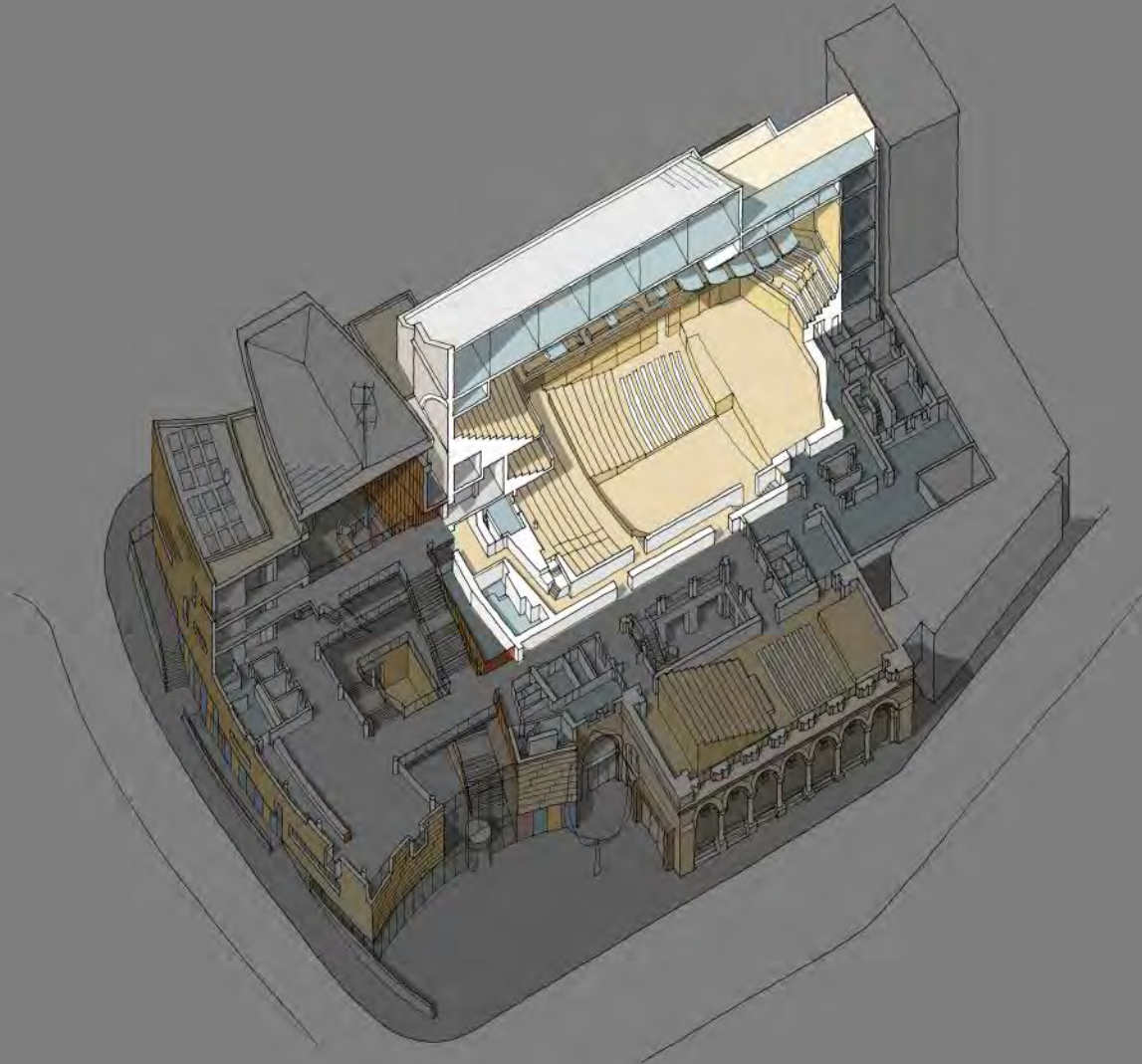
Bristol City Council & Bristol Music Trust

Levitt Bernstein
People.Design

Phase 2 tour



Main Hall





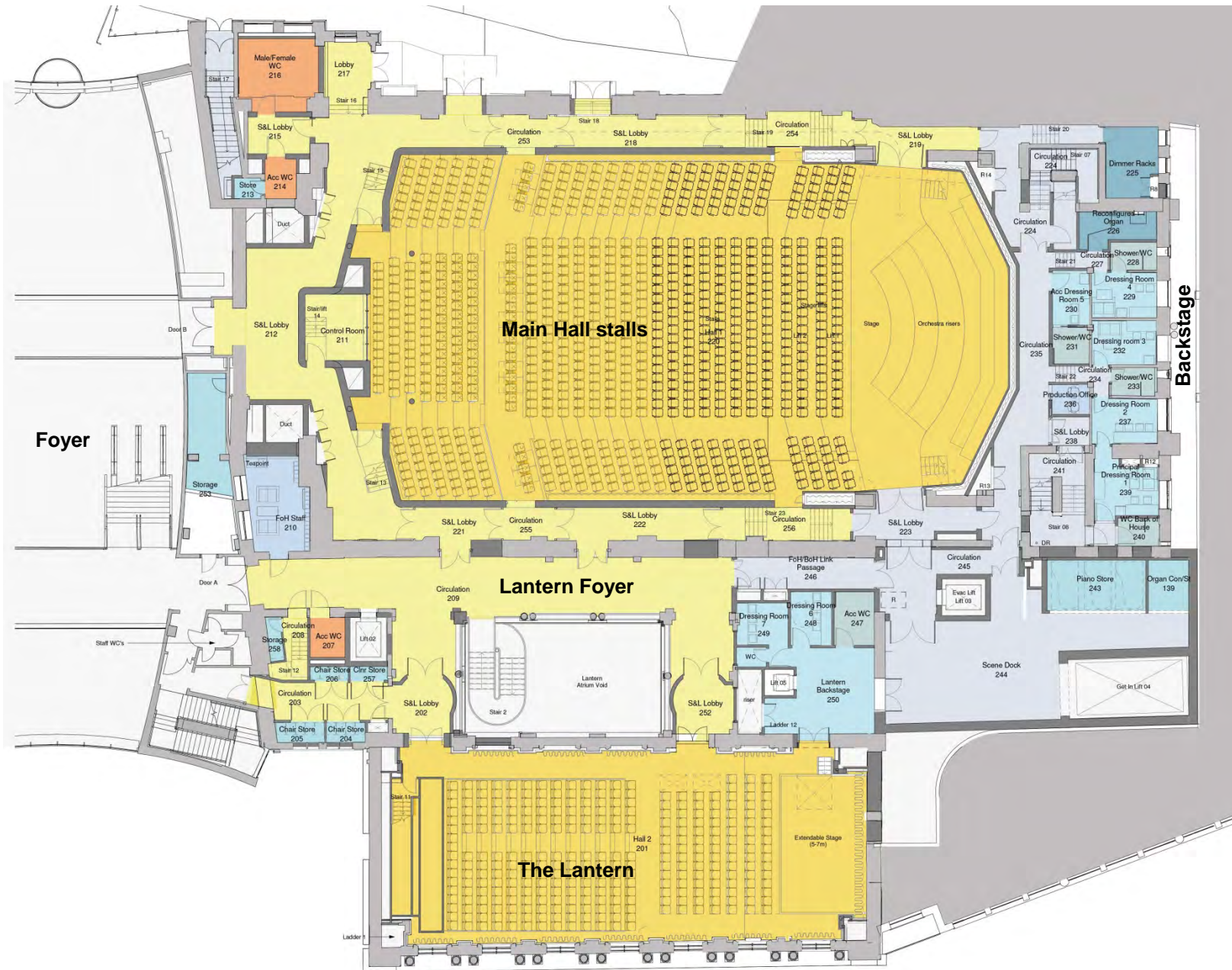
Orchestral format



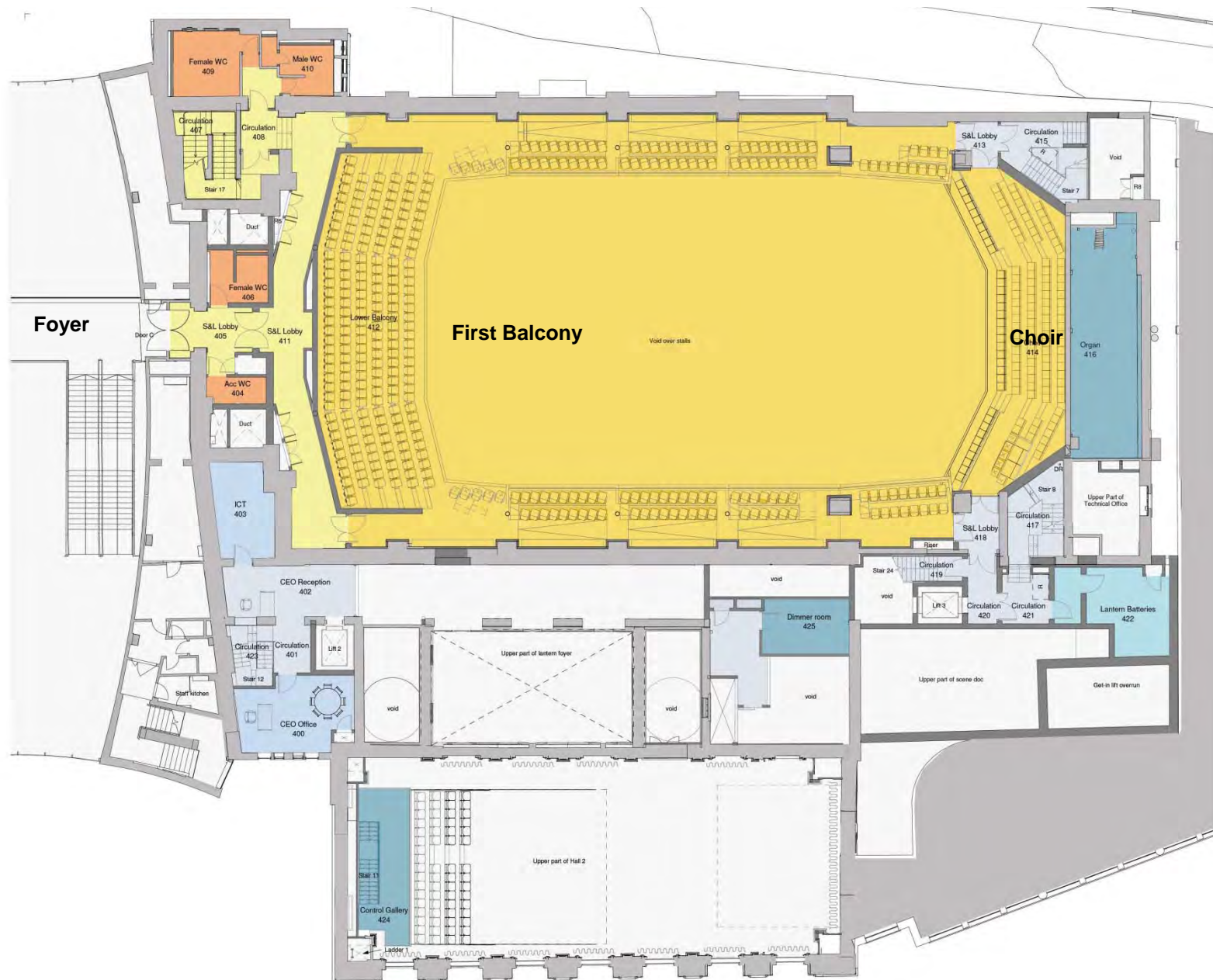
Orchestral format



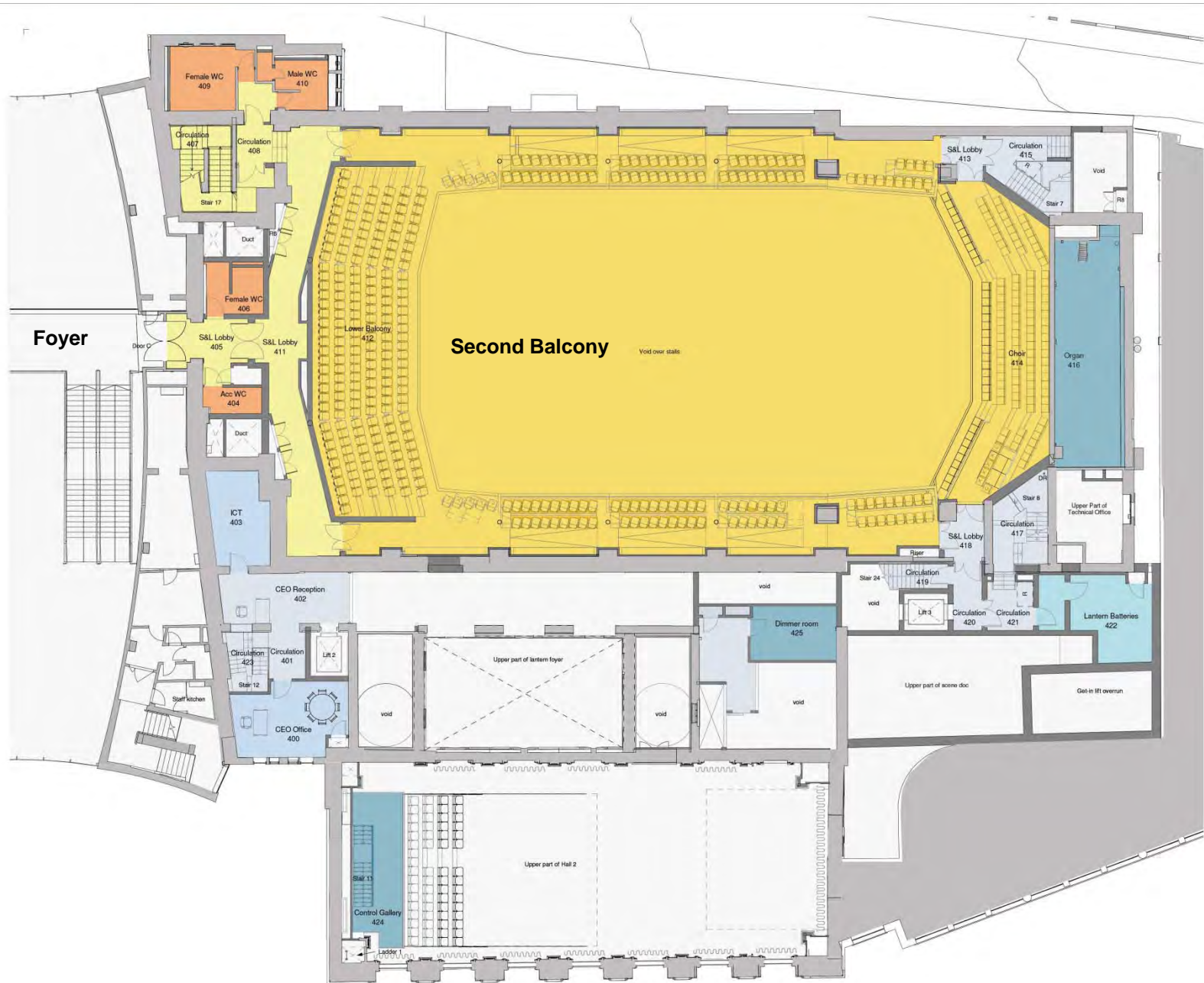
Rock / pop format



Stalls & backstage plan

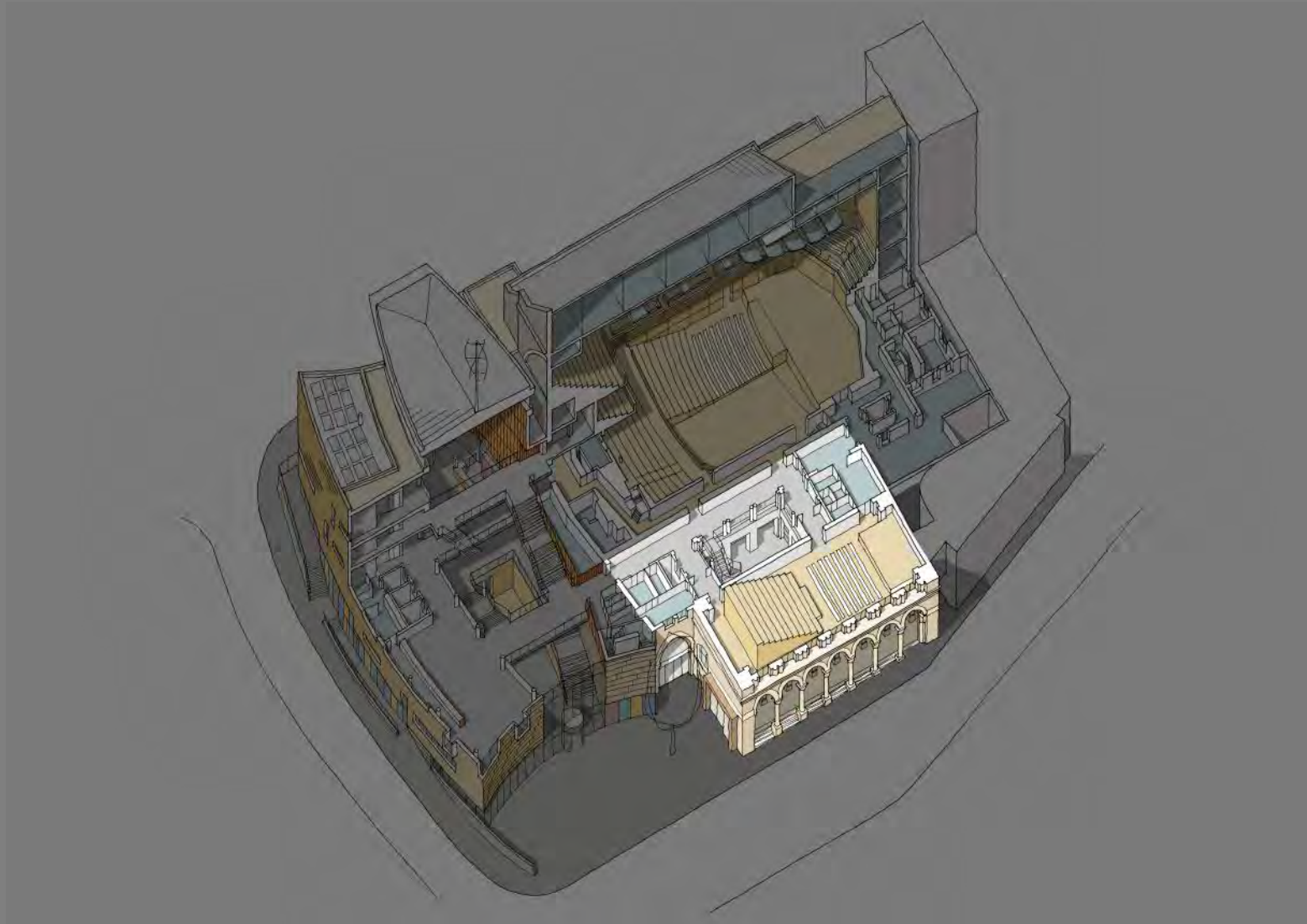


First balcony plan



Second balcony plan

Lantern Building





The Lantern: seated format

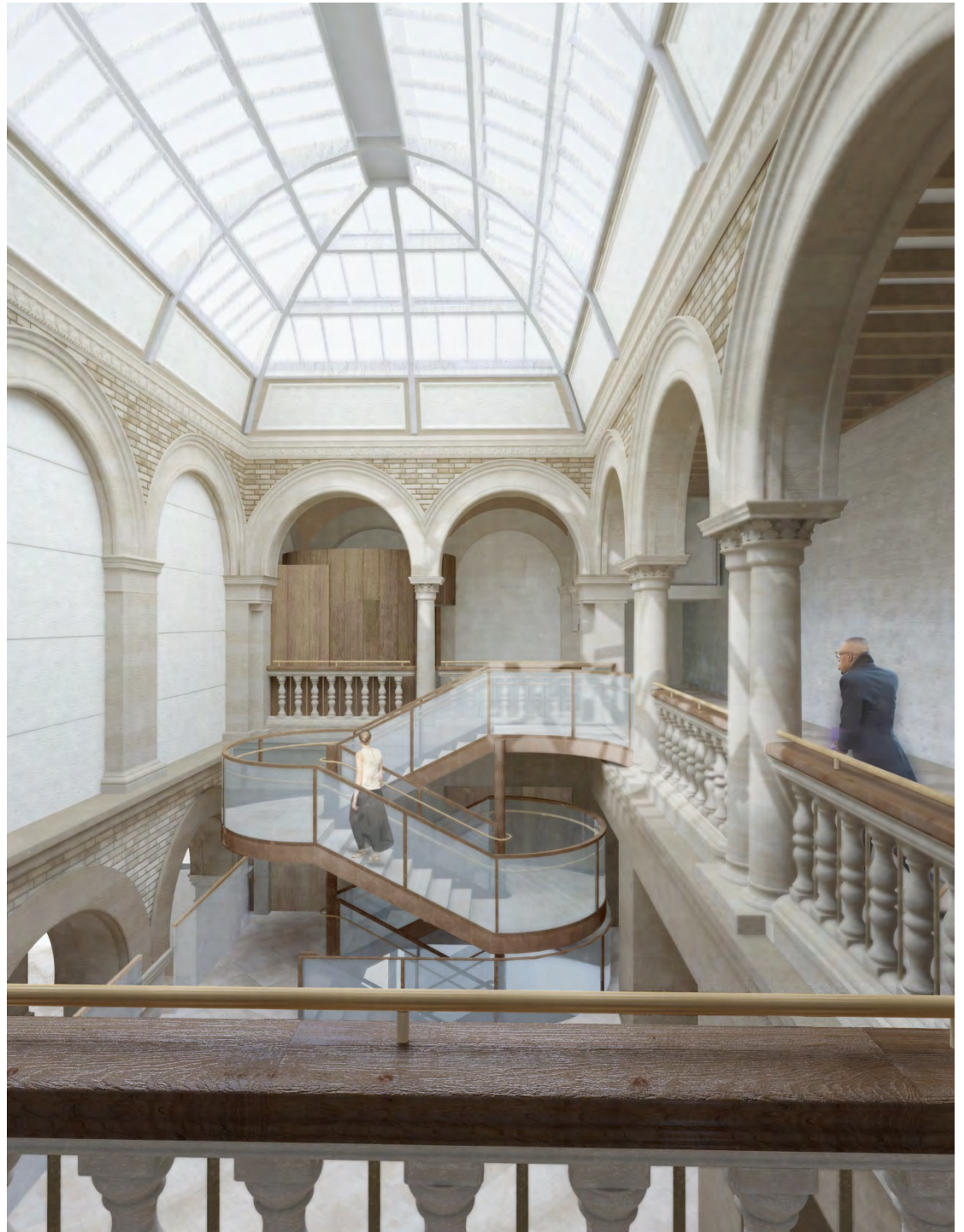


The Lantern: flat floor format



Lantern ambulatory & Hall 2 lobbies

New Lantern staircase

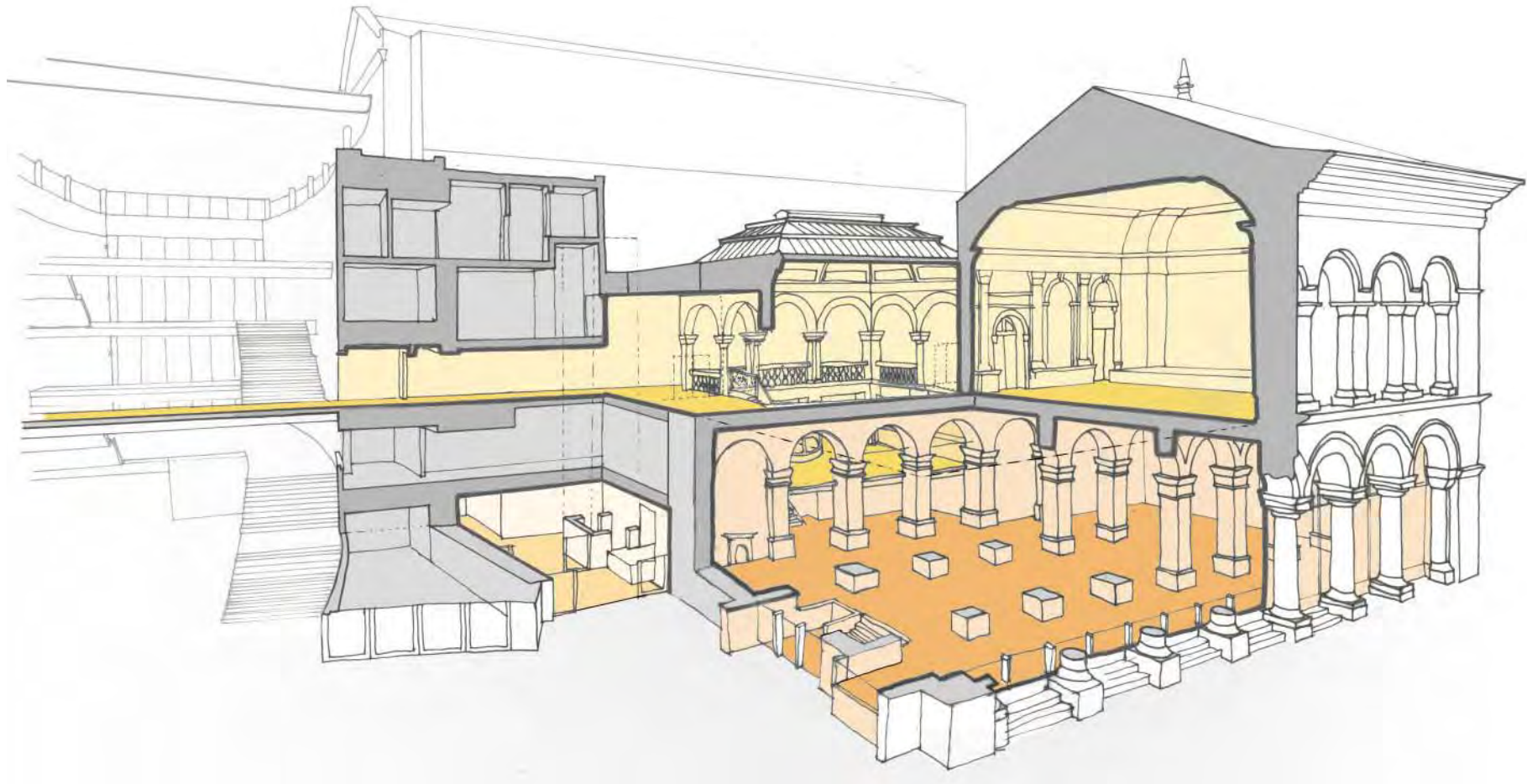




Upper cellar plan

Façade & Restaurant



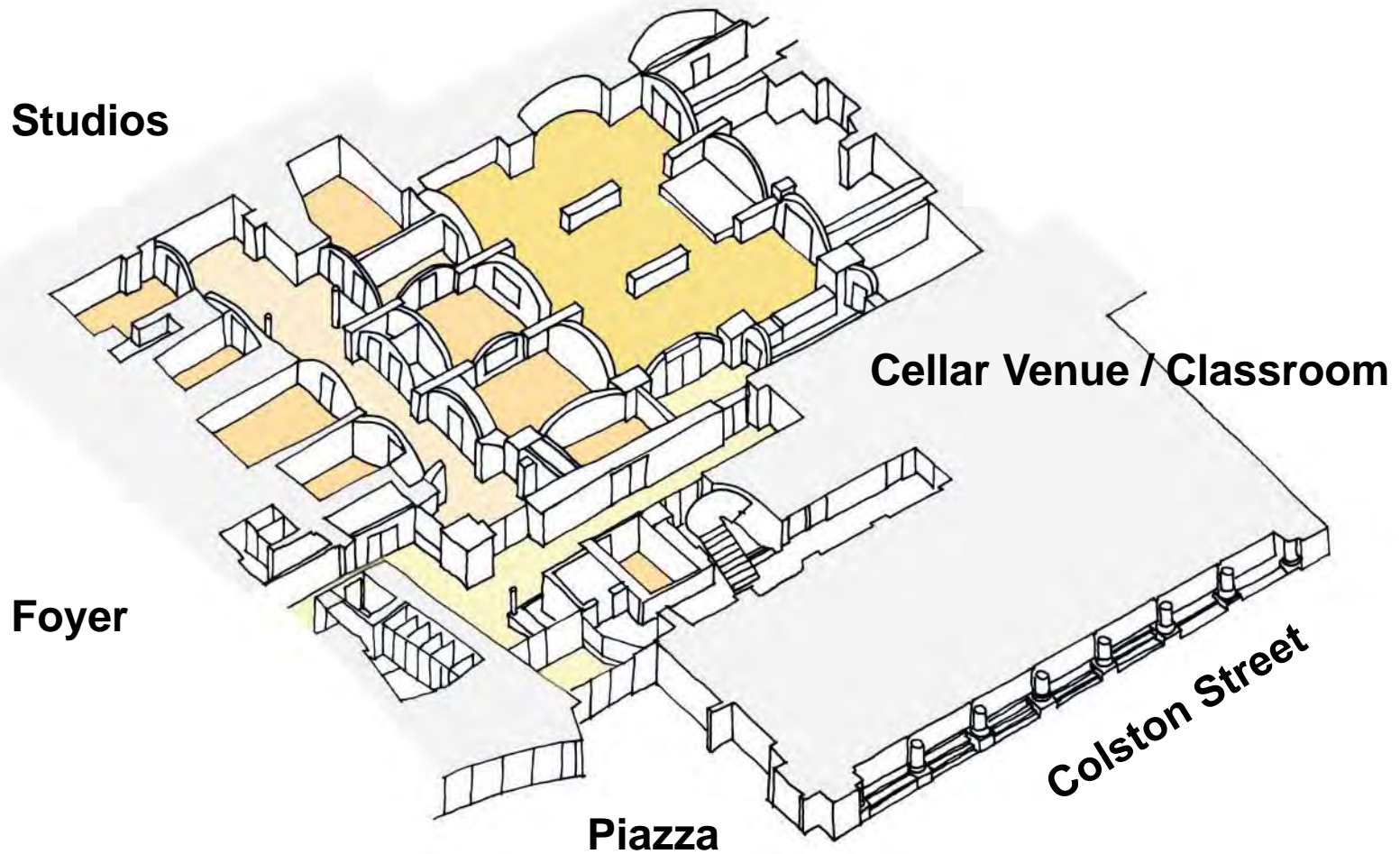


Integration of restaurant



Lower cellar plan

Education Spaces





New cellar venue

Thank you

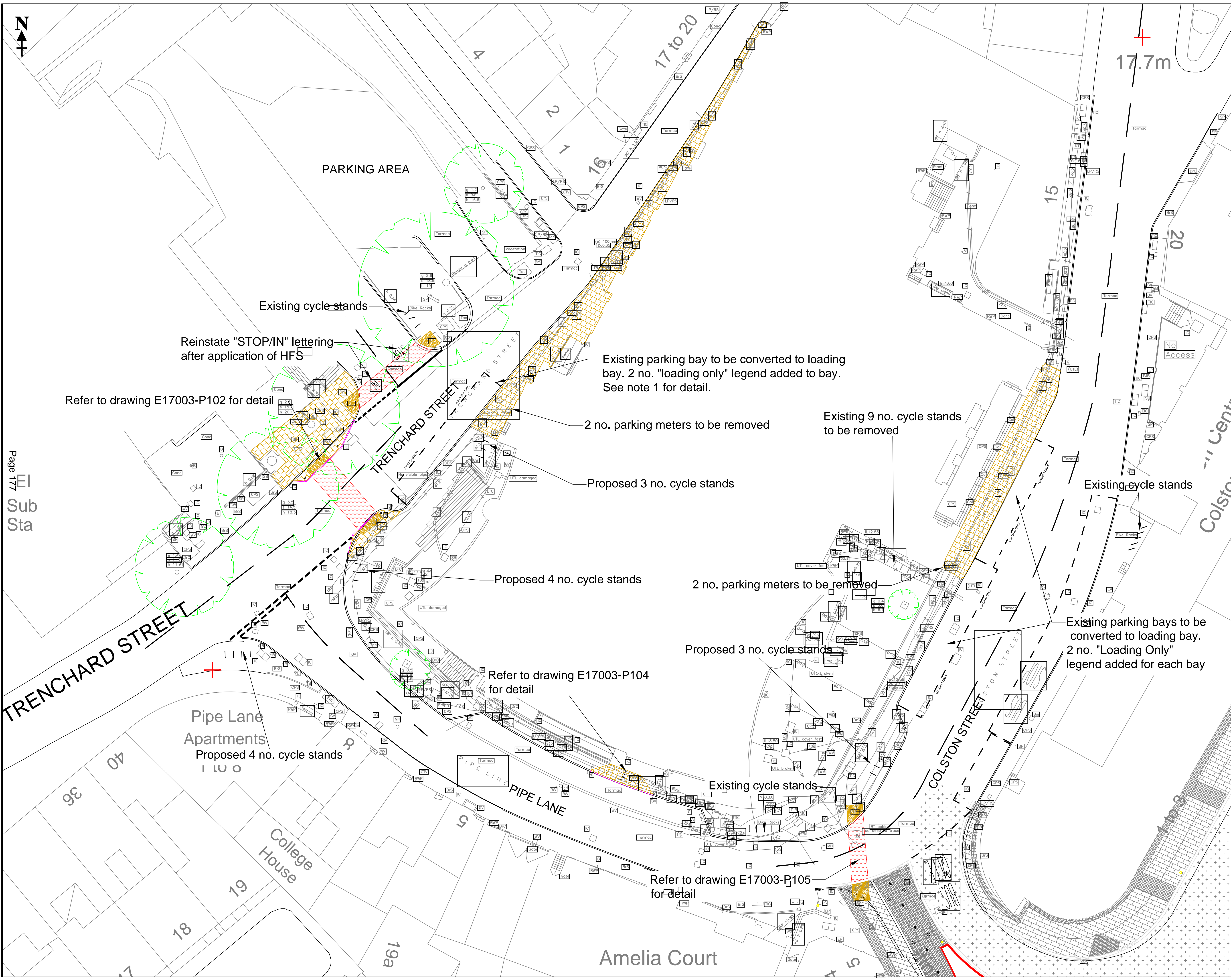
London

1 Kingsland Passage
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+44 (0)20 7275 7676

Manchester

3rd Floor HQ Building
2 Atherton Street, Manchester M3 3GS
+44 (0)161 669 8740

levittbernstein.co.uk



KEY

- Stone pavers laid in alternating widths, random lengths
- 200x133x65mm PCC buff tactile block paving as SD03-005
- Take up existing Kerb and re-lay to suit new footway construction
- Grey BBA Hapas Type 1 MMA High Friction Coloured Surfacing

Notes:-

- Vehicle tracking completed for entry into Trenchard Street compound indicates overrun into new loading bay on Trenchard Street. This conflict is to be managed by vehicle operator. (Revision C)

CITY DESIGN
ENGINEERING
DESIGN
PO Box 3176, Bristol, BS3 9FS

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Rev.	Date	Description	By
C	05/09/17	New loading bays, crossing, paving	RB
B	22/05/17	Amended cycle stand layout.	ND
A	22/05/17	Added note for removal of cycle stands.	ND

Project
Colston Hall Planning Application - Associated Highway Works

Title
General Arrangement

Client
Andrew Searle

Drawn by	Checked by
RB	ND
Date Drawn 09/05/17	Date Issued 22/05/17
Status PRELIMINARY	Issued by ND

Scale
1:200@A1

Project Number	Drawing	Revision
E17003	- P101	- C

PROJECT	COLSTON HALL	DATE	23 rd May 2017
SUBJECT	ACOUSTICAL EVIDENCE STATEMENT (REVC)		
CIRCULATION	Paul Howarth; ST Mark Lewis; LBA 11 pages + Appendix		

This report forms part of the Colston Hall Heritage Statement and provides responses to matters raised during consultations with the Twentieth Century Society and City Design Group on the proposed acoustical improvements to the Main Hall at Colston Hall. In particular, pre-application and consultation correspondence requested^(16 & 17):

- An acoustical evidence based statement for the reconfiguring of the auditorium to deliver a locally distinct and international quality auditorium and for the public benefit.
- A convincing argument for poor acoustic quality
- An explanation of why less radical approach is not being pursued (eg sympathetically enlarging the stage) in favour of the proposed strip out.

In doing so we reference research, papers and books written by eminent acousticians including Kirkegaard, Barron, Beranek and Bagenal. A complete list is provided at the end of this report.

Introduction

Colston Hall is atypical (even unique) in that over its 150 year history its interior geometry (and acoustical characteristics) has changed so radically from a classical concert hall, to a cinema type form in two different variations, with each time an increased capacity and acoustical compromise. These compromises were acknowledged but accepted at the time. Today a different agenda and modern demands highlight the significant limitations of the stage and auditorium for all performance genres demanded from it, not just from an acoustical perspective.

We have a unique opportunity here to refocus the Hall as a venue that is excellent for music (this is in fact essential in the context of the BMT business plan for the future), without compromises due to pressure to increase capacity, or to prioritise other non-musical activities. In fact we have the freedom to reduce capacity a little in order to make the necessary improvements without this acoustical burden.

Aside from location specific issues such as poor sightlines on the side balconies or poor acoustics beneath the large rear balcony affecting the marketability of these seats (see <http://www.colstonhall.org> – side balcony seats are not available online, and both side balcony and rear under balcony seating is excluded from subscription purchasers), the Hall has a perceived reverberation time lower than ideal for classical performance, and not low enough, or even enough, for good amplified sound. Conditions on stage for performers are problematic and do not respect the needs of the orchestras that visit regularly, but are not resident (so have to rehearse in very different layouts elsewhere). Speech intelligibility and general quality of the amplified acoustic is criticized by sound engineers and in online reviews. The degradation of acoustical finishes (largely due to over painting) has led to re-emergence of the echoes that these were intended to control. Reseating will also have affected the intended 1951 acoustic.

The following discussion outlines the key changes proposed from an acoustical perspective and highlights the improvements that they can be expected to achieve.

User Consultations

Consultations with the Halls primary users⁽¹³⁾ (conductors, performers, technical and operations staff) have been key in evolving the basic principles of the proposals and are reflected in the current design. We acknowledge here, with thanks, input from the following participants many of whom have long experience both in Colston Hall and other leading venues and orchestras in the UK and abroad:

- Andrew Jamieson, Head of Touring, IMG Artists
- Bournemouth Symphony Orchestra;
 - Kirrill Karabits; Conductor
 - Heather Duncan; Head of Concerts & Programming
 - Scott Caines; Senior Stage Manager
 - Aryn Merchant; Orchestra Leader
 - Robb Tooley; Trombone and Head of Players Committee
 - Kevin Banks; Principal Clarinet
- Adrian Partington, retiring Conductor of Bristol Choral Society
 - Also Director of Music at Gloucester Cathedral, Director of BBC National Chorus of Wales, Conductor of Gloucester Choral Society
- Caro Bennett; Chair of Bristol Choral Society
- Philharmonia Orchestra
 - David Thomas; Assistant Orchestra Personnel Manager (former orchestral violinist)
 - Tim Cotter; Orchestra Librarian
 - Steve and Barry Brown; Stage and Transport Manager/Assistant Manager
 - Imogen East (& husband Andy Smith former Principal Timpanist), Eleanor Wilkinson; Violin 1
 - Emily Davis, Samantha Reagan; Violin 2
 - Karen Stephenson, Ella Rundle; Cello
 - Jason Evans; Trumpet
 - Mark van de Wiel; Principle Clarinet
 - Robin O'Neill; Principal Bassoon
- Halle Orchestra;
 - Mark Elder, Conductor
 - Brass and bass players in general conversation
- Roger Huckle, Artistic Director and Leader of the Bristol Ensemble
- Simon Honywill - Sound engineer, sonic educationalist, qualified acoustician.
 - Extensive experience across UK and abroad, has engineered many shows in Hall 1.
- Martyn Harries - lecturer and course leader at UWE in broadcast, sound technology, acoustics
 - Former BBC Sound Engineer.
 - Has played Hall 1 (trumpet) and mixed many amplified performers.
 - Recording experience in Hall 1 of all genres.

Stage and Canopy Modifications

The stage and canopy were not designed to work with the extended stage arrangement that is required as a minimum for orchestras today. This is not only due to the demand for larger orchestras in modern day repertoire, but also reflects concerns for, and legislation to protect, musicians hearing, which, coupled with the increased sound power of modern instruments, has led to a trend towards musicians sitting farther apart.

It seems that from a heritage perspective remodelling of the stage is not contentious, still we add some evolved thinking.

The primary purpose of a canopy is to provide support to musicians, particularly the strings, who are farther from supportive stage walls. The proposed scheme intends to provide an extended stage and canopy that work together.

The tip up at the downstage edge of the current canopy dilutes this function to mitigate the effect of a deep balcony and is particularly unsuited to the extended stage arrangement needed to accommodate all orchestras that play at Colston Hall. The clarity which is so liked on stage will, in the proposed scheme, remain mid stage and be improved at the downstage edge to the added benefit of the front stalls area. The balance between strings and winds will be improved.

Farther upstage, the proposed removal of the upstage section of canopy assists in reducing the loudness of percussion and brass (a more and more common issue, reported here and in other venues today of which we have direct experience), addresses reported balance issues and removes the obstruction of the higher level of organ pipes. Flattening the auditorium ceiling promotes an even distribution of sound replacing the focussing convex form which works against this.

The rectangular wells that exist at the rear of the choir, and percussion riser are restrictive both acoustically and spatially. Our proposals address this. In addition, the opening out of the upstage walls has many acoustical benefits including increased choir projection, and works within the overall scheme to improve balance and reducing loudness of upstage orchestral sections, three key criticisms of the user consultations.

Auditorium Form and Balcony Overhang

More than any other factor, the geometry of a concert hall is key in determining its acoustics. Finishes cannot compensate for an inappropriate geometry. Within a fixed volume the location, height, depth and number of balconies have a significant effect on whether there will be acoustical quality across the Hall in all seats. The aim for any international quality concert hall must be to maximise the number of acoustically excellent seats, and providing an inclusive, intimate and enveloping acoustical environment for all listeners is key to the Hall developing an acoustically excellent reputation.

We, and others⁽⁹⁾ have looked at the improvements that can be gained within the current space and are unanimous that the single most effective and significant acoustical improvement that can be made within the existing volume is reduction in the balcony depth, and that without this the Hall will never reach its full potential as a performance hall for classical music.

This could be restated as a return to its former glory as a performance hall for classical music. In a BBC Technical Report⁽⁶⁾, Somerville and Gifford write (with reference to Leipzig or shoe box type halls, the family of halls to which Colston Hall belongs):

The tonal quality of concert halls for classical symphonic music should traditionally have the following characteristics:

Reverberation (from all directions), blend, definition, singing tone, even sound distribution, reinforcement, liveness, absence of echoes, absence of audible resonances (colourations).

These characteristics were frequently achieved in the concert halls of the Leipzig type. This hall was rectangular in plan, elevation and section. It had flat floor and shallow balconies and elaborate ornamentation typical of the period. There were several good examples in Britain, but unfortunately there were all destroyed by fire. They were the Colston Hall (Bristol), the Philharmonic Hall (Liverpool), the Free Trade Hall (Manchester) and St Andrews Hall (Glasgow). The first three have been rebuilt in a form which many people consider to be less satisfactory than the original as regards the acoustics.....In Colston Hall the reverberation time is shorter than desirable for classical symphonic music and the tonal quality is hard. Definition is poor in louder passages. The blend of the orchestra is reasonable. The reconstruction is less satisfactory than the original hall.

Acoustical Impact of a Deep Balcony Overhang

Amongst its audience Colston Hall has a generally good reputation acoustically, but the proviso “so long as you are not seated under the balcony” must be attached to this statement and phrases like “good, despite being so far under the balcony” and “of course there are issues under the balcony” have been encountered during our research.

We have stated previously⁽⁴⁾ that “*the deep main balcony (is) important for cinema, but the acoustical disadvantages for classical music are severe*”. This cannot be overstated. Amongst acousticians the issues relating to deep balcony overhangs have been known and discussed for decades, and there is clear evidence from the past 80 years that a deep balcony overhang has no place in an excellent quality concert hall. The issues are so universally acknowledged that in experienced listener tests, seats beneath deep balconies are intentionally excluded.

Although there is some debate about how many rows overhang is acceptable (5-7 rows^(1,2), or other geometrical relations^(7,8,10)) the Colston Hall overhang exceeds them all by some margin with a total overhang of 14 rows. That these deep overhangs exist at all is a result of a willingness to compromise with the competing forces of capacity, cost and demands of multi-use.

We now provide a chronology of some of the salient contributions to this body of knowledge and provide diagrams to help illustrate these points put together by ourselves and the many other acousticians who designed, have listened to and researched the acoustics of Colston Hall. The following quotations focus on the issues of deep balcony overhangs in Colston Hall and elsewhere.

Bagenal, 1931⁽¹⁾:

- *The modern tendency to overseat halls of this kind (for multipurposes) causes bad acoustics. Rear galleries should not overhang more than 5 rows, and side galleries if admitted should be narrow.*

Bagenal: 1950⁽²⁾

- *...in all cases a deep overhang over a flat floor is wrong but specifically for soloists and for violin concertos.*
- *Trouble always springs from a building committee wanting too many seats on the site. Hence come about the long side galleries, the deep overhangs, the small cube per seat and the consequent too short reverberation time when the Hall is full. If we are to preserve our standards – let alone improve them – this tendency must be withstood. The practical answer on the confined site is the opera house plan in which relatively shallow tiers are placed one upon another...*
- *(The rectangle), I believe to be the scientific shape for music. But resist the demand for over-seating which leads to heavily projecting galleries. A projection should cover not more than six or seven rows.*

Allen: 1951⁽⁴⁾

- *Very few people appreciate the extent to which the acoustics of a hall can vary from good to bad in the different parts of most halls.*

Beranek: 1962 & 1996⁽⁵⁾.

- *(Colston Hall) deviates from the Leipzig model by having a large balcony with a deep overhang underneath, necessitated by the usual demands for large seating capacity.*
- *Large flat plane reflecting surfaces gives sound a slightly edgy quality, sometimes called “acoustic glare”.*
- *The wall between orchestra and audience tends to overemphasise the horns, brass and percussion.*
- *Noises outside the Hall were disturbing.*
- *Many prefer the balcony where orchestral balance and brilliance of strings is best. Overall very good, almost excellent....adequate liveness for classical music.*

Beranek: 1992⁽⁷⁾

- *Balanced listening positions. At least two listening positions are recommended, three or more when possible:*
 - *A seat on the main floor near the centre and halfway between the stage and the front of the most protruding balcony*
 - *Another off centre in the rear part of the upper or middle balcony*
 - *A third to one side of the Hall, preferably in a balcony*
 - *Others as seem appropriate*
- *Measurements made near to the source, next to walls and under deep balcony overhangs, give distorted values that depend more on local conditions than on the overall acoustics of the hall.*
- *The people interviewed, including music critics, judged the sound in some of the lower-ranked halls as “remote,” that is to say, the orchestral music seemed disconnected from the listener.*

Barron: 1995⁽¹⁰⁾

- *In simple terms, balconies allow more people to be accommodated within a certain distance of the performers. But there are visual and acoustic disadvantages for the audience seated under balcony overhangs; in both senses the audience under the overhang can feel cut off from the main volume of the auditorium.*
- *As far as a criterion (for balcony overhang) is concerned, Beranek’s proposal that the ratio of horizontal depth/height for an overhang should not exceed unity has been shown to be useful if slightly severe relative to recent overhang design in concert halls. This analysis suggests that the minimum vertical angle of view might be a better criterion variable, with perhaps a limiting value of 40°.*
- *Three subjective effects of overhangs were considered: a reduction in the sense of reverberation, a reduction in loudness, and reduced perceived solid angle for arriving sound. Virtually no work has been done by others on the last of these, but it was possible to show that reduced reverberance is generally more perceptible than reduced loudness. In combination these effects can leave the listener with the sense of being cut off from the main body of the auditorium.*
- *In general, the most significant effect of overhangs is seen to be a reduction in the sense of reverberation. Design considerations and criteria for overhang design are considered but there appear to be no obvious solutions to the dilemma of reduced reverberance other than striving to maintain a large enough vertical angle of view for listeners of the main body of the hall.*

Barron: 2006⁽¹⁰⁾

- *(In) A study of behaviour under balcony overhangs, the behaviour of late sound was consistent in that levels were reduced under overhangs.*
- *Figure 5 illustrates the likely reason for the late sound decreasing under overhangs. The angle theta is the angle of view. One assumes that the sound field in the body of the auditorium is diffuse; as one moves to seats more overhung, the angle decreases and less late sound reaches the listener. For acceptable balcony overhangs, Barron has proposed a minimum value for the angle of view of 40°.*

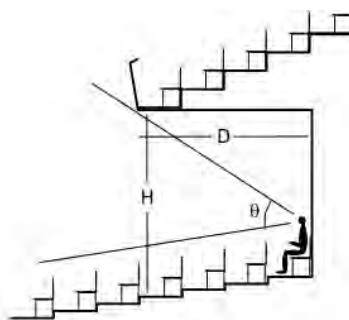


Figure 5: Section through a balcony overhang with relevant geometrical quantities.

- **Colston Hall:**

The Colston Hall was completed in the same year 1951 as the Royal Festival Hall in London and in both cases the pressure to keep audience numbers up led to excessive balcony overhangs (both have single balconies). In Figure 6 for the late sound the points divide into two groups. The first set contains all the positions in the stalls, the second set seats in the balcony. In late energy terms we have a subdivided acoustic space. The feature which distinguishes the Bristol from the London hall is that in Bristol the balcony steps down the side walls in a series of ‘open boxes’ extending up to the front of the stage. This literally creates a subdivision of the majority of the auditorium in long section. Though a sensible approach in architectural terms, it has serious acoustic disadvantages.

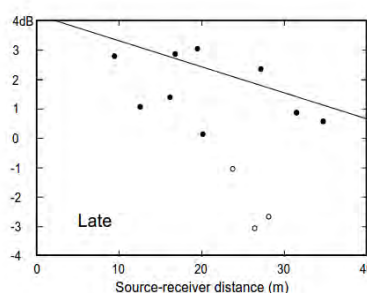


Figure 6: Temporal energy analysis of the unoccupied Colston Hall, Bristol, measured in 1982. Open circles (o) represent measured values at seats below the balcony.

For total sound level, the levels under the balcony become low, particularly towards but not quite at the back of the overhung seating. At these seats, high values of objective clarity are observed and a low sense of reverberation would be perceived here.

Kirkegaard: 2004⁽⁹⁾

- Modest gains in RT can be achieved by replacing the seats with new ones that are designed to minimise their absorption. Significant gains are not likely to be achieved by architectural means unless the balcony, canopy and ceiling are substantially altered.
- The rear wall echo caused by the concentration of reflected sound could be mitigated by either introducing additional absorption or adding diffusive treatment to the wall surface. However, renewing the absorption would exacerbate the already unacceptably dry acoustics of the under-balcony area to the detriment of the entire room.
- (On the option to upgrade building fabric and finishes (only)):
A modest overall increase in mid- and high- frequency reverberation will be achieved by replacing the seats, and high frequency reverberation may be increased by renewing surface finishes. No other changes in this option are likely to have much effect on mid- and high-frequency reverberation. The total increase in reverberation will be well short of the hall's potential and may not be perceived by many in the audience.
- (On the option to upgrade building fabric and remodel balcony):
The reconfiguration of the balcony seating areas (would) largely eliminate(s) the detrimental effects of the deep balcony overhang and at the same time provides an opportunity to reconstruct the hall's ceiling with more appropriate shaping and materials.

Barron: 2010⁽¹²⁾

- There is a clear subset of results for the stalls and only the values in the balcony follow theory. The extended balcony appears to subdivide the space acoustically, mainly to the detriment of the stalls seating. The particularly low values for the overhung seats of the late and total sound point to poor conditions there, with quiet unreverberant sound.
- The balcony design was probably an inevitable consequence of the building constraints and produces the major acoustic deficiency of the design: poor conditions for the more remote overhung seats. There is also evidence of the balcony subdividing the space acoustically, at the expense of conditions in the stalls.

- While the acoustics of the Colston Hall can be rated as ‘good for their time’, the hall is very deficient in front- and back- stage accommodation.

Generally, and more specifically to Colston Hall, the above commentary is clear on the acoustical undesirability of a deep balcony overhang (and not just for those seated beneath it).

To help illustrate this text, in the context suggested by Bagenal of a solo violinist⁽²⁾, Figure 1 shows the shadowing effect of the current Colston Hall balcony on the seats below it, leading to reduced sound energy reaching them.

Also indicated on this drawing is the row beneath the balcony at which Barron’s 40° angle of view criteria is met. Farther back from this point, seats are too overhung - a total of over 300 seats.

Figure 1: Ray tracing of solo violin primary bridge radiation rays – Existing Colston Hall

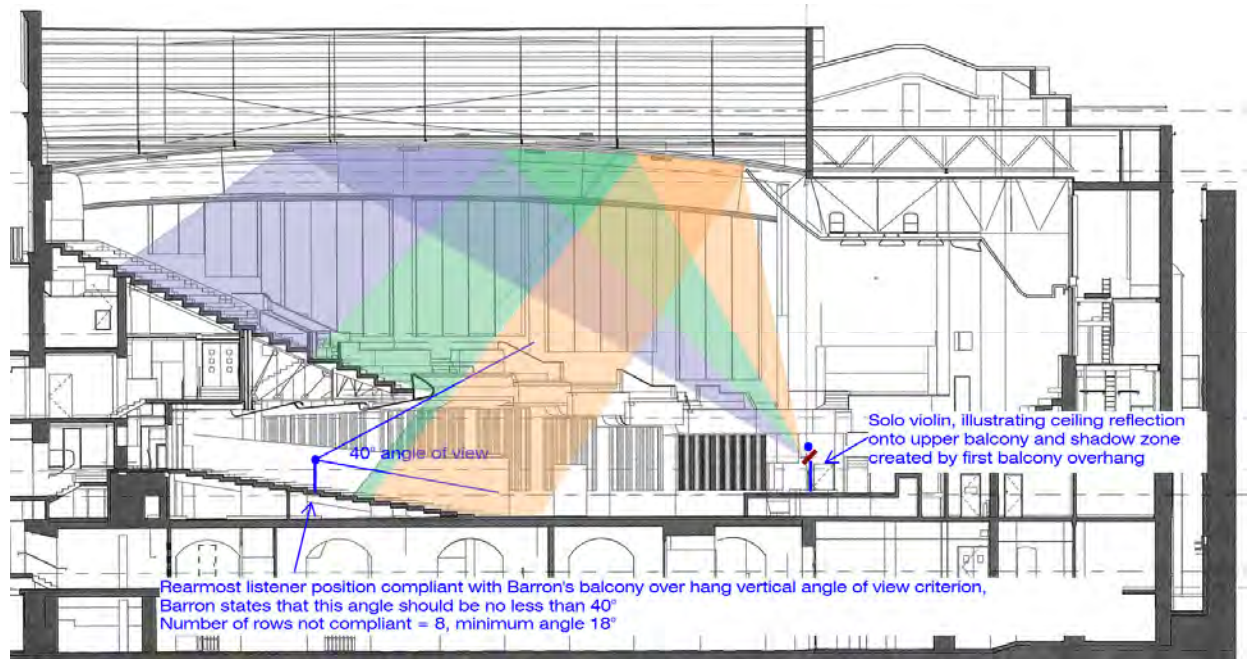


Figure 2: Ray tracing of solo violin primary bridge radiation rays – Proposed Colston Hall

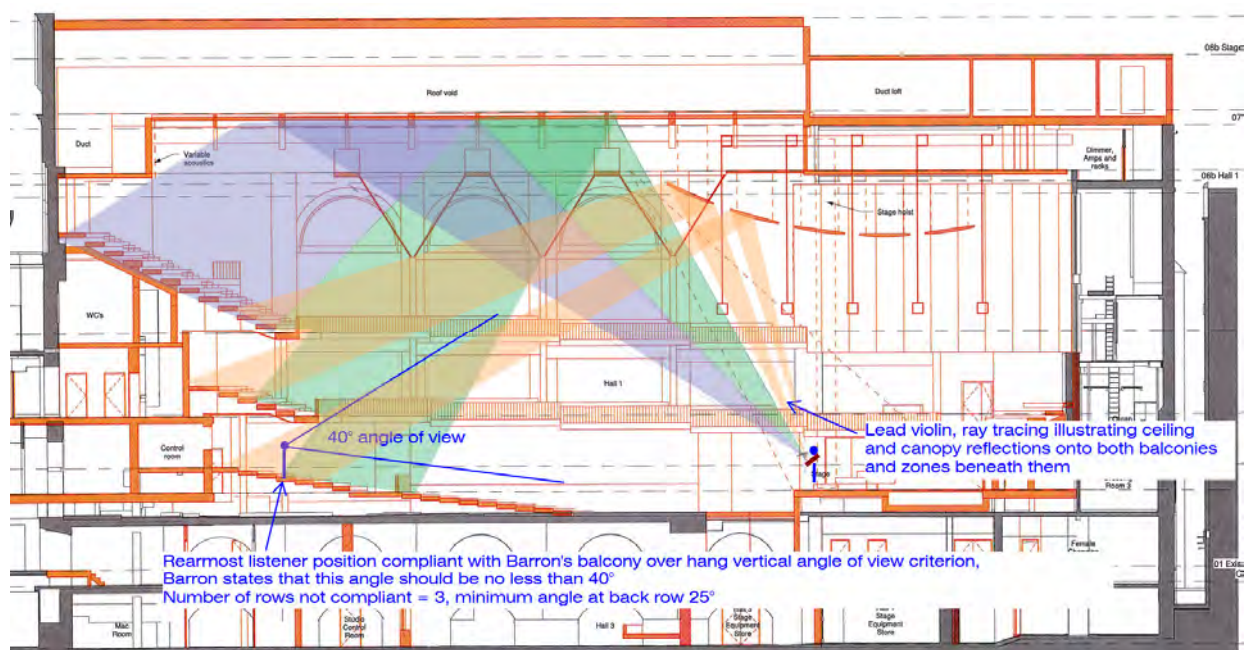


Figure 2 draws the same comparison for the proposed Hall. The shadowing effect is largely eliminated and the number of stalls seats behind the 40° criterion point is significantly lower (80). Although a few rows of seats do exist beyond 40°, the canopy provides them with mitigating reflections. The proposed hall geometry achieves a far greater democracy overall and increases the desirability, and by consequence marketability of the rear stalls seats.

Auditorium Finishes and Reverberation Time

Much of the acoustical work within the auditorium in the 1951 refurbishment related to finishes and acoustical shaping, once the decision had been made to retain the deep balcony seating arrangement. The acoustical effect of the finishes introduced by Bagenal, with the exception of the timber panelling to the side stalls, has been markedly reduced by over painting and we can see no way that they might be refurbished effectively in any new scheme. This includes the perforated timber rear walls, wood wool corner coving, side balcony wall panels and perforated ceiling. The result is that some of the echoes that were mitigated by these finishes are now re-appearing.

It is interesting to note that the stalls timber panelling was designed to be removable in order that its acoustical properties might be changed⁽³⁾. It is now fixed, however its surface shaping is acoustically positive and is reflected in the proposed scheme, being as relevant as it was in the Bagenal scheme. Further assessment would establish whether it is suitable for re-use.

Overall, and typical for auditoria of its time, the measured reverberation time in the unoccupied Colston Hall is on the low side for classical music. This comes from a desire to satisfy the competing demand of speech intelligibility for non-musical events (that require a low reverberation time) and the need to find a fixed, compromise position. There was also a trend at the time for providing acoustical definition at the expense of reverberation. Today, we take a more balanced approach and benefit from variable acoustic technology; systems that can lower the reverberation time as required.

Figure 3 shows a series of plans illustrating the reverberation times at mid and high frequencies for stalls and balcony positions, with and without acoustic banners extended. These measurements were taken from a comprehensive UWE study over a measurement grid at the time banners were installed⁽¹¹⁾ and have been largely verified by ourselves in a subsequent series of spot readings⁽¹⁵⁾.

Mathematically speaking the reverberation time, measured in seconds, is the time it takes for an initial sound to decay by 60 dB and reflects the subjective sense of reverberance, describing how “live” or “dry” a room sounds. It is related to room volume, area of sound absorbing finishes, and in a concert hall environment (with a uneven distribution of sound absorbing finishes and interstitial structures), on local conditions. A change of between 0.05 and 0.1 seconds is the noticeable difference for reverberation times between 1 and 2 seconds. Differences of less than this are not perceptible.

The recommended reverberation time for classical music is 1.8-2.0 seconds with the hall occupied. For an unoccupied hall the target is therefore higher, in excess of 2 seconds, due to the sound absorbing effect of the audience. Nowhere in the un-occupied measurements presented does the reverberation time exceed 1.8 seconds – on the balcony it sits on average, at around 1.7 seconds with little variation in frequency. The reverberation times in the stalls and under balcony zone are clearly lower. On average at high frequency reverberation times in the stalls and under balcony are similarly low (1.4 seconds). At mid frequency the stalls suffers less (average 1.6 seconds) but the under balcony remains very low (1.4 seconds). The rear most seats under the balcony are markedly lower than elsewhere.

These differences are readily experienced by taking different seats during the first and second halves of a concert in Colston Hall. The negative effect of the balcony depth on the reverberation time and in the overall acoustical impression for classical music is beyond doubt.

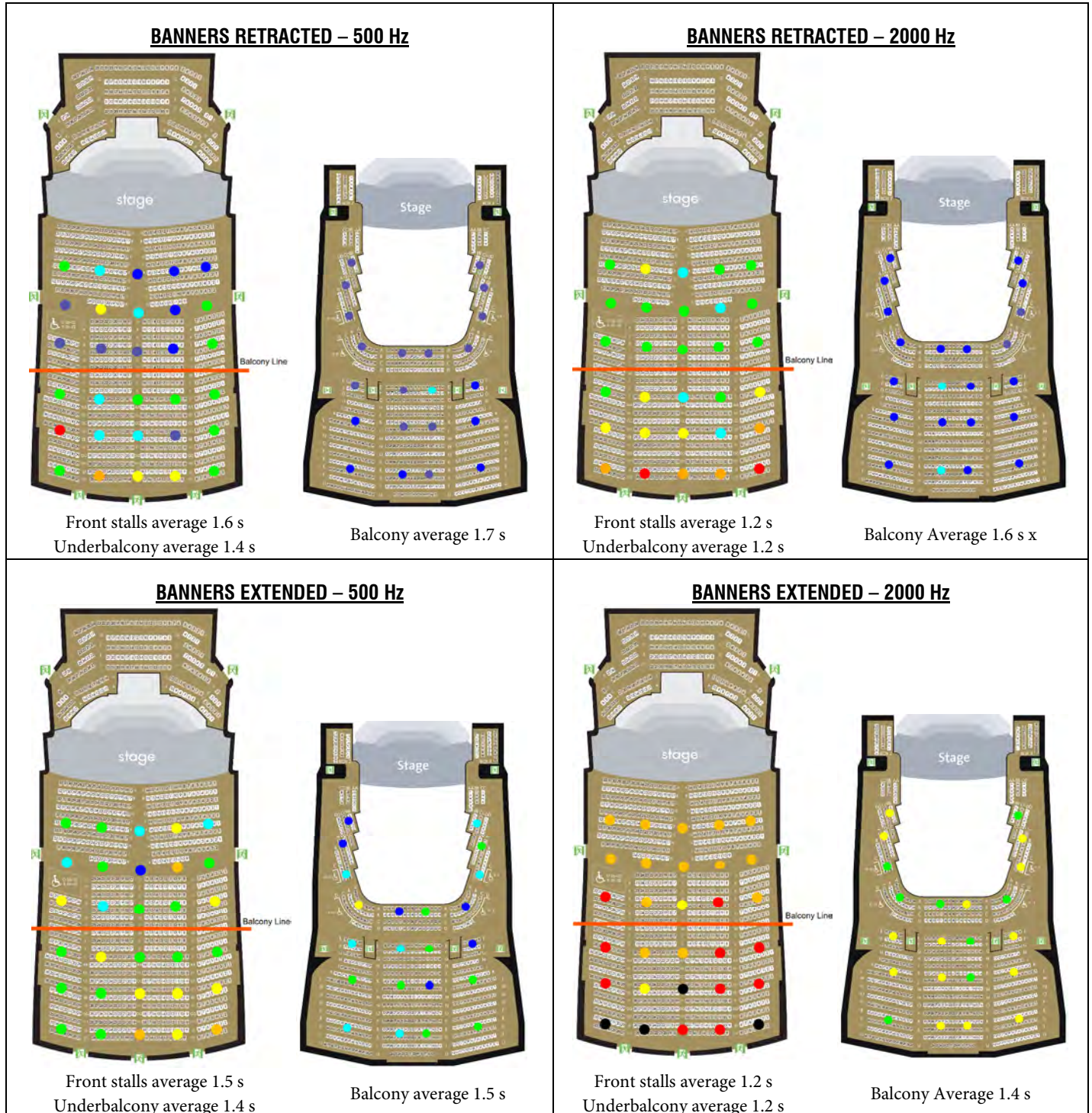
Figure 3: Audience area map of reverberation times with and without acoustical banners

LEGEND

REVERBERATION TIME RANGE (seconds)

FROM	TO	COLOUR
0.9	1.1	Black
1.1	1.2	Red
1.2	1.3	Orange
1.3	1.4	Yellow
1.4	1.5	Light Green
1.5	1.6	Green
1.5	1.7	Cyan
1.7	1.8	Blue
1.8	2.0	Purple
2.0	2.2	Pink

THIS IS THE UNOCCUPIED MID FREQUENCY TARGET RANGE >



A consistent sub one second reverberation time is the holy grail for sound engineers. Variable acoustical finishes were installed at balcony level in 2006 to reduce the reverberation time for amplified events, but they have limited effect for those in the stalls. Aside from an amplified sound that becomes increasingly muddled by the Hall acoustic and lacking in clarity the farther from the stage you move, audible and disturbing echoes have also been reported and observed.

Figure 3 shows how at present where you are sitting in the Hall has a greater influence on the acoustic than the extension of the variable acoustic system. The banners are more effective at mid frequency than high (an expected consequence of a relatively narrow air void behind them), and are more effective in the balcony than in the stalls or under balcony zones. In the stalls and under balcony zones their effect is similar. The reduction in reverberation due to the extension of the banners is barely noticeable at mid frequency.

Remodelling the balconies provides the opportunity to introduce variable acoustical systems to the stalls, as well as a greater coverage at balcony level, and on stage. This will dramatically improve the conditions for amplified sound across the Hall, lowering the reverberation time for all seats and providing significantly better acoustic control in the stalls.

For classical music removing the sub-dividing effect of the balcony will enable the central volume of the Hall to actively participate in the development of the sound quality, that is then experienced at all levels, rather than being experienced primarily by those on the balcony. Thus evening out the acoustical response of the Hall. It is clear from measurement results that it is currently not only those beneath the balcony that fare badly, the reverberation in the stalls is also relatively low.

For amplified music, the proposed re-joining of the volume of the Hall also makes it possible to provide an even coverage without resorting to increasing loudness levels in the stalls.

Summary

User consultations have found that the Colston Hall stage, despite clear geometrical issues, ad-hoc extension arrangements and other acoustical issues that can be addressed via sympathetic remodelling is generally well liked by orchestral performers, particularly for its clarity.

Within the auditorium significant acoustical improvements in the stalls, not limited to, but most particularly seats beneath the balcony are not possible without a significant reduction in the depth of the balcony. This is the cornerstone of the proposals to improve the Hall acoustic. There are a number of issues created by the deep balcony:

- The balcony obstructs the passage of sound to listeners sat below it and fundamentally inhibits their aural experience.
- The balcony divides the Hall into two acoustical environments, being significantly less reverberant and enveloping at stalls level than on the balcony.
- High level variable acoustic systems are ineffective in the stalls and below the balcony.
- Visually and psychologically the experience below the balcony is similarly restricted.

For classical music, the reverberation time on the balcony is low, in the stalls it is lower, and beneath the balcony lower still. The situation is worse at high than mid frequency. At high frequency the stalls reverberation time is on average similar to the under balcony area.

Reducing the depth of the balcony, alongside bringing considerable improvements below it, will benefit the whole audience, providing at one end of the musical spectrum a more typically lively classical acoustic. The proposed

finishes scheme and altered ceiling and canopy shaping will enhance these improvements. Restoration and refurbishment of the finishes alone cannot achieve the necessary, significant, degree of improvement.

At the other end of the musical spectrum, via state of the art variable acoustic systems, a more controlled acoustic with lower reverberation time and more even coverage can be provided. This is essential for high quality amplified sound, but again, modification of the balcony is necessary to provide the coverage area necessary to influence the stalls seating as well as the balcony and to maximise the potential gains in terms of coverage.

The majority of the finishes must be replaced, however the form and material of the existing side stalls is appropriate within the context of the proposed finishes scheme.

Whilst the acoustical reputation of the Hall is generally good for reasons that we understand and appreciate, there are also widely reported and self-evident weakness that are being addressed directly in the form of the proposed auditorium. The necessary improvements are such that they can only be made in a refurbishment of the scale that is currently proposed. In terms of acoustical heritage the more recent deep balcony form and finishes are not as valuable as those of the original Hall.

The BMT is seeking for its future a Hall that is focussed on acoustical excellence for all musical genres, revisiting its original intention as a concert hall. If the Hall were being built today as a concert hall within the same footprint and height limitation it would not take its current form but would be designed much as we are proposing, aiming for acoustical excellence in order that the Hall can survive in competition with modern, acoustically excellent concert halls.

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COLSTON HALL ACOUSTICAL EVIDENCE STATEMENT
APPENDIX I
SSV ACOUSTICAL HERITAGE REPORT

**SOUND
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PROJECT	COLSTON HALL	DATE	First issue: 3 May 2013 Revised: 24 Feb 2017
SUBJECT	ACOUSTICAL HERITAGE		

The following was prepared in May 2013 to introduce the concept of acoustical heritage for concert halls and specifically Colston Hall.

Acoustical Heritage

Public buildings such as concert halls carry not only architectural significance but enormous value as a resource for their community (city or wider region) and for cultural development. A hall with excellent acoustics for a certain type of music helps to foster the culture of that artform in its community, be it classical, opera, jazz or rock. And if the acoustics of the hall result in performances that are of a national or world-class standard, the impact of such a hall can be felt in the region, nation or internationally. The acoustical quality of a concert hall therefore has a significant bearing on the building's overall perception – this changes over time and forms part of that building's heritage.

Although we speak of 'the acoustics', acoustical quality is subjective and heavily dependent on the musical genres and repertoire for which the room is used – for instance an acoustic which is excellent for classical concerts will not be excellent for amplified rock and pop music (although a room with flexible acoustics can be adjusted to achieve excellence for both genres).

In forming an understanding of the acoustical heritage of Colston Hall it should be considered how the hall fits into the historical development of architectural acoustics, whether it includes any particular acoustical innovations and how it compares with its contemporary concert halls. Colston Hall's standing amongst more recently completed concert halls and its standing in the national and international music scene should also be considered.

Architectural Acoustics

Architectural acoustic science is a relatively young discipline. Prior to the first formalisation of the behaviour of sound in rooms by Wallace Clement Sabine in the late nineteenth century, concert halls and theatres were designed based on precedent – taking inspiration from buildings which were deemed acoustically successful.

The first spaces for formal music performance were great halls in palaces. These halls were also used for gatherings, dinners and dances, and their form reflected their multiple uses – typically rectangular in plan with a flat main floor and a gallery along one or more sides. The proportions and dimensions of those halls infused the orchestral sound with appealing qualities of acoustical impact, bloom (reverberance), clarity, expansiveness and envelopment. Much of western classical and romantic symphony and choral music was written with the expectation it would be performed in tall, narrow, resonant rooms. These early music rooms were used as templates for larger mid-late 19th Century concert halls. Some of the surviving products of this process such as the Grosser Musikvereinsaal in Vienna and Concertgebouw in Amsterdam are ranked as some of the best loved classical concert venues in the world. In Britain

St. Andrews Hall, Glasgow (1877-1962) and Queens Hall, London (1883-1941) were considered very good for orchestra.

At the turn of the 19th Century, Boston city was seeking to construct a concert hall to rank among the best European examples. Sabine was approached to advise on the design of Boston Symphony Hall (1900, McKim, Mead and White) and this design became the first to employ an acoustician and incorporate acoustical science in its development. Nevertheless, the design still heavily relies on precedent along with Sabine's intuitions regarding the acoustics of existing halls.

For a period of the 20th Century, from the 30s to the 70s, architectural acoustics began to rely less heavily on precedent while utilising technological and scientific advances as they became available. The advent of electronic sound broadcast and reproduction in the 30s was a significant advance enabling, for example, scale model auditoria to be acoustically tested. Concert hall designs reflected the architectural style of the day and through this period inspiration was taken from cinema design, as well as the materials developed for use in studios for the new art of audio recording and radio and television broadcast.

From the late 70s onwards, acoustical research into the subjective effects of sound loudness, arrival times, directions and tonal balance had reached greater maturity. This information was combined with large studies of listeners' acoustical preferences resulting in the first objective relationships between architectural features and acoustical qualities. Halls from that time onwards used this knowledge to more reliably create spaces with appropriate and sometimes excellent acoustics. More recently, concert halls have been designed with variable acoustics so that the sound can be adjusted to be excellent for a variety of music genres, not just one.

Colston Hall and its Contemporaries

Destroyed by fire in 1945, Colston Hall reopened in 1951. While the bounding walls remained from the original 1860s building, new internal structure, roof and finishes were introduced to create the hall seen today.

For the reconstruction of the hall, acoustics advice was provided by Hope Bagenal and others at the Building Research Station. A correspondent of Sabine, Bagenal trained in engineering and architecture and published *Planning for Good Acoustics* in 1931. He went on to become the leading acoustics consultant in Britain and worked on many major British concert halls including Royal Festival Hall, London (1951, Matthew, Martin, Moro and Williams); Free Trade Hall, Manchester (1856/1951, Walters/Howitt) and Fairfield Halls, Croydon (1962, Atkinson & Partners).

Bagenal's work to Colston Hall was in parallel with that for the new Royal Festival Hall. The more prominent project at the time, it is likely that developments in the RFH project informed Bagenal's approach at Colston Hall. The acoustical work at Royal Festival Hall is well documented and included measurements of the sound absorbing power of the seats so that the height of the hall could be optimised to give a certain reverberation time. In the end, this calculation was wrong and RFH suffers from too short a reverberation time which results in a dry, quiet sound.

The 1936 incarnation of Colston Hall had been influenced by capacity, sightlines and acoustics for cinema, with a deep balcony. The conception for Colston 1951 was intended more for orchestra and choral music, but by this time it had been influenced by the technical innovations in audio recording studios. It was decided that the hall would remain within 1860s room boundaries. The balcony is deeper than the acousticians would have liked in order to meet a capacity goal. The acoustical advice was to raise the roof, but it was not for structural limitations. The acousticians also recommended that the roof be built of massive concrete, but that too was rejected on practicality (cost) grounds.

The deep main balcony provides every seat with an unobstructed view of the stage – an important consideration for cinema, but the acoustical disadvantages for classical music are severe. Beyond approximately 5 seating rows under the balcony (Colston Hall has 14), sound is received from only a very small area directly in front. The result is a sound that is quiet and uninvolving. In addition to this the balcony divides the room into a number of quite separate spaces – in front, above and below. This reduces the potential for reverberation and results in an overall quieter, less resonant and less immersive sound. In separating the audience, the overall connection to, and appreciation of, the rest of the audience is lessened to the detriment of all, including the performers.

At Colston Hall, as well as at RFH and Fairfield Halls, Bagenal considered that a canopy over the stage would be required, angled to project sound from the stage to the furthest audience members. While a canopy provides helpful sound reflections back down to the orchestra and is a common feature of more recent halls, the particular canopy shape used in these halls drives more sound into the sound absorbent audience and reduces beneficial reverberation.



Top left, clockwise – Over stage canopies at Royal Festival Hall, London; Colston Hall, Bristol; and Fairfield Halls, Croydon.

At Colston Hall Bagenal started with an existing tall, narrow room geometry which is a naturally more reverberant shape. Therefore, by virtue of the 1860s bounding structure, the acoustical changes to Colston Hall didn't create as acoustically dry an environment as at RFH.

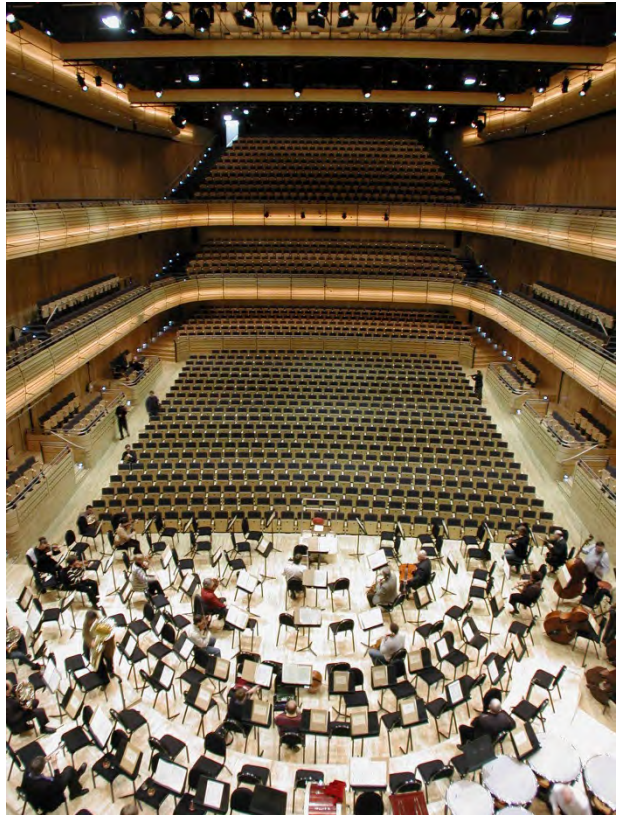
Finishes such as wood panelling were intended to control bass reverberation – a concern borne out of the muddiness of Victorian town halls and clarity of broadcast studio design experience. In the early 20th Century audio recording was new, but it was already understood that in order to achieve a good recorded sound, a room was needed that provided an even balance of bass and treble sound. In most rooms with hard walls and ceiling, bass sound is typically louder and thin wall materials are used to control this. In the era of the Colston Hall reconstruction, thin wood and plaster wall and ceiling panels were used to reduce bass loudness – a now discredited approach since a strong bass sound is necessary to provide warmth for classical music.

Many British halls designed in the period from the 30s to the 80s include these features, such as the Liverpool Philharmonic Hall (1939, Herbert Rowse); the Barbican, London (1982, Chamberlin, Powell and Bon); Royal Festival Hall, London; they all suffer from similar acoustical deficiencies.

In addition, Colston Hall has a concave curved ceiling and cornices which focus sound into certain areas, creating an uneven acoustic with some areas of seating louder than others, and some parts of the orchestra amplified more than others.

Colston Hall in the Current Context

Since the early 90s a number of concert halls have been built in Britain that have good or even excellent national and international acoustical reputations. These include Birmingham Symphony Hall (1991, Percy Thomas Partnership and Renton Howard Wood Levin); Sage, Gateshead (2004, Foster and Partners); and Bridgewater Hall, Manchester (1996, Renton Howard Wood Levin Architects).



Top left, clockwise – Symphony Hall, Birmingham; Sage, Gateshead; and Bridgewater Hall, Manchester.

These halls all combine elements from the best older halls such as Vienna and Amsterdam with technical innovations in architectural acoustics such as variable acoustics and silent background noise. The most important factor here though is that the understanding of what made the old halls good had reached greater maturity and informed the design of each of these new halls. During the design of Colston Hall in 1951 this knowledge was not yet well enough developed to achieve excellence – or it may just have suffered too much from the constraints.

The sonic expectations of modern audiences should also be considered. High fidelity recording and playback of LPs and CDs mean that classical music fans can listen to very well performed and reproduced music, wherever and whenever they like. Concert halls must now compete with this, both in terms of providing an experience more special than listening to a CD and with a sound quality that exceeds what is possible with hi-fi equipment. It cannot be said that, with the deficiencies noted here, Colston Hall can claim to achieve this.

The successful new generation of halls in Birmingham, Manchester, Gateshead, Glasgow and Cardiff has helped to increase the musical presence of those cities, through word of mouth passed on by musicians. There is also another benefit – when the media report success, the local residents begin to be proud of their hall or their orchestra, even if they have never entered the building.

An acoustic might be worth preserving if it had a clear influence on the sound of its resident orchestra. The sound of the Philadelphia Orchestra was thought to have been influenced in very specific ways by the acoustic of its home for 100 years, the Academy of Music. Similar things can be said about the Vienna Philharmonic and the Chicago Symphony Orchestra. There is no such link in Bristol.

Another reason an acoustic might be worth preserving is because of a strong influence on a nationally important composer. Bruckner and the Vienna Musikverein; Britten and the Snape and Jubilee Halls in Aldeburgh. There is no such valuable historic link to the 1951 Colston Hall (or any of the other versions).

The value of a concert hall to a city is largely the in the collective experience of the people who attend and perform. Some of the other cities have resident orchestras or opera companies, and the company and the facility are merged into one identity, one brand. This is especially clear with the Liverpool Philharmonic, the CBSO/Symphony Hall and the Northern Sinfonia/Sage relationships. It's easier for a population to support a team than to support a building. Bristol does not have a resident orchestra. The Bournemouth Symphony Orchestra is a regular visitor, but it's not home for them.

Acoustical Heritage of Colston Hall

Colston Hall is certainly a product of the state of architectural acoustics at the time of its design. It includes many of the features which were considered innovations at the time, such as the deep balcony overhang, bass sound absorbing wall and ceiling panels, and an over-stage canopy angled to project sound to the rear-most audience rows. In the decades since, these approaches have been discredited, and in recent renovations of contemporary halls such as RFH and Liverpool Philharmonic Hall, these elements have been removed or replaced to improved the acoustics.

One of the reasons Colston Hall is perhaps the last of the halls of its age to be considered for refurbishment is that the basic geometry is a good one. The 1950s introductions have in a number of ways reduced the acoustical quality of a hall which has much greater potential. The primary basis of Colston Hall's acoustical heritage is therefore the 1860's geometry – the tall, narrow hall – and this has persisted throughout the various reconstructions, and would be present if changes were made.

Changing with the Times

The types of entertainment and repertoires of music performed in Colston Hall have changed over the years, and continue to change. Colston Hall's various incarnations have adapted to the changing times, the changing musical styles. While the 1936 design responded to the demands of cinema (more visual), the 1951 design attempted to optimise it for classical music again, but within constraints as outlined above. This was before the advent of rock and roll.

Free Trade Hall was rebuilt at the same time as Colston Hall, and for similar aspirations. But 50 years later it was not good enough for the late 20th Century repertoire and civic image of Manchester and the Hallé Orchestra.

Since the 60s Colston Hall has built a reputation for presenting exciting “rock and pop” groups. As the only concert hall serving south-west England, it has an eclectic programme. The fixed orchestral acoustic is wholly inappropriate for the amplified events making up the majority of the programming. As audio quality has improved, so audiences are more demanding of high quality amplified sound. That requires an appropriate acoustic as well as a high quality PA system and talented mixing engineer.

Symphony Hall in Birmingham and the Royal Concert Hall Nottingham were the first in Britain to have flexible acoustics – to enable instant adjustment between amplified and classical events – without reducing the quality for the more critical classical audiences and performers. The Sage Gateshead has taken that one step further. The “bar has been raised” across the country in terms of acoustical quality for orchestra and choir and for amplified events. For Colston Hall to measure up with the rest, it needs to have an improved and flexible acoustic.

Development Control Committee A – 29 November 2017

ITEM NO. 3

WARD: St George West

CONTACT OFFICER: Tamsin Sealy/Tom Watson

SITE ADDRESS: 270 Church Road St George Bristol BS5 8AH

APPLICATION NO: 17/04986/F

Full Planning

DETERMINATION DEADLINE: 2 November 2017

The addition of a new two-storey unit to provide new dwelling, with minor extensions and alterations to the existing unit.

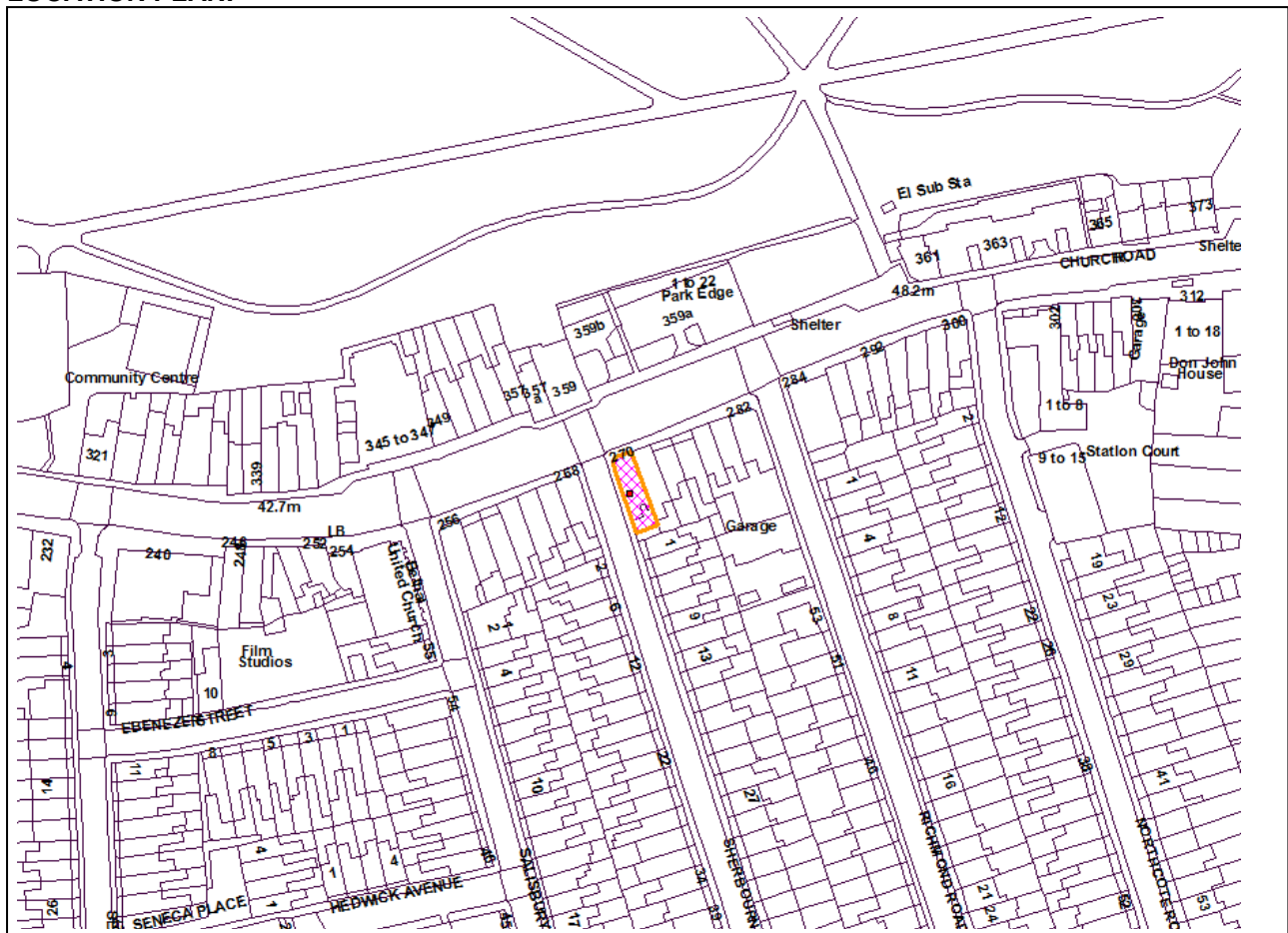
RECOMMENDATION: Refuse

AGENT: BT Design
9 Tomkys Gardens
Wednesfield
Wolverhampton
WV11 3NB

APPLICANT: Mr Jonathan Rigg
270 Church Road
St George
Bristol
BS5 8AH

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

LOCATION PLAN:



Development Control Committee A – 29 November 2017
Application No. 17/04986/F: 270 Church Road St George Bristol BS5 8AH

SUMMARY

This application relates to the property known as 270 Church Road in St. George, east Bristol, which is located on the corner of Church Road and Sherbourne Street. The two storey building is currently comprised of a barber shop at the front of the first storey and a two bedroom maisonette across the remainder of the first storey and second storey.

The application proposes to construct two storeys atop the existing building and a rear extension to the existing second storey, creating a four storey building, with a new two bedroom dwelling provided in the third and fourth storey. The third storey would match the design and materials of the existing building, but the fourth storey would comprise a timber clad box like structure. The existing barber shop and maisonette would undergo minor alterations but their existing use would be retained. The sole access to the new dwelling would be via an external staircase from the rear yard to the third storey. The external staircase would be 5m in height and 0.5m wide.

The application was referred to DC Committee by Cllr Asher Craig on the basis that higher density development is a policy aspiration of the Council and that the application would deliver additional housing on a site which is currently in a poor state of repair.

Officers in City Design Group have objected to the planning application, with it considered that the scheme as submitted would not respect the relationship that the existing building has with an established two storey Victorian terrace on Sherbourne Street which would negatively impact on the appearance of the area and terrace. The modern design of the fourth storey is considered out of keeping with the character of the existing building. Concern has also been raised that the external staircase access would be too narrow and would not result in a safe and inclusive access to the development.

On balance, Officers have concluded that concerns with design and inclusive access outweigh the principle of an additional two bedroom dwelling in this location. The scheme could be amended to overcome these concerns, but in the absence of revised plans being submitted by the Applicant, Officers recommend that the planning application is refused.

SITE DESCRIPTION

This application relates to the property known as 270 Church Road in St. George, east Bristol. It is located on the corner of Church Road and Sherbourne Street.

The existing two storey building is comprised of a barber shop at ground floor (Use Class A1), with an active frontage which wraps around the ground floor to front onto both Church Road and Sherbourne Street. At the rear of the ground floor is a two bedroom maisonette, which also occupies the entire first floor. The maisonette is accessed from a side access on Sherbourne Street, although it is also accessible via a rear access from Sherbourne Street. The façade of the building is in a relatively poor state of repair. There is no dedicated car or cycle parking for the property.

The land use of the surrounding area is mixed in nature. The site lies just outside what is designated in the Core Strategy (2011) as a town centre, Church Road. Church Road itself is characterised by commercial uses at ground floor and residential above. There is a large amenity space, St. Georges Park, in close proximity to the north of the site.

The site is located on the south side of Church Road, which is characterised by terraced buildings of up to three storeys in height. Due to its corner position, it also relates to Sherbourne Street, characterised by uniform Victorian two storey terraces.

Opposite the site on the north side of Church Road there are buildings of up to four storeys height, which represents more modern development in the area.

The application site is not in a Conservation Area.

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Application No. 17/04986/F: 270 Church Road St George Bristol BS5 8AH

RELEVANT HISTORY

An application for this development was originally submitted in June 2017 under application reference 17/03180/F. Following concerns expressed by Officers relating to design and amenity, the Applicant withdrew the application on 6th September 2017.

75/02161/P_S - Use of ground floor premises for the business of insurance and mortgage brokers.
 GRANTED subject to conditions, September 1975.

74/02159/U_U - Rebuild rear extension.
 GRANTED subject to conditions, September 1974.

APPLICATION

The application proposes a two storey extension to the existing building to create a four storey building. The new third and fourth storeys would comprise of an additional two bedroom dwelling. Refurbishments are also proposed to the existing dwelling, including a rear extension to the second storey.

The third storey element of the scheme would match the materials and design of the existing building. The fourth storey extension would comprise of a black timber clad box-shaped structure located on the flat roof of the building. This fourth storey would be set back from the front and side elevations of the building. The new third and fourth storeys of the building would provide a new two bedroom dwelling.

The sole access to the new dwelling would be a 5 metre high, and 0.5m wide metal external staircase, accessed via a gated entrance from Sherbourne Street. The gated entrance would also host cycle and refuse storage for both dwellings, as well as continuing to provide a rear access to the existing dwelling.

The existing two bedroom maisonette would be extended to the rear of the second storey, and would be refurbished. The main access to the existing maisonette would remain in the side elevation via Sherbourne Street.

The existing barber shop would undergo minor cosmetic alterations and existing access/use would be retained.

RESPONSE TO PUBLICITY AND CONSULTATION

PUBLIC COMMENTS

Site notices were issued and neighbours notified of the application by letter. In total, 16 responses were received from neighbours – 9 in support and 7 objecting to the application.

Reasons given in support to the application were as follows:

- Renovation of building is needed as currently an eyesore.
- Will improve look of street and support development of area.
- Housing need in Bristol.

Reasons given in objection to the application were as follows:

- Design and height is out of keeping with area.
- Impact on light and privacy of neighbouring dwellings.
- Scale of development - one additional floor acceptable but two is too much.
- Noise on roof terrace [Officer Note: there is no formal access proposed to the roof].
- No allowances for car parking.
- It will result in more bins on the path.

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AMENITY GROUPS

The Planning Solutions Group objected to the proposal, stating:

“Planning Solutions consider that the proposed addition of two floors to this property is completely out of character with the area and the massing of the development will produce an overbearing dominant building on this corner.

Whilst the proposed additional third storey would possibly enhance the area, as it matches the original building, we feel that the proposed fourth storey has the appearance of a large garden shed stuck on the roof, and would be detrimental to the streetscene in both Church Road and Sherbourne St.”

OFFICER COMMENTS

City Design Group – Objection

City Design Group consider the height of the proposed development to be unacceptable in this location. The fourth storey element would be over dominant and out of character with the surrounding area.

As a corner plot, the proposed design does not respect the relationship that the existing building has with the two storey terraces on Sherbourne Street and this would negatively impact on the appearance of the area.

The modern box design of the fourth storey is considered out of keeping with the character of the existing building. An extension of the building by one storey (resulting in a three storey building) could be acceptable. However, this should step down to two storeys towards Sherbourne Street to maintain the relationship between the building and the Victorian terrace.

Transport Development Management – Objection

Transport Development Management have objected to the proposed refuse storage, in particular the proposed recycling storage which would be located underneath a raised decking at the rear of the property.

KEY ISSUES

(A) IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?

Policy BCS20 encourages the efficient use of land, but in doing so acknowledges the need to achieve high quality well designed environments, and the need for development to be informed by local context, accessibility and the characteristics of the site. It further states that higher densities of development will be sought close to centres and along or near to main public transport routes.

Policy BCS18 requires residential development to maintain, provide or contribute to a mix of housing types and sizes to help support the creation of mixed, balanced and inclusive communities.

The application site is located in an area where higher densities are considered appropriate; it is within walking distance of the Church Road town centre as designated in the Core Strategy (2011). It is near to bus stops with regular services to the city centre and a number of other locations. There is amenity space – St. Georges Park - within walking distance.

The proposed development would contribute 1no. two bedroom dwelling additional to existing, and would respond to the city's need for housing in a sustainable city location. It would not result in the loss of the existing commercial unit.

The principle of additional residential development in this location is acceptable.

(B) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN DESIGN TERMS?

Policy BCS21 of the Core Strategy is the overarching design policy which promotes high quality design across the city. The policy requires development to contribute positively to an area's character and safeguard the amenity of existing development and future occupiers.

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The adopted development management policies reinforce this requirement, with reference to local character and distinctiveness (Policy DM26), layout and form (Policy DM27) and alterations to existing buildings (Policy DM30). This section of the report considers how the proposed development responds to the requirements of these design policies.

Policy DM26 states that development will not be permitted where it would be harmful to local character and distinctiveness. The policy states that development should respond appropriately to the height, scale, massing, shape, form and proportion of existing buildings, including skylines and roofscapes.

Policy DM27 concerns the layout and form of development. The policy states that the height, scale and massing of development should be appropriate to the immediate context, character of adjoining streets and location within the townscape.

In proposing to add two storeys to the existing building, it is considered that the proposed development would not respond appropriately to the height and scale of existing surrounding buildings which are at a maximum of three storeys on the south side of Church Road, and step down to two storeys with the Victorian terrace of Sherbourne Street.

Whilst it is acknowledged that there are four storey buildings on the north side of Church Road, the historic character and local distinctiveness of the site derives from its relationship with buildings on the south side of Church Road, and its relationship with the Victorian terrace on Sherbourne Street. The latter relationship is defined by its corner position, with a frontage to both roads. It is noted that the existing building steps down in scale toward Sherbourne Street, creating a cohesive visual relationship between the Church Road and Sherbourne Street terraces.

The maximum height of the terraced buildings on Church Road and Sherbourne Street is three storeys. As such, it is considered that an increase in height to four storeys would not respect the context, character and layout of the existing buildings and their roofscapes. It would appear uncharacteristically tall and would fail to maintain the established and distinctive relationship between the two roads, creating a disjuncture where there is an existing visual link.

The impact of the proposed development on the Victorian terrace along Sherbourne Street is exacerbated by the loss of the stepped side elevation of the building, which forms a visual link between the existing building and 1 Sherbourne Street. The proposed development would result in a visually jarring height difference between the site and Sherbourne Street which would not respect the identity of 270 Church Road as a linking corner plot. It is therefore considered that the scale and height of the proposed development would have a detrimental impact on the existing character, the site's distinctiveness and established layout.

It is therefore concluded that the proposed development is contrary to Policy DM26 and Policy DM27.

Policy DM30 sets out the design requirements for alterations to existing buildings. The policy requires that extensions should be physically and visually subservient to the host building, including its roof form, and not dominate by virtue of siting and scale. The policy further states that alterations and extensions should respect the siting, scale, form, proportions, materials and overall design and character of the host building, its curtilage and the street scene.

It is considered that the addition of two storeys to the existing building and the resulting massing of the proposed development would not be a subservient extension to the existing building. It would appear visually dominant both with regard to the existing building and the street scene.

With regard to the overall finish and design of the extension to the building, the third storey would match the existing building in terms of materials, design and character. This aspect of the development is considered acceptable. However, the fourth storey would constitute a modern timber clad box like structure, located on the flat roof. This design is considered out of keeping with the existing building and the area, and this would be of detriment to existing character and the street scene. Despite efforts to step this feature back from the front and side elevation of the property to limit its visibility, it is considered this would only be effective when viewed in close proximity. In longer views, such as from the top of Sherbourne Street or facing east from Church Road, the fourth storey would be a visible structure and considered to be at odds with its environment.

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In failing to deliver a sufficiently subservient extension to the building, and one that respect the existing form, siting, materials, design and character, it is considered that the proposed development is contrary with Policy DM30.

To conclude, the proposed development does not comply with adopted design policies within the Site Allocations & Development Management Policies document and the scheme therefore does not constitute quality design required by overarching Policy BCS21.

(C) WOULD THE PROPOSAL HAVE AN ACCEPTABLE IMPACT ON AMENITY OF NEARBY OCCUPIERS?

Policy BCS21 of the Core Strategy requires new development to safeguard the amenity of existing residents.

Objections have been received from local residents relating to the potential impact of the proposed development in terms of overshadowing and loss of privacy for the flats opposite the building. The proposed development would result in the addition of windows directly facing the upper storeys of the block of flats opposite on the north side of Church Road. It would also result in additional windows and increased height on the side elevation facing 268 Church Road (on the opposite corner of Church Road and Sherbourne Street).

The distance between the proposed development and the dwellings on the north side of Church Road would be approximately 17 metres and would not be materially different to the outlook experienced by flats on the lower storeys which face the existing building.

With regard to 268 Church Road, the distance between windows would be 8 metres, as per the existing distance between the opposing second storey windows of both properties. Whilst the proposed third and fourth storey windows may result in some increased overlook down into 268 Church Road, it is considered that this would not constitute an unacceptable loss of privacy given the existing direct overlook which is possible between the existing building and 268 Church Road.

The distance between the site and the surrounding dwellings is considered acceptable in this urban environment and on balance, the impact of overlooking or loss of privacy is not considered sufficient to warrant refusal of the scheme.

With regard to loss of light, the Applicant has submitted a sunlight study in support of the application. The study demonstrates that the proposed height increase would not result in an unacceptable loss of light or overshadowing of neighbouring properties. Officers have reviewed this report and are satisfied with the conclusions.

Objections have been received regarding noise, specifically relating to use of the remaining flat roof space as a terrace. However, this space is not proposed in the plans for use as a roof terrace, nor would there be a formal access to allow its use as such. However, in the interests of certainty, a condition preventing such use could be applied were consent forthcoming.

In summary, it is considered that the proposed development would not result in unacceptable harm to neighbouring amenity.

(D) WOULD THE PROPOSAL HAVE AN ACCEPTABLE IMPACT ON THE RESIDENTIAL AMENITY OF FUTURE OCCUPANTS?

BCS21 states that new development should provide a safe, attractive, usable and inclusive built environment which creates a high quality living environment for future occupants. Further to this, Policy BCS18 states that residential developments should provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards.

The relevant minimum space standards for new housing is contained in the Department for Communities and Local Government (DCLG) Nationally Described Space Standards for new housing published in March 2015. The two bedroom dwelling which would be created from this application would meet the required minimum space standards.

Policy BCS18 also requires that new homes are built to a standard that enables them to be used more flexibly and adapted more easily by occupants in response to changing life circumstances. It states that the Lifetime

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Homes Standard (as amended July 2010) will be used to assess the accessibility and adaptability of new housing.

The Lifetime Homes Standard sets out 16 criteria to ensure that homes are accessible and inclusive. It sets out the following criteria relating to entrances and communal stairways, the following which are of relevance:

- Criteria 3: the approach to all entrances to buildings should preferably be level or gently sloping.
- Criteria 5: stairs and lifts should enable access to dwellings above the entrance level to as many people as possible.

The sole access to the proposed new two bedroom dwelling, would be via an external metal staircase accessed via a gated entrance on Sherbourne Street. The staircase would lead to the front door to the flat, on the third storey of the building. The staircase would be 5 metres in height and would have a width of 0.8m.

It is considered that this proposed access to the dwelling would not deliver a high standard of residential amenity for future occupants. The staircase, at a narrow width and located outside of the building, would not enable access to the building for all. The staircase would be tall and narrow, and it is considered would not create a positive living environment for future occupiers. Day to day, the access is not considered sufficiently inclusive; occupiers would be required to use the staircase to carry items such as refuse and recycling exposed to the elements. Beyond the elderly or disabled, it is considered that this also limits the suitability of the dwelling for those with young children or babies.

This issue has been raised by the Case Officer with the Applicant with a revised solution invited, however an amended scheme has not been forthcoming.

As such, it is considered that the proposed development is unacceptable with regard to future residential amenity, by virtue of not providing a high quality living environment. The new dwelling would not constitute a sufficiently safe, adaptable, usable and inclusive development, which is contrary to the objectives of Policy BCS21, Policy BCS18 and the Lifetime Homes Standard.

(E) IS THE PROPOSAL ACCEPTABLE WITH REGARD TO TRANSPORT AND HIGHWAY SAFETY?

Policy BCS10 of the Core Strategy states that development should promote sustainable transport choices. Policy DM23 requires development to provide safe and adequate access to new developments.

The site is located within an existing residential area on a main bus route, which is considered to be a sustainable location. Subsequently from a transportation perspective the principle of residential development without car parking provision in this location is considered to be acceptable.

The proposed development includes the provision of secure storage space for 4no. cycles underneath the external staircase, accessed via the shared gated. The refuse storage would also be located in this area, with a gated bin store enabling easy access for bins to the road for collection, and recycling storage located under the raised decking.

While the amount of refuse, recycling and cycle storage is acceptable, Transport Development Management have raised objection to the accessibility and storage facilities.

With regard to the cycle storage, the cycles would not be located in covered storage as per the BCC standard, while the access gateway and path does not meet the minimum 1.2m width to enable a pedestrian and a cycle to pass. The recycling storage, located under a covered deck at ground level, is considered awkward for residents to use and not sufficiently accessible. It would also have potential to encourage pests, given that it would be at ground level with potential for dropped recycling to accumulate.

While the above issues result in an unacceptable provision of cycle and refuse storage, it is recognised that these are concerns which could be addressed by the provision of further information by the Applicant through a planning condition, were consent forthcoming.

As such, it is considered that the proposed development is acceptable in transport terms subject to conditions requiring the approval of further details.

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(F) DOES THE PROPOSED DEVELOPMENT ADEQUATELY MEET OBJECTIVES OF SUSTAINABILITY AND CLIMATE CHANGE?

Policies BCS13 to BCS15 of the Bristol Development Framework Core Strategy forms a suite of planning policies relating to climate change and sustainability. It requires development to both mitigate and adapt to climate change. This includes new development to minimise its energy requirements, address issues of sustainable design and construction and also water management issues to reduce surface-water run-off.

The proposed development would result in the reduction of CO2 emissions by 20.6% through on site renewables (PV panels) and energy efficient materials. The location of these panels is not detailed on the submitted plans but could be secured via condition were consent forthcoming.

CONCLUSION

The application proposes an additional unit of housing in a highly sustainable location, and in pure land use terms this is acceptable.

However, the proposed development cannot be considered high quality design by virtue of its height, scale, massing and form. It would not be a subservient addition to an existing building and it is considered that the scheme would not respect the established character, design and form of both the host building and the surrounding area. This would be of detriment to the existing building and the wider streetscene, including the visual severance of the relationship between Church Road and Sherbourne Street. A scheme which would result in a three storey building, stepping down to two storeys towards the Victorian terrace of Sherbourne Street could be acceptable.

It is considered that the proposed development would not provide a sufficiently inclusive, accessible and high quality living environment for future occupants of the new dwelling. This is because the sole access to the new dwelling (via an external staircase, measuring 5m high and 0.5m wide) would be unsafe and is considered poorly conceived.

In conclusion, on balance it is considered by Officers that concerns with design and inclusive access outweigh the principle of an additional two bedroom dwelling. The scheme could be amended to overcome these concerns and provide a new dwelling, but in the absence of revised plans being submitted, Officers recommend that the application is refused for reasons of not representing quality design and by not providing inclusive access.

RECOMMENDED

REFUSE for the Following Reasons:

1. The proposed development by virtue of its height, scale and design would fail to respect the character of the existing property and the surrounding street scene, most notably in the relationship of the corner plot with the two storey terraces on Sherbourne Street. As an extension to an existing building, it would appear visually dominant, while the proposed modern box design of the fourth storey would be an incongruous addition to a highly visible corner property. Consequently, the proposed development is contrary to Policy BCS21 (Quality Urban Design) of the Bristol Core Strategy (June 2011) and DM26 (Local Character & Distinctiveness), DM27 (Layout & Form) and DM30 (Alterations to Existing Buildings) of the Site Allocations and Development Management Policies Local Plan (July 2014).
2. The development proposes that the sole access to the new third and fourth storey dwelling would be via a 5 metre high external staircase. This is not considered a safe and inclusive form of access for a new dwelling and it would limit potential occupants of the dwelling. The proposed development would subsequently fail to provide a high quality environment for future occupants. Consequently, the proposed development is contrary to Policy BCS18 (Housing Type) and Policy BCS21 (Quality Urban Design) of the Bristol Core Strategy (June 2011).

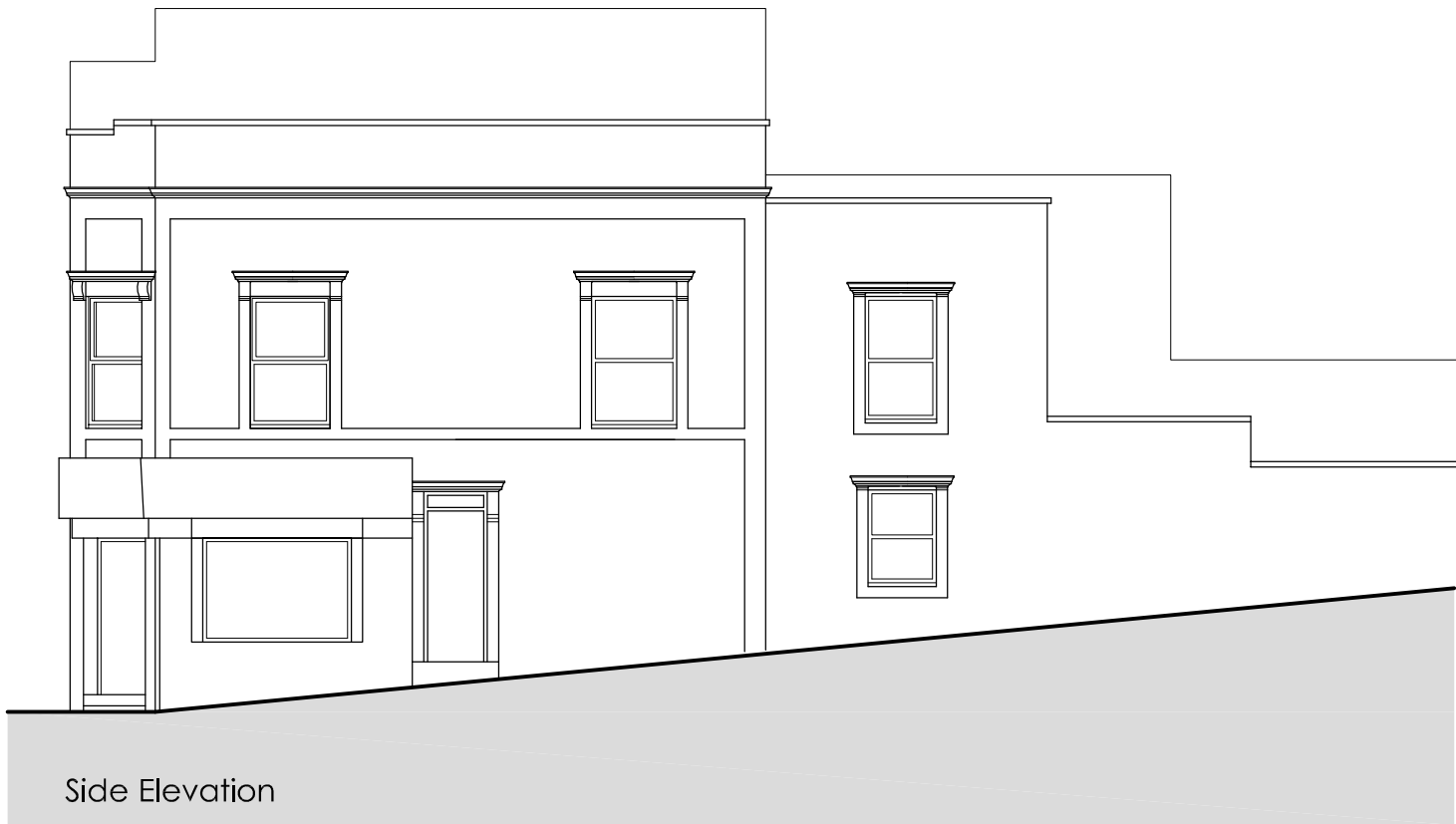
Supporting Documents

1. 270 Church Road

1. Existing plans and elevations
2. Proposed plans and elevations



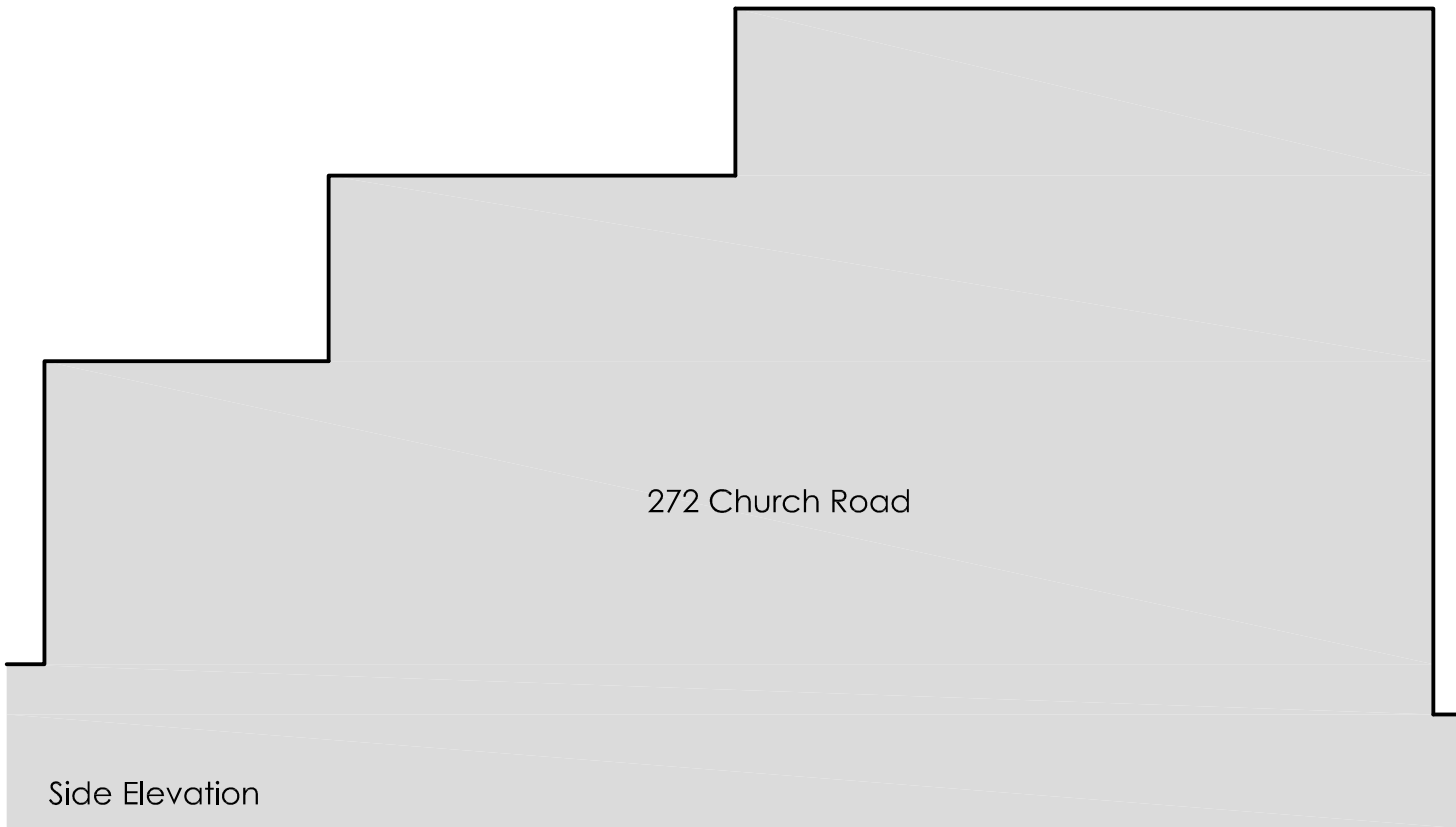
Front Elevation



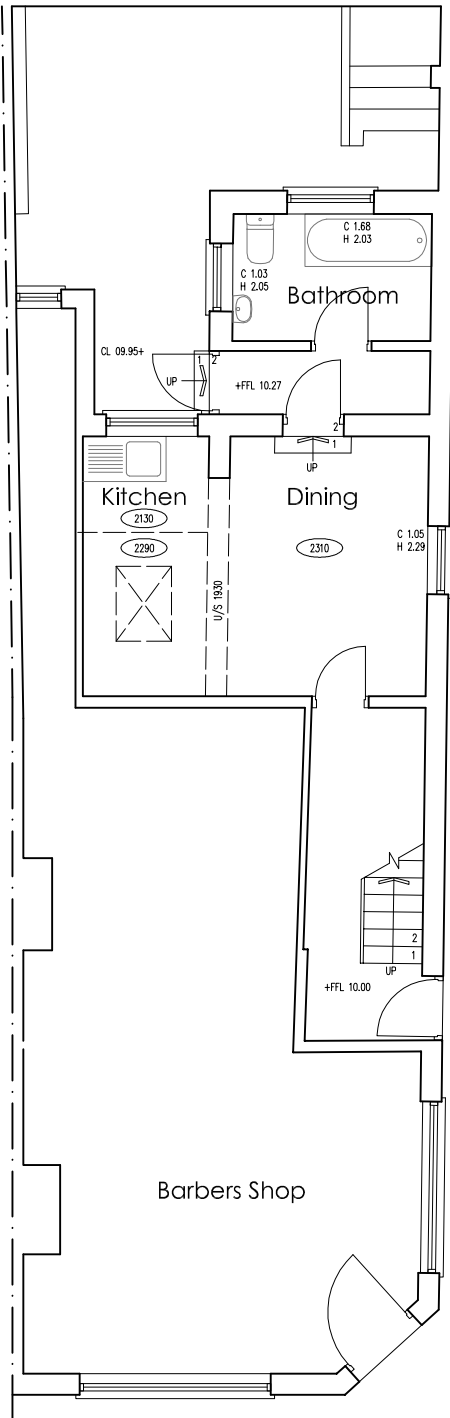
Side Elevation



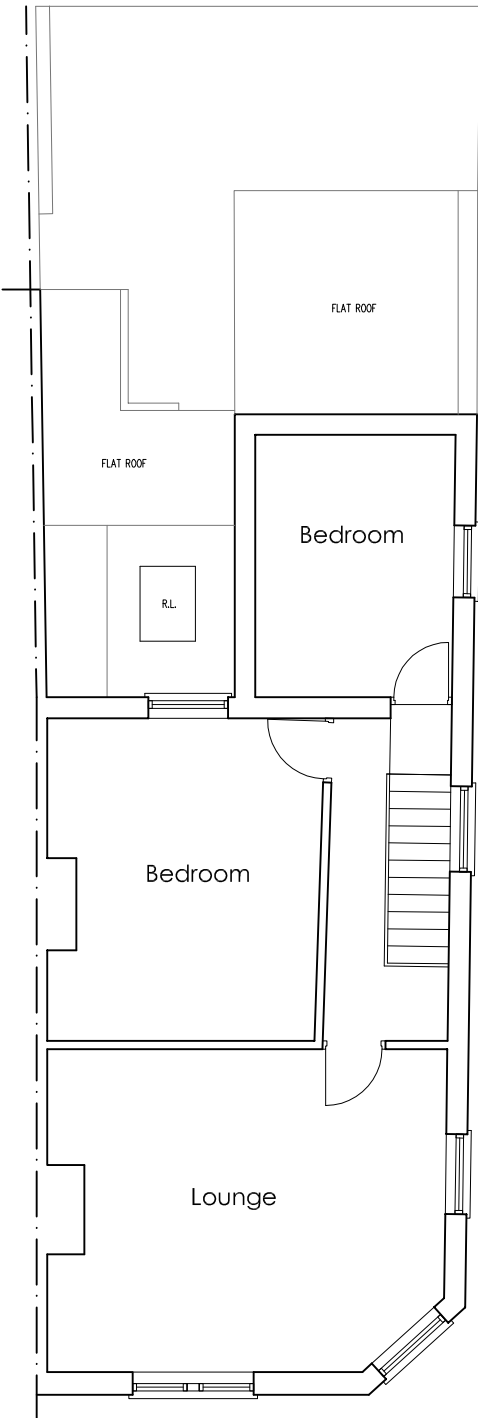
Rear Elevation



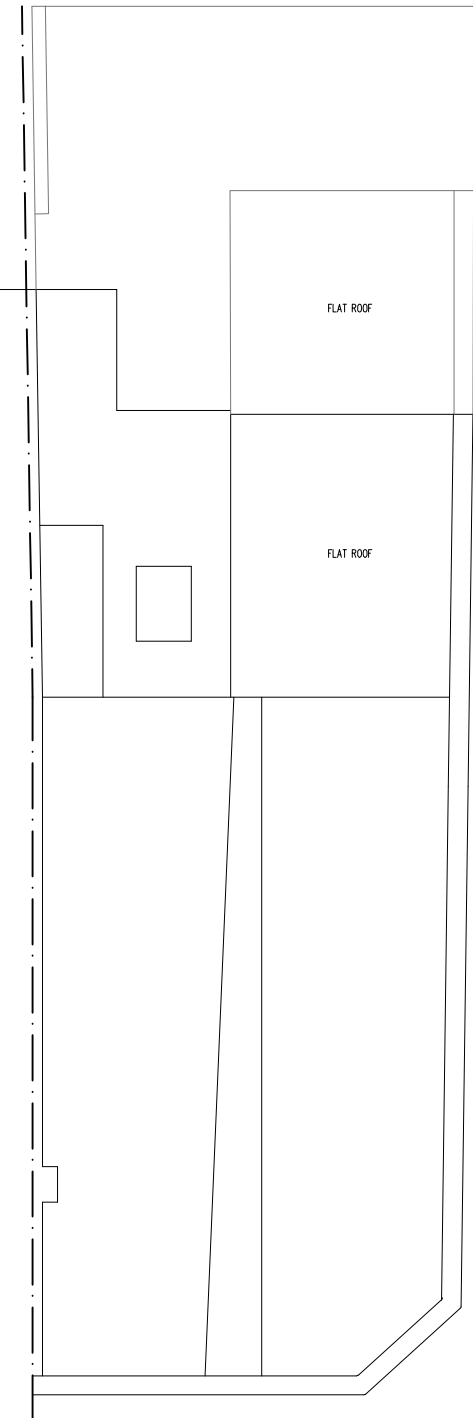
Side Elevation



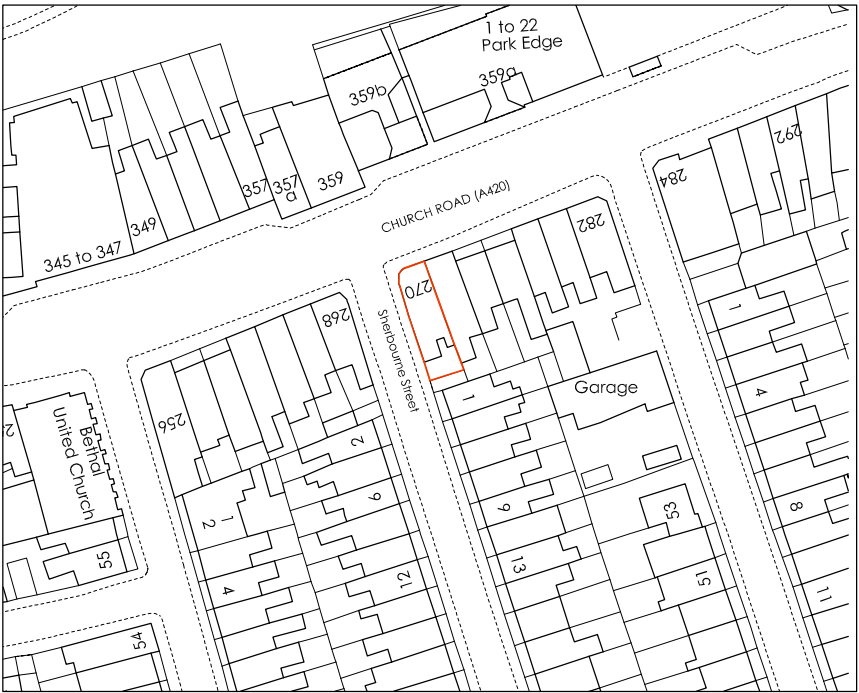
Ground Floor Plan



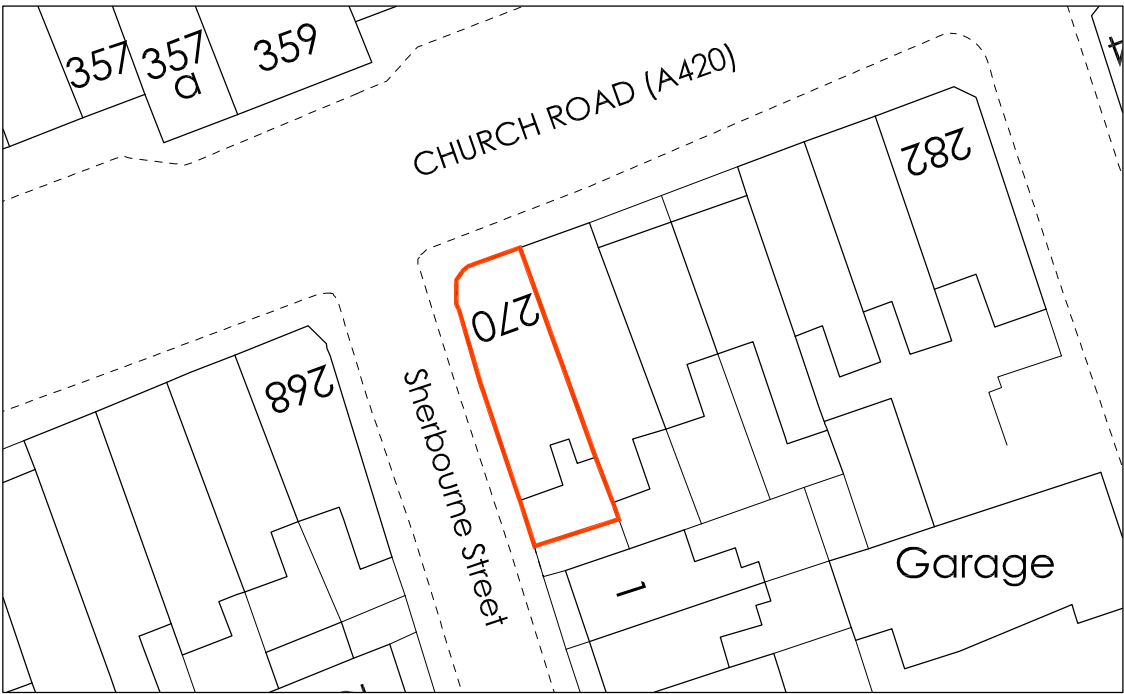
First Floor Plan



Roof Plan



Location Plan - 1:1250



Block Plan - 1:500

Notes:

The Contractor is to check and verify all building and site dimensions, levels and sewer invert levels at connection points before work starts. The Contractor is to comply in all respects with current Building Legislation, British Standard Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided. This drawing is not intended to show details of foundations, ground conditions or ground contaminants. Each area of ground relied upon to support any structure depicted (including drainage) must be investigated by the Contractor. A suitable method of foundation should be provided allowing for existing ground conditions. Any suspect or fluid ground, contaminates on or within the ground, should be further investigated by a suitable expert. Any earthwork constructions shown indicate typical slopes for guidance only & should be further investigated by a suitable expert.

Where existing trees are to be retained they should be subject to a full Arboricultural inspection for safety. All trees are to be planted so as to ensure they are a minimum of 5 meters from buildings and 3 meters from drainage and services. A suitable method of foundation is to be provided to accommodate the proposed tree planting.

The Designer does not accept any responsibility for any losses (financial or otherwise) to any Client or third party arising out of the Clients (be it Developer or Contractor but not limited thereto) non-compliance with afore mentioned provisions.

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Client:

Mr Jonathan Rigg

Project:

270 Church Road,
Bristol, BS5 8AH

Title:

Existing Plans and Elevations

Date: March 17

Scale: 1:100 @ A2

Drwg No.

2336 - 001

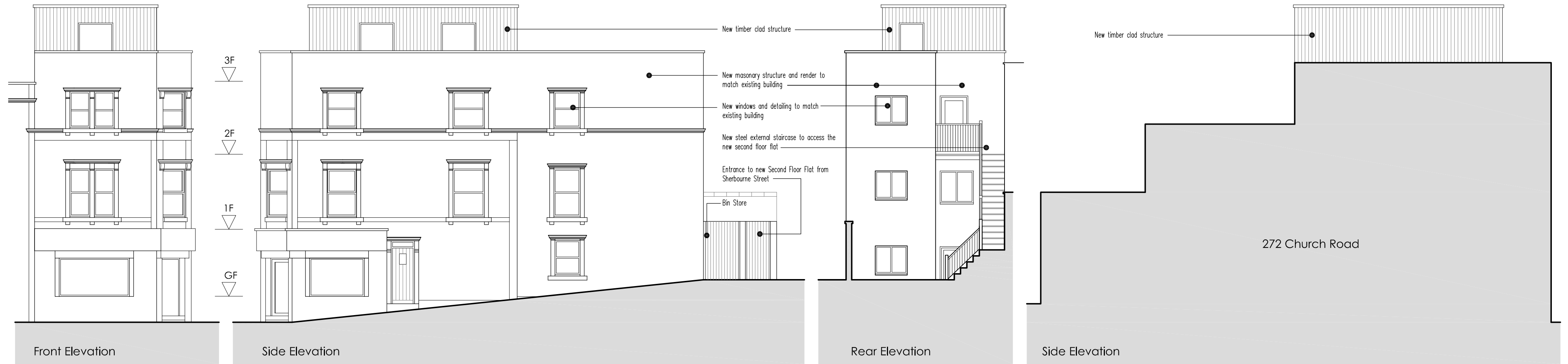
Rev.

P1

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E: ste.beatty@gmail.com
W: www.btdesignltd.com



Notes:

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Client:

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270 Church Road,
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Title:

Proposed Plans and Elevations

Date: March 17

Scale: 1:100 @ A2

Drwg No.

2336 - 002

Rev.

P3

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Development Control Committee A – 29 November 2017

ITEM NO. 4

WARD: Hartcliffe & Withywood **CONTACT OFFICER:** Thomas Wilkinson

SITE ADDRESS: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ

APPLICATION NO: 17/03021/F Full Planning

DETERMINATION DEADLINE: 5 September 2017

Erection of a 2 form-entry Primary School with Nursery and Autistic Condition Spectrum (ASC) School to be co-located on the site, associated play areas, car parking and drop off area. Demolition of former St Johns Ambulance building to create new access and parking area from Hareclive Road.

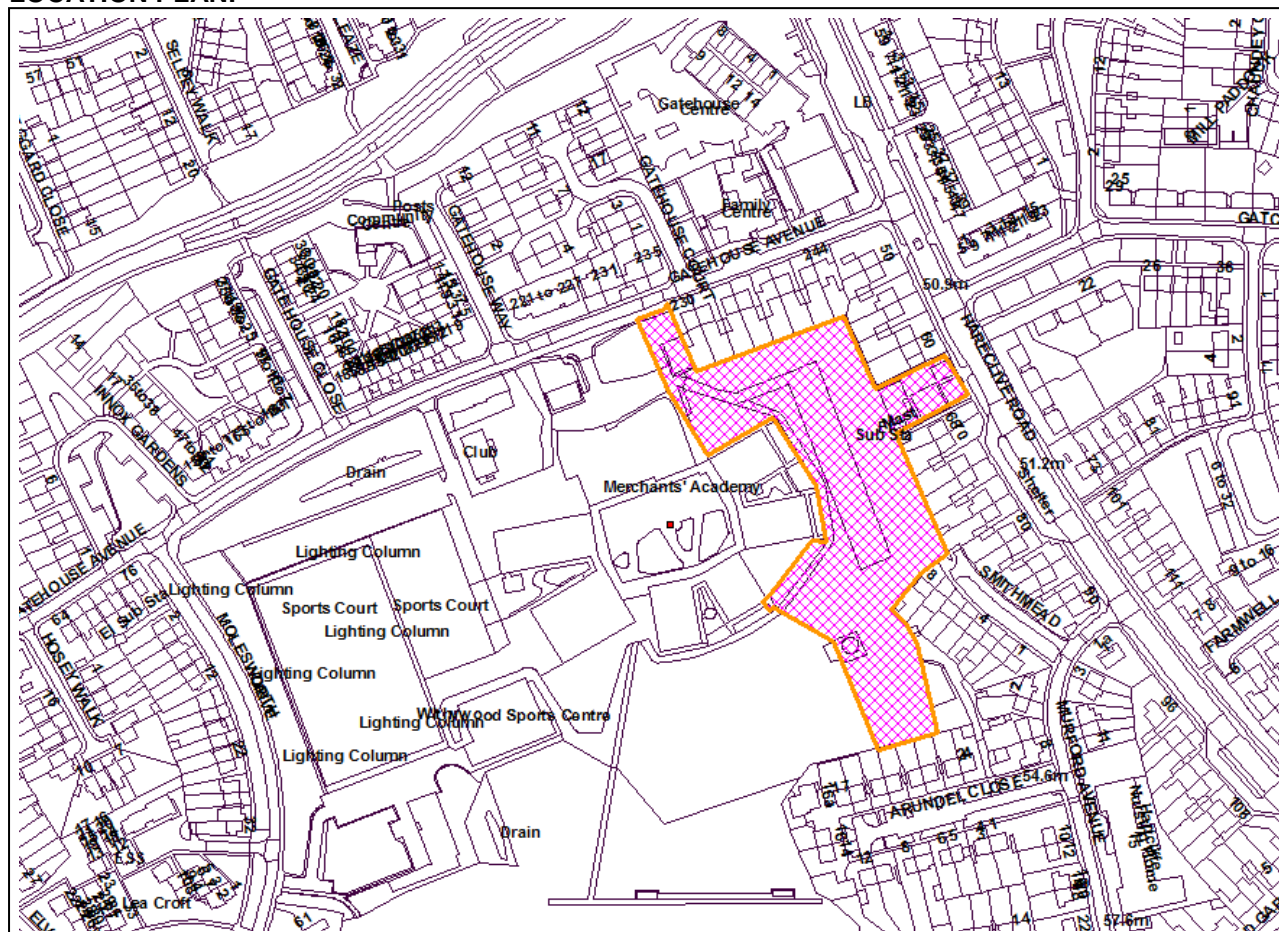
RECOMMENDATION: Grant subject to Condition(s)

AGENT: PCL Planning Ltd
1st Floor
3 Silverdown Office Park
Fair Oak Close
Clyst Honiton
Exeter
EX5 2UX

APPLICANT: Education Funding Agency

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

LOCATION PLAN:



Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ****BACKGROUND AND SUMMARY**

This application is for the proposed relocation and expansion of the existing Merchants Academy Primary School and Venturers Academy (an Autistic Condition Spectrum (ACS) school) to create a new combined two-form entry primary school with a nursery and an expanded Autistic Condition Spectrum School on existing school land to the east of the existing Merchants Academy Secondary School site.

The existing Merchants Academy Primary School; nursery and Venturers Academy are currently located at a separate site on Withywood Road, approximately 600 metres to the south-west. The existing Merchants Academy Primary School has been identified under the Priority Schools Building Programme as beyond its life and requiring re-building. It is proposed to relocate these schools from their existing location to sit alongside the existing Merchants Academy Secondary School. Following relocation, the applicant has confirmed that the existing school buildings on this site will remain in use for educational purposes. The form of this is yet to be confirmed and will be subject to final approval by the Regional Schools Commissioner and Bristol City Council, however the applicant confirmed they envisage this would most probably involve vocational education linked to apprenticeships or some other alternative provision.

The existing capacity of the school is for 263 students, 38 nursery children and 70 Autism Resource Base pupils. Following development/expansion, the capacity of the new facilities will be for 420 students, 38 nursery children and 84 Autism Resource Base pupils.

In terms of the current planning application, objections were initially received from 11 surrounding residential properties. Following the submission of revised plans and additional detail, a further re-consultation period generated objections from 6 surrounding residential properties. These were predominantly in relation to potential amenity issues (overbearing, overshadowing, overlooking) arising due to the height and proximity of the development in relation to surrounding properties, as well as potential highway safety and noise issues (see full details of the objections below and on the BCC website).

The application has not been referred to Committee by any Councillor, but due to the level of public interest and the nature of the development including the issues arising, it is considered appropriate for this application to come before Committee.

It is recognised that the development would have an overbearing impact on some surrounding properties and would result in some overshadowing, however during the course of the application the applicant provided revised plans in an attempt to address concerns, with the scheme being revised in scale, design and siting to limit the amenity impact as much as possible.

Following these amendments, and following a thorough assessment in which officers have recognised the need to ensure there are sufficient school places in Bristol to meet the identified demand (both at present and in the future) as well as the identified amenity impacts on existing residential properties, a balanced recommendation for approval is proposed to Members, subject to the conditions as set out below.

SITE DESCRIPTION

The application site refers to a section of existing school grounds within Merchant's Academy secondary school, to the east of the site. The site is currently characterised by a walled garden, hardstanding and some grassed areas used sporadically as ancillary teaching space for the secondary school and as car parking. The site also includes the adjoining former St Johns Ambulance building to the east of the site, accessed from Hareclive Road.

Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ**

The application site forms part of an area of designated Important Open Space (which covers the entirety of the school playing fields) within the adopted Site Allocations and Development Management Policies Local Plan (July 2014).

The existing secondary school is comparatively recent in construction (being completed in 2008) and supports a number of sports facilities as well as teaching buildings.

The site is located in the Hartcliffe ward of South Bristol, approximately 4 miles south of Bristol City Centre. The site lies to the west of Hareclive Road and south of Gatehouse Lane, which provides the existing access to the secondary school. The site adjoins the existing secondary school to the west, with residential development at Hareclive Road/ Gatehouse Avenue/ Smithmead to the north, east and south. The wider area is also predominantly residential with associated community uses, including Gatehouse Centre, New Fulford Family Practice and Saint Pius Roman Catholic Church.

As set out above, the existing Merchants Academy Primary School; nursery and Venturers Academy are located at Withywood Road, approximately 650metres further west along Gatehouse Avenue. The existing Merchants Academy Primary School has been identified under the Priority Schools Building Programme as beyond its life and requiring re-building. It is proposed to relocate these schools from their existing location to sit alongside the existing Merchants Academy Secondary School.

The Primary school currently has 263 students as well as 38 nursery children. The primary school moved to being 2-form entry school 3 years ago. Once the primary has 2 form entries in all years, the school would need capacity for 420 students. The current school building was not designed to be 2-form entry and could only cope with current student numbers by utilising some of the rooms that Venturers Academy now occupies.

Venturers Academy currently has 65 students and it is anticipated that there will be at least 70 by September 2017. This is the maximum number of students that can currently be accommodated in the current buildings, without additional capacity. The relocation to the secondary site will build extra capacity to take on at least 84 students. It is understood that there will be no increase in capacity of nursery children, with the numbers only transferring from the existing site.

An existing St Johns Ambulance building is currently located on Hareclive Road, between Nos.60 and 68, which was most recently used by local scout/cub groups. The applicant has confirmed that the building is currently disused, with the community groups who previously used the building now using alternative premises nearby.

RELEVANT HISTORY

10/04028/F: Construction of a workshop and a walled garden. GRANTED on 01.11.2010

09/00566/F: Erection of a new Cadet Centre. GRANTED on 07.05.2009

06/03024/F: New academy comprising two storey pavilions surrounding a courtyard and landscaping to replace existing Withywood Community School. GRANTED on 18.10.2006

06/01333/M: 'Reserved Matter' application for the approval of 'External Appearance' in association with the Merchants Academy (Outline Approval Ref No 05/02463/P/S). GRANTED on 26.05.2006

05/05043/M: Reserved matters application (relating to design and landscaping) for new city academy to replace Withywood Community School. GRANTED on 23.03.2006

05/02463/P: Application for outline planning permission to construct a new city academy to replace the existing Withywood Community School. GRANTED on 07.09.2005

Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ****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

Planning permission is sought for the construction of a 2 form-entry Primary School with Nursery and Autistic Condition Spectrum (ASC) School to be co-located on the site within the main Merchants Academy site, alongside associated play areas, car parking and drop off area. Both of the schools will be located within the same building, with shared hall, library and other facilities at the central core of the building.

The proposal also involves the demolition of a former St Johns Ambulance building to create a new access and parking area from Hareclive Road between Nos.60 and 68. Extensive landscaping with the construction of new play areas, games court and new walled garden will also be provided.

STATEMENT OF COMMUNITY INVOLVEMENT**a) Process**

The pre-application consultation that took place in this case involved a public exhibition for the proposed scheme presented to the local community on May 22nd 2017 in the former St Johns Ambulance Hall, between 4pm - 7pm.

Staff and parents of Merchant's Academy Trust were advised of the event by the schools and details of the exhibition were also placed on the Merchant's Academy and Venturers Academy websites. Invitations were also sent by post to 310 properties in the surrounding area, and by email to local councillors and local community groups (Hartcliffe and Withywood Pride of Place Group, Malago Valley Conservation Group, Bristol Civic Society Major Sites Group and the Neighbourhood Partnership Coordinator and Hareclive and Withywood Community Partnership).

A total of 12 feedback forms were left on the date, with a further email sent to the planning consultant acting on behalf of the applicant the day after the event. A summary of the concerns raised are as follows:

- Concerns in relation to increased traffic congestion
- Concerns in relation to additional parking
- Concerns in relation to the proximity of the development to surrounding residential properties and subsequently loss of privacy and light
- Concerns in relation to noise/disturbance
- Concerns in relation to dust and noise disruption during construction
- Concerns in relation to structural integrity of works on surrounding properties
- Concerns in relation to increased littering
- General concerns in relation to the design of the building

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- A Transport Assessment (TA) and Travel Plan (TP) have been prepared and submitted to support the application
- Travel surveys have been undertaken for the existing primary school which identify that the majority of children travel to school by non-car modes.
- A landscape buffer will be provided between the proposed school and the adjoining properties.
- High level strip windows have been incorporated into elevations to ensure that there will not be any issues in relation to overlooking or loss of privacy
- A shading analysis has also been undertaken to consider shadowing throughout the day
- An Environmental Noise Assessment has been prepared and submitted to support the application

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via press and site notices. Neighbours were also consulted via individual letters sent on 19th June 2017.

Objections were received initially from 11 surrounding properties, which in summary stated that:

- The new building is too close to surrounding properties, which will result in detrimental amenity issues and loss of privacy (overbearing, overlooking and overshadowing).
- The new building is too high, which will result in detrimental amenity issues and loss of privacy (overbearing, overlooking and overshadowing).
- The development would result in mutual overlooking
- The development would overshadow private gardens of surrounding properties
- The development would result in detrimental levels of noise and disturbance
- There is insufficient parking space in the local area to accommodate the development
- The development would result in highway safety issues due to dangerous parking
- The existing pavements are not wide enough to accommodate the increase in number of pedestrians
- The proposal represents overdevelopment
- No hours of opening have been specified
- The proposed development would result in increased waste pollution
- The development would result in increased congestion
- The development would impact upon wildlife including nesting birds, foxes and hedgehogs
- There is insufficient space for coach parking
- The consultation undertaken was inadequate
- The development could impact upon the stability of neighbouring properties during the construction period
- The development would block views
- No detail has been submitted in relation to flood risk and drainage
- The development would result in a harmful loss of trees
- The development would attract vermin
- The development would cause dirt and dust during the construction period

Following these comments and concerns raised by officers the applicant submitted revised plans and additional detail to seek to address the issues raised. As a result those who were originally consulted and those who already commented on the application were re-consulted via individual letters sent on 18th October 2017.

Objections were received from 6 surrounding properties following this re-consultation, which in summary stated that:

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- The new building is too close to surrounding properties, which will result in detrimental amenity issues and loss of privacy (overbearing, overlooking and overshadowing).
- The new building is too high, which will result in detrimental amenity issues and loss of privacy (overbearing, overlooking and overshadowing).
- The development would result in detrimental levels of noise and disturbance
- The development would cause dirt and dust during the construction period
- The proposed development would result in increased waste pollution
- The development would result in air pollution
- The existing roads will be unable to handle the increased congestion
- The development would result in highway safety issues due to dangerous parking
- The development could result in flood risk and drainage issues
- The development could impact upon the stability of neighbouring properties during the construction period

OTHER COMMENTS

BCC Transport Development Management Team has commented as follows:-

'Principle

The site is well located in a residential area, with good access to transport links. In principle a school site would be acceptable in this location.

Local Conditions

The site will be accessed from Hareclive Road. There is good footway provision in the direct vicinity of the site and pedestrians are protected from passing traffic by highway verges. The carriageways are wide enough to carry passing traffic, although additional parking may prevent this.

Trip Generation

The presence of a new school will generate a significant number of trips, by many modes of transport. Existing trip rates (from the existing school's hands up survey) suggest that the new schools could, once they are at capacity, generate in the region of an additional 160 car borne pupils. Some of these will be shared trips with siblings at both the school itself or the existing Merchants Academy Secondary School. The 38% who currently arrive by car is a relatively high proportion and there is capacity to reduce this through a strong culture of active travel, encouraged through a School Travel Plan. Nevertheless the impact will be substantially felt in the peak times, on a key public transport corridor. It is therefore essential that measures are put in place to reduce the impact on resultant safety concerns and congestion arising from parking. The following would be required:

Reduce in trips by car - the school will be required to create and implement a School Travel Plan (STP). This would need to be in place prior to the new site opening. It is recognised a Framework Travel Plan has been prepared by the Transport Consultants, but the school must have input into the final STP, as they will be responsible for implementing the measures. This would then be updated and monitored regularly to ensure that the measures are working. Such measures would include the provision of cycle parking, scooter parking, lockers and wet weather storage, road safety training, awareness, walking and cycling promotion, working with neighbours, and promotion of car sharing. This would also apply to staff, and include measures such as reviewing the marking system to allow staff not to feel the need to drive every day, the provision of showers and lockers to promote walking and cycling, and promotion of car sharing.

Further advice can be found at Modeshift STARS, and from The Council's Active Travel to School Officer. A School Travel Plan would be secured by a condition.

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Improve public transport facilities to encourage greater use - The application package pays attention to the accessibility to the site by public transport. Passenger Transport have advised that a new bus shelter will be required to encourage the use of the stops by additional families and staff. This will serve to reduce the number of cars on the Hareclive Road and reduce overall delays, particularly to public transport. A contribution of £10,000 is sought for a 3-bay reverse cantilever shelter. This can be secured through a UU.

Make the pedestrian environment safer - The existing crossing island will not have adequate capacity for a school of this size, and will need to be removed to accommodate the new vehicular access. A signalised crossing will be installed to allow for children to cross safely with minimal disruption to the capacity of the highway. This will be at the expense of the Applicant. A highway agreement will be required. A Statutory Notice to install a crossing will be required and the cost to the Council to prepare this will be £5395. A signalised crossing is also liable for commuted sums for maintenance.

The crossing should be staggered away from the access to deter children walking straight out onto it and avoid a build-up of pedestrians at the exit from the school. Further design will be required, to be secured by a condition.

The current low level bollards are insufficient to draw attention to the presence of a school and these will need to be replaced by Pencil Bollards, which are used on new school schemes throughout the city.

Deter driving - dropping off facilities do little to reduce congestion and can create further difficulties if used by a significant number of parents. They can create conflict and also act to encourage car use. It is therefore the Authority's stance not to allow such facilities for mainstream schools.

There is an operational requirement for a drop off facility for the ASC school as these children will have complex requirements. However, the Merchants school will have no vehicular access to the drop off facility. It will be necessary for the school to manage this, and a condition will be required to prevent this, unless with express permission from the school.

Remove parking hazards - a comprehensive review of waiting restrictions will be required in order to ensure safe and effective operation of the highway network. These could be in the form of single yellow lines or double yellow lines, peak hour loading prohibition and school keep clear markings where necessary. This will require a Traffic Regulation Order and highway works. The cost of a TRO is £5395 and will need to be met by the applicant. The TRO Process is a lengthy process requiring consultation with affected parties and urgent consideration is required to allow these restrictions to be designed, approved and advertised in order for the TRO to be sealed in adequate time for its installation.

Warn and slow down drivers - the school flashing wig wag signs will need to be relocated in Hareclive Road.

The 20mph speed limit will need to be applied to Hareclive Road on the approaches to the site. This will require a Traffic Regulation Order and highway works to signing to reflect this. The cost of a TRO is £5395 and will need to be met by the applicant.

The highway measures can be secured via a condition and will result in a highway agreement under s278 of the Highways Act. Means to secure the TRO contributions are included within the highway agreement.

The proposed vehicular access is satisfactory and visibility is adequate. It will be essential to ensure that the access is used only by staff and those attending the Autism Hub, to reduce conflict directly outside the school.

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A wide, segregated pedestrian access is proposed. This is beneficial as it segregates all pedestrian access from any vehicular access.

The car parking for staff and visitors falls within the maximum standard for a school of this size. A School Travel Plan will assist in reducing the amount of on-street parking and waiting restrictions will reduce inappropriate parking. Following advice further detail of cycle parking has been provided, which is considered acceptable.

Overall no objections to the application on transport/highways grounds, subject to conditions and UU.'

BCC Flood Risk Manager has commented as follows:-

'The proposed drainage strategy is acceptable and we have no objection to the proposals. We request that should planning permission be granted our standard pre commencement condition is imposed to ensure a detailed drainage design formed in accordance with the approved strategy is submitted to and approved by BCC prior to the commencement of development.'

BCC Sustainable Cities Team has commented as follows:-

'The use of thermal modelling and the CIBSE TM52 methodology is noted and welcome, as is the proposal to install a PV array to reduce residual emissions. There is no district heating network in the vicinity of the development.

The pre-assessment estimate of BREEAM Very Good is noted as are the reasons why 'Excellent' is regarded as unachievable. I suggest conditioning a report from Arcadis at completion stage and prior to occupation confirming that development as designed will achieve BREEAM 'Very Good'.

An adequate Sustainable Urban Drainage scheme should be secured via condition. The inclusion of dedicated cycle parking is noted and welcome.

Following the submission of further detail and subject to conditions I recommend the application be approved.'

BCC Urban Design has commented as follows:-

'It is recognised that the design principles of new school building have been heavily influenced by the existing secondary school, the shape of the site and surrounding context (including residential amenity) and the requirements for such teaching spaces/floorspace needs. The overall siting, form and layout of the development is considered acceptable in this respect.

In scale, the building will consist of one and two storey masses. The proposed building will be visible from public view, particularly from Hareclive Road to the east where it will be marginally visible above the roofs of the residential properties which line the street, and will be visible through the gaps between houses. However, it is considered that the overall scale and massing will not be significant enough to cause any detrimental harm to the character and appearance of the area in this instance, as the building would only be marginally taller than surrounding residential properties.

The overall design and materials will further be relatively simple and of a suitable quality, to match and tie in with the material treatment of the adjacent existing secondary school. The overall scale and detailed design of the building is subsequently considered acceptable, subject to further detail of design features and material samples (secured via condition).

For safety and security reasons guard railings are proposed to the roof of the building. Whilst not ideal in design/visual terms, these railings will be collapsible so that when not in use they will not be erected. Subsequently due to the collapsible design and the limited timescale during which the railings

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will be erected (secured via condition) it is not considered that their presence on the roof of the building will cause enough harm to warrant a refusal on design grounds.'

Bristol Waste Company has commented as follows:-

'No comment as no residential component.'

BCC Contaminated Land Environmental Protection has commented as follows:-

'We refer to the major planning application to develop a new primary school on the site of the Merchants Academy, Gatehouse Avenue. We have reviewed the following submitted reports as part of the application

- Ground and Water. March 2017. Merchants Academy Primary School & Ventures Academy ASC School. Desk Study. GWPR1867/DS/March 2017. V1.01. Final
- Ground and Water. March 2017. Merchants Academy Primary School & Ventures Academy ASC School. Ground Investigation Report. GWPR1867/GIR/March 2017. V1.01. Final

Overall the reports submitted adequately assess risks from contamination. The only potential concern we have with the assessment is adopting Public Open Space Residential scenario for the area of the school buildings themselves as the chosen scenario does not consider the risks of vapour intrusion from hydrocarbons and volatile organic compounds. However the results of the soil samples from both 2017 and a historic report held within the office do not indicate an issue with vapour intrusion from these contaminants.

Further assessment of contamination is not required but given previous experience of school sites of this age with encountering unexpected contaminants in the site soils we do recommend that any approval is subject to a condition requiring that the applicant reports and unexpected contamination immediately to the Local Planning Authority.

We do note section 7.9 refers to imported material needing to be tested which we concur with, can the applicants confirm how much imported topsoil is likely to be brought onto site (an estimate will suffice) for the proposed landscaped areas? If significant we are minded to apply a verification of imported materials condition.'

BCC Arboricultural Team has commented as follows:-

'Following the submission of revised plans and further detail I have no objections to the application, as all replacements trees will be suitably mitigated as per the Bristol Tree Replacement Standard. Please can you condition all relevant documents along with an early condition for tree protection.'

BCC Nature Conservation Officer has commented as follows:-

'Trees will be removed as part of this proposal. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. I therefore recommend a condition is attached to any approval 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. No further ecology issues are identified.'

BCC Pollution Control has commented as follows:-

'I can confirm that I am happy with the contents of the submitted acoustic reports, which deal with the internal noise levels for teaching within the classrooms and the potential for noise nuisance from external plant and equipment, as well as potential noise from children in outside areas and noise from cars and children leaving the school. I would just like to make sure that the recommendation made

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within the reports that a 2.4 m high acoustic barrier be installed along the northern and southern boundaries occurs prior to the use commencing. It should be noted that with the barrier noise from children in the outdoor areas will still be audible at nearby residential properties, however I do not consider that this would be harmful enough to warrant the refusal of the application. I would however ask that an Outdoor Area Management Plan is provided, setting out details of times the external areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised to ensure any impact is minimised.

I also have concerns regarding noise from construction works, noise from construction vehicles and the potential for dust and mud on roads for construction activities. I would therefore ask that a site specific Construction Environmental Management Plan is provided.

I would also like to see some time restrictions regarding the community use and feel that these should be in line with the current use for the school that secondary facilities are currently offered to external parties from 5pm until 10pm on weekdays and from 8am until 9pm. The external areas should also not be used for community purposes after 6pm.

Detail of any extraction and ventilation systems should be provided to the Council prior to installation to ensure they will result in no harmful odour or noise issues arising.'

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 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

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 the erection of a 2 form-entry Primary School with Nursery, 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.'

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

'No objections'

BCC Air Quality has commented as follows:-

'There won't be an air quality issue with this number of car parking spaces in this location.'

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'Comments were provided at pre app submission stage after which discussions took place with the applicant regarding integration of public art across the development.

An art consultancy was engaged and work is progressing which at the time of this memo is focused on the landscape scheme with an artist working with HED the appointed landscape architects on the scheme design. The public art then will be the scheme landscape, including the entrance at Hareclive Road which was identified by City Design Group as benefiting from increased legibility. The artist is also involved in discussions about the interior colour / fit out.

A landscape scheme has been submitted as part of the full planning but as noted in the planning statement this landscape scheme will be updated during determination (as design work completes) with new drawings that incorporate the public art submitted prior to determination.

A public art condition will also be applied to secure public art as part of the scheme and in pursuance of said landscape scheme, and will be passed to the case officer.

Further information on the BCC public art programme can be obtained at www.aprb.co.uk

BCC Landscape has commented as follows:-

'The application fulfils an important educational need and the principal of the development is not contested in relation to landscape design. No objections to the application, subject to amendment and the submission of further detail.'

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) PRINCIPLE OF DEVELOPMENT**

As set out above, planning permission is sought for the construction of a 2 form-entry Primary School with Nursery and Autistic Condition Spectrum (ASC) School to be co-located on the site within the existing main Merchants Academy secondary school site, alongside new associated play areas, car access, parking and drop off area. The development will represent the relocation and expansion of existing school facilities located approximately 600 metres away. Both of the schools will be located within the same building, with shared hall, library and other facilities. The proposal also involves the demolition of a former St Johns Ambulance building to create the new access and parking area from Hareclive Road.

Paragraph 72 in the National Planning Policy Framework states that The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and

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collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

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

The principle of the development and expansion of the primary school and nursery is therefore supported in national planning policy terms in this respect.

In local policy terms, Core Strategy Policy BCS12 sets out the general approach to the protection and development of community facilities (which includes schools). This policy states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community and where possible community facilities should be located within existing centres. Existing community facilities should in addition be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.

Policy DM5 in the Site Allocations and Development Management Policies sets out that the term community facilities is wide-ranging and can include community centres, childcare facilities, education establishments, training centres, health and social care facilities and civic and administrative facilities. Policy DM5 states that proposals involving the loss of community facilities land or buildings will not be permitted unless it is demonstrated that:

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

It is acknowledged that the existing Merchants Academy Primary School and Venturers Academy has been identified under the Priority Schools Building Programme as beyond its life and requiring re-building. The applicant has also confirmed that it would be difficult to achieve the desired increase in capacity at the current, existing site given the limited space available and site constraints. The proposal to relocate/replace these schools from their existing location to sit alongside the existing Merchants Academy Secondary School is subsequently acceptable as there will be no loss of school/community floorspace in the local area, with the proposed development resulting in improved and expanded educational facilities for the local community with a greater capacity for pupils.

The entire site is already in current educational use. No change of use or alteration of the site boundary is proposed; and thus the site is considered an acceptable location for the provision of a replacement educational facility, subject to meeting all other relevant policy requirements (see below).

The proposed development would however, involve the demolition of another existing community building which was formerly owned by the St Johns Ambulance, although most recently has been used by local scout/cub groups. The applicant has however confirmed that the community groups who previously used this building are now using alternative premises in the local area. Whilst the loss of this building is not ideal, it is recognised that the proposed new school development will include two halls, studio and training rooms which could be used outside of school times by the community in the same way that existing facilities at the secondary school are currently used by the wider public. The

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overall floorspace created by these new facilities will be greater than the floorspace of the existing community building. In addition, as set out the community groups that use the building have relocated to a suitable alternative location. On this basis, the loss of the community building is considered acceptable as appropriate replacement community facilities will be provided in suitable alternative locations; in line with criterion iv of Policy DM5. Further, in visual terms the existing building itself is not considered to hold significant architectural merit, being a single storey in height and primarily functional in appearance, meaning it doesn't contribute overly positively towards the character and appearance of the area or streetscene in this instance and its loss is thus acceptable in design terms.

As the application site forms part of an area of designated Important Open Space within the adopted Site Allocations and Development Management Policies Local Plan (July 2014), Policy DM17 in this document applies. This 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.

In this instance it is considered that the area of land removed to accommodate the development does not realistically fulfil an important open space function as it comprises land which is predominantly hard standing and used informally as car parking. The majority of the designated open space to the south of the development site, is however considered to hold much greater amenity value, and will remain undeveloped and thus would not be significantly impacted upon by the proposals. 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 proposal to warrant refusal on this ground.

Overall whilst not ideal given the loss of some open space, the location of the new school building is in principle considered acceptable. The applicant has also advised that other location options were considered prior to the further progression of proposals that have resulted the current application, however ultimately it was assessed that the identified site represents the most suitable for the proposed expansion and relocation of the existing school for a number of reasons as follows:

- The existing school site (located approximately 600 metres to the south-west) has been identified under the Priority Schools Building Programme as beyond its life and requiring re-building and it would be difficult to achieve the desired increase in capacity at the current site given the limited available space
- Locating all elements of the Merchants Academy school on one site would improve cross-phase working and sharing of resources
- The identified area of the school site is largely disused as car parking and a walled garden area of no particular visual merit
- The expansion in any other location within the school site would likely impact negatively upon the designated Important Open Space and would also compromise the playing and sporting facilities.

(B) 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 (or has been used as a playing field in the last five years) 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 they are satisfied with the application, as 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 other playing pitch (including the

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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.

(C) WOULD THE PROPOSAL BE ACCEPTABLE IN DESIGN TERMS?

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) 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 DM27 in the same document expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting with Policy DM29 further stating that the design of new buildings should be of high quality.

The Council's City Design Group (CDG) has reviewed the proposals noting that the application fulfils an important educational need and overall they have raised no objections to the development in design terms following the submitted amendments (set out below). It is recognised that the design principles of new school building have been heavily influenced by the existing secondary school, the shape of the site and surrounding context (including residential amenity) and the requirements for such teaching spaces/floorspace needs.

The new schools will be located within a single building which consists of two wings arranged around a central core of shared facilities and framing two external courtyard play spaces to the west which have direct connectivity between the existing and proposed schools on the site. The existing site, whilst relatively large is of an awkward shape and is surrounded by a number of residential properties with rear gardens which back onto the development site. In this respect, the building has been sited to provide as much boundary distance as possible between residential properties and the proposed school, and also to form a protective enclosure between the external play areas to the west of the site and residential gardens. The overall siting, form and layout of the development is considered acceptable in design terms.

In scale, the building will consist of a varied massing of one and two storey elements. The reduced one storey element at the centre of the building is included to provide both a link and a contrast to the two two-storey blocks to either side. A one-storey block for the nursery is also proposed to the south side of the site.

The proposed building will be visible from public views, particularly from Hareclive Road to the east where it will be marginally visible above the roofs of the residential properties which line the street, and through the gaps between houses. However, it is considered that the overall scale and massing will not be significant enough to cause any detrimental harm to the character and appearance of the area in urban design terms in this instance, as the building would only be marginally taller than surrounding residential properties. The overall design and materials will also be relatively simple and of a suitable quality, to match and tie in with the material treatment of the adjacent existing secondary school. The overall scale and detailed design of the building is subsequently considered acceptable, subject to further detail of design features and material samples (secured via conditions as set out below).

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For safety and security reasons, guard railings are proposed to the roof of the building. Whilst these are not of the best quality in design/visual terms, following Case Officer advice the applicant has confirmed that these railings could be collapsible so that when not in use for maintenance purposes they will not be erected, thus minimising their visual impact. Further details of these railings are secured via condition to ensure they will be of an appropriate appearance.

The location of the car parking to the front of the building does not provide an ideal entrance design statement to the school site with regard to good design principles. It is recognised however that there is a need for parking and it is accepted that there are no other suitable alternative locations within the site. The school will be an important new building on the Hareclive Road frontage and the entrance merits particular consideration in relation to the quality of its detailed treatment. Initial concerns were raised by the Council's Landscape Officer regarding the proposed boundary treatment as originally proposed, as it was not considered of sufficient visual appeal. Subsequently following Case Officer advice the applicant provided revised entrance, boundary treatment and landscaping plans; which the Council's Landscape Officer has reviewed and confirmed that the new street frontage will be of an acceptable quality. The Council's Landscape Officer also confirmed that all the landscaping and surfacing within the site will also be of a suitable quality. Whilst trees are proposed to be removed to facilitate the development, replacements will be planted on site in accordance with the Bristol Tree Replacement Standard (further detail on this is set out in Key Issue F below). The landscaping and tree replacement proposals are also secured by relevant conditions.

Finally, as the application proposal is a 'major' scale planning application, Policy BCS21 of the Bristol Core Strategy states that major development should deliver high quality urban design and enable the delivery of permanent and temporary public art. Accordingly the applicant has provided a concept public art plan which details a number of proposed elements of public art as part of the development. This is considered acceptable, with further detail secured via condition which is set out below with all the other conditions required above.

(D) IMPACT ON THE AMENITY OF SURROUNDING PROPERTIES

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. Policies DM27 and Policy DM29 in the Site Allocations and Development Management Policies (2014) further state that the layout and form of new buildings and development, including the size, shape, form and configuration of blocks and plots, will be expected to enable existing and proposed development to achieve appropriate levels of privacy, outlook and daylight. Policy BCS23 in the Bristol Core Strategy and Policy DM35 in the Site Allocations and Development Management Policy also state that new development should also not lead to any detrimental increase in noise levels.

It is acknowledged that the siting of the new school building is not ideal as it will be located in close proximity to a number of surrounding residential properties to the north (Gatehouse Avenue), east (Hareclive Road) and south (Smithmead). The existing Merchants Academy secondary school is located directly to the west and is not considered to be detrimentally impacted given the nature and linkages between the two schools. The applicant however has advised that other locations were considered, however ultimately the identified location represents the most suitable for the proposed expansion and relocation for a number of reasons:

- The existing school site (located approximately 600 metres to the south-west) has been identified under the Priority Schools Building Programme as beyond its life and requiring re-building and it would be difficult to achieve the desired increase in capacity at the current site given the limited available space
- Locating all elements of the Merchants Academy school on one site would improve cross-phase working and sharing of resources
- The identified area of the school site is largely disused as car parking and a walled garden area of no particular visual merit

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- The expansion in any other location within the school site would likely impact negatively upon the designated Important Open Space and would also compromise the playing and sporting facilities.

In this respect, the rationale behind the proposed siting of the new school building is understood. However, the impact of the school on the neighbouring residential premises to the north (Gatehouse Avenue), to the east (Hareclive Road) and to the south (Smithmead) needs to be carefully assessed as whilst the proposed new school building, is only two storeys in height it would be taller than the total ridge heights of surrounding houses by approximately 2 metres, is sited in relatively close proximity to the neighbouring boundaries and due to the overall size of the building, would be of significant massing. The amenity impact on these surrounding properties is set out below.

Overshadowing to properties on Gatehouse Avenue (north)

To the north, the rear gardens of properties along Gatehouse Avenue will back directly onto the boundary of the proposed new school site. The new school building will be sited approximately 23 metres from the rear elevations of these properties. The applicant has provided an annual shadow plan to support the proposal. This demonstrates that in June the new development would not overshadow the rear gardens of properties along Gatehouse Avenue at any time of day. In September however the development would overshadow the entirety of rear gardens during the morning (8am) however this overshadowing would not impact (just) upon the rear elevations of the dwellings themselves, and by midday only a small section of the gardens of three properties would be overshadowed. In December it is evident that the development would overshadow the rear gardens and properties along Gatehouse Avenue during the morning, however by midday the overshadowing impact would only be felt by two properties, and by 4pm only a section of the garden to one property (which one?) would be overshadowed. In March the development would overshadow two properties (which) in the morning, however by midday and for the rest of the day the overshadowing would only impact upon a small section of the gardens of three properties.

Overshadowing to properties on Hareclive Road (east)

To the east, the rear gardens of properties along Hareclive Road will back directly onto the boundary of the proposed new school site. The new school building will be sited approximately 23 metres from the rear elevations of these properties. The provided shadow plan demonstrates that in June the development would result in a very small section at the very bottom of the rear gardens of the properties along Hareclive Road being overshadowed, only during the afternoon. In September the development would again only result in the overshadowing of rear gardens during the late afternoon, with the rear elevations of the properties themselves not being impacted upon. In December the development would overshadow the rear gardens and elevations of properties along Hareclive Road, however this would only be during the late afternoon (4pm) with no overshadowing occurring to gardens or properties for the rest of the day. In March the development would result in approximately 50% of the rear gardens being overshadowed, only during the afternoon.

Overbearing to properties on Gatehouse Avenue (north) and Hareclive Road (east)

As noted above, the new school building will be sited approximately 23 metres from the rear elevations of properties along Gatehouse Avenue and Hareclive Road. It is accepted that given this proximity and given the overall scale and extent of development across the rear boundaries of these residential houses an overbearing impact and change of outlook will be experienced by these properties. However, on balance it is considered that the overbearing impact would not be harmful enough to warrant refusal; the separation distance of 23 metres is considered sufficient in this instance to ensure adequate outlook from the rear elevations of the properties and the applicant has reduced the height of the roof parapet following Case Officer advice to limit any overbearing and overshadowing impact as much as possible.

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Conclusion: Overbearing and Overshadowing on Gatehouse Avenue (north) and Hareclive Road (east)

It is evident following the above that whilst the development would result in some overshadowing of surrounding properties to the north and east this overshadowing would impact mainly upon sections of rear gardens rather than the properties themselves, during certain times of the year and during certain times of the day. Whilst there would be some overshadowing of the properties themselves this would only occur during winter months (December) at the end of the day when it is likely to be getting dark in any event.

The overbearing and overshadowing impact on properties to the north (Gatehouse Avenue) and east (Hareclive Road) is subsequently recognised, however on balance this is not considered harmful enough to warrant the refusal of the application on amenity grounds in this instance when also balancing the wider public benefits of the development in securing much need school places.

Overshadowing to Smithmead (south)

To the south, the end terrace property of Smithmead (Number 8) will be sited directly along the boundary with the development site so that the side elevation of the property will be approximately 1.5 metres from the development site boundary and approximately 6 metres from the overall new school building. In respect of overshadowing given the southerly orientation of this dwelling, the impact will be minimal and restricted to a small section of the front garden in late afternoon during the summer. This is considered acceptable.

Overbearing to Smithmead (south)

Given the height, massing and siting of the proposed development in such close proximity to this residential property, concerns were raised by the Case Officer that the proposal would result in harm to residential amenity by virtue of an overbearing impact. Following Case Officer concerns, the scheme was subsequently amended so that the new building was brought away from the boundary by a greater extent and chamfered at the corner in order to improve the outlook from the front of the property and to seek to reduce the impact of the building as much as possible.

Following this amendment the new building will still be sited approximately 6 metres away from the side boundary to No.8 Smithmead. This distance is only measured however from the closest point between the two buildings (measured from the front elevation of No.8 Smithmead) with the majority of the building being sited further away from the boundary following the revisions submitted. To limit the overbearing impact further the new school building was also revised in this location so that the rear section of the wing adjacent to No. 8 Smithmead would be single storey in height. As a result these two alterations have reduced the overbearing impact on the rear garden area of the residential property and also allowed sufficient outlook from rear windows. It is subsequently concluded that the rear outlook from this property would remain adequate, as there would not be such a considerable amount of built form directly along the rear garden boundary to cause any harmful overbearing impact.

The side elevation of No.8 Smithmead doesn't contain any windows which could be directly impacted upon by the development; however the overall bulk and massing of development would be apparent particularly from the front elevation. To reduce the impact of the bulk/massing as much as possible, following Case Officer advice the corner of the new school building closest to the boundary at the front elevation of No.8 Smithmead has been chamfered. Following this amendment it is considered that the outlook from the front elevation would on balance be adequate, as an acceptable line of sight would be afforded in both directions.

Following the above, it is recognised that the development would still have an overbearing impact on No.8 Smithmead given the close proximity and overall bulk/massing of the building. In this instance

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however, during the course of the application the applicant has provided revised plans in an attempt to address Case Officer concerns, with the scheme being revised in scale, design and siting to limit the overbearing impact as much as possible whilst delivering the required accommodation needed for the school. Following these amendments, and following a balanced assessment also taking into consideration the nature of development which will fulfil an important educational need for the local community it is concluded that the overbearing impact on No.8 Smithmead is not harmful enough to warrant refusal in this instance.

Overlooking to properties on Gatehouse Avenue (north) and Hareclive Road (east)

As noted above, to the north and east, the rear gardens of properties along Gatehouse Avenue and Hareclive Road will back directly onto the boundary of the proposed new school site. The new school building will be sited approximately 23 metres from the rear elevations of these properties along Gatehouse Avenue (to the north) and Hareclive Road (to the east). The school will contain windows at ground floor level; however these will not offer direct views of surrounding properties given the presence of existing and proposed boundary treatment (secured by conditions). At first floor level, the school will contain a number of windows which will face surrounding properties; however the school has been designed so many of these windows do not serve main teaching rooms but rather circulation space and back-office functions. Obscure glazing is proposed to some windows to teaching areas where the overlooking impact has been identified as most sensitive (this is secured by condition). Given the above, and given the separation distance of 23 metres it is considered that any overlooking or loss of privacy created between the new development and surrounding properties along Gatehouse Avenue and Hareclive Road will not be overly significant or detrimental enough to warrant refusal.

Overlooking to Smithmead (south)

To prevent any overlooking occurring between the development and properties to the south along Smithmead all windows to the south elevation of the new school will be obscure glazed as shown on the approved plans (also secured via condition). It is accepted however that the perception of overlooking will remain given the presence of windows, however as noted above the new school building will be only a single storey in height where it directly abuts the rear garden of No.8 Smithmead along the boundary, meaning the perception of overlooking of the rear garden would not be overly significant. In addition, No.8 Smithmead doesn't contain and side elevation windows, meaning any direct window to window overlooking (even the perception of overlooking) would not occur in this instance.

Noise and Disturbance

It is recognised that noise from children in schools and outdoor play areas, particularly at break times, can give rise to significant noise levels. The applicant has provided an Environmental Noise Assessment to support the application, which deals with the internal noise levels for teaching within the classrooms and the potential for noise nuisance from external plant and equipment. The Council's Pollution Control Team has reviewed this document and confirmed that the findings are acceptable in that internal noise levels and any noise generated by external plant/equipment would not be harmful to surrounding residential properties. Conditions are added in this respect to ensure that this is the case going forward.

It is recognised that this submitted assessment however does not take into consideration noise from children in the outdoor areas of the school, including noise from cars and children arriving. Following Case Officer advice a further Noise Impact Assessment was provided, to address noise from children in outside areas at the school and noise from cars and children arriving at the school. Following review, the Council's Pollution Control Team confirmed that they are happy with the content of this assessment, and noted that whilst car park noise is likely to be generated as this will only be at the beginning and end of the school day for a relatively short period of time. As such it is concluded that any noise impact from these noise sources would not be detrimental enough to the amenity of

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surrounding properties to warrant refusal.

Further, in relation to the use of the external play areas it is noted that the school has been designed so that the main play areas are located away from residential properties to the west of the site. Due to this design it is therefore considered that there will be a minor increase in the existing noise climate measured on the site, with the highest predicted noise level during playtimes and lunchtimes. However, as the break and lunch times are during the middle of the day, and during weekdays only (without any significant noise generated in the late or early hours), it is again considered that any noise and disturbance generated would not be detrimental enough to the amenity of surrounding properties to warrant refusal. Mitigation is also proposed in the form of a 2.4 m high acoustic barrier installed along the northern and southern boundaries of the site (as shown on approved boundary treatment plan 4238-HED-00-DR-L-2001 P6). The Council's Pollution Control team noted that even with acoustic barrier installed, noise from children in the outdoor areas will still be audible at nearby residential properties and that ultimately there are no suitable mitigation measures that can effectively completely remove this type of noise. To seek to further mitigate noise issues, and ensure noise and disturbance is restricted as much as possible, the use of the external areas are proposed to be managed via an Outdoor Area Management Plan (which will include details of times the areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised). This is secured by condition set out below.

In addition to normal school use, , it is noted that the new school will be used for community purposes outside of normal hours. This will be in line with the current use for the school, in that secondary facilities are currently offered to external parties from 5pm until 10pm on weekdays and from 8am until 9pm. The Council's Pollution Control Team confirmed that this is acceptable; however a condition is attached requiring that the external areas associated with the site shall not be used after 18:00pm in the interests of the amenity of neighbouring residential properties.

The Council's Pollution Control Team also raised concerns regarding noise from construction works, noise from construction vehicles and the potential for dust and mud on roads for construction activities. To reduce the effects of noise, vibration, dust and site lighting during the construction period a Construction Environmental Management Plan is therefore secured via condition.

Overall, given the minor noise level increase and the limited hours of use of the external areas (which are located largely away from residential properties) and other management and mitigation measures proposed, it is concluded that any noise and disturbance impact would not be harmful enough warrant the refusal of the application in this instance.

Odour Management

To ensure any extract equipment will cause no harm to surrounding properties by virtue of odour and noise, a condition is attached requiring that detail of any equipment (including details of the flue, method of odour control, noise levels and noise attenuation measures) is provided to the Local Planning Authority for review prior to installation.

Light Pollution

An external lighting layout plan has been provided, alongside an External Lighting Assessment Report. Following review, the Council's Pollution Control team confirmed that the new lighting associated with the development would have no adverse impact on the amenities of surrounding residential properties by virtue of light pollution. A condition is however attached to ensure the light levels meet the required Obtrusive Light Limitations for Exterior Lighting Installations.

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Policy BCS10 in Bristol Core Strategy (2011) advocates that new development should be designed and located to ensure the provision of safe streets. Policy DM23 in the Site Allocations and Development Management Policies (2014) states that development should not give rise to unacceptable traffic conditions and will be expected to provide safe and adequate access.

The Council's Transport Development Management Team (TDM) confirmed that the site is well located in a residential area, with good access to transport links. Subsequently from a principle transport/highways perspective, a school is considered acceptable in this location.

It is recognised that the presence of a new school will however generate a significant number of trips, by many modes of transport. Existing trip rates (from the existing school's hands up survey) suggest that the new schools could, once they are at capacity, generate in the region of an additional 160 car borne pupils. Some of these will be shared trips with siblings at both the proposed new primary school and adjacent Merchants Academy Secondary School. It is noted that 38% of pupils currently arrive by car to the existing primary school, which is considered to be a relatively high proportion. There is however capacity to reduce this through a strong culture of active travel, encouraged through a School Travel Plan. Nevertheless the impact will be substantially felt in the peak times, on a key public transport corridor and as such it is therefore essential that measures are put in place to reduce the impact on resultant safety concerns and congestion arising from parking. These measures are discussed below.

Firstly, the school will be required to create and implement a School Travel Plan (STP) which would need to be in place prior to the new site opening. It is recognised that a Framework Travel Plan has been prepared by PCL Transport Consultants, however it is required that the school have input into the final STP, as they will be responsible for implementing the measures. This would then be updated and monitored regularly to ensure that the measures are working. Such measures would include the provision of cycle parking, scooter parking, lockers and wet weather storage, road safety training, awareness, walking and cycling promotion, working with neighbours, and promotion of car sharing. This would also apply to staff, and include measures such as reviewing the marking system to allow staff not to feel the need to drive every day, the provision of showers and lockers to promote walking and cycling, and promotion of car sharing. The submission of this final School Travel Plan (STP) is therefore secured via condition.

Secondly, whilst the application site is accessible by public transport a new bus shelter will be required to encourage the use of the stops by additional pupils, families and staff. This will serve to reduce the number of cars on Hareclive Road and reduce delays, particularly to public transport. A financial contribution of £10,000 has been secured in this respect through a Unilateral Undertaking for a 3-bay reverse cantilever shelter.

The proposed school will be accessed from a new access way via Hareclive Road. There is good footway provision in the directly vicinity of the site and pedestrians are protected from passing traffic by highway verges. However, the existing pedestrian crossing island immediately in front of the new school entrance will not have adequate capacity for a school of this size, and will need to be removed to accommodate the new vehicular access. A new signalised crossing will therefore need to be installed to allow for children to cross safely with minimal disruption to the capacity of the highway. This will be at the expense of the applicant and a separate highway agreement will be required in this respect, with further details secured via condition.

Further, the current low level bollards are also insufficient to draw attention to the presence of a school and will need to be replaced by Pencil Bollards, which are used on new school schemes throughout the city. Detail of this is again secured via condition.

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Also a comprehensive review of waiting restrictions will be required in order to ensure safe and effective operation of the highway network. These could be in the form of single yellow lines or double yellow lines, peak hour loading prohibition and school keep clear markings where necessary. This will require a Traffic Regulation Order and highway works, the cost of which will need to be met by the applicant. This is secured via condition and will require a separate highways agreement..

The school flashing wig wag signs will also need to be relocated in Hareclive Road and a 20mph speed limit will need to be applied to Hareclive Road on the approaches to the site. This will require a Traffic Regulation Order and highway works, the cost of which will need to be met by the applicant. This is secured via condition and will require a separate highways agreement.

The proposed vehicular access itself is satisfactory and visibility is adequate. A turning head is provided, and following Case Officer, advice further swept path detail has been provided which demonstrates that a minibus and fire engine enter and exit the site adequately. It is noted that the access proposals also includes the provision of a drop off area. It is considered that dropping off facilities in general circumstances do little to reduce congestion and can create further difficulties if used by a significant number of parents, can create conflict and also act to encourage car use. It is therefore the Local Planning Authority's stance not to allow such facilities for mainstream schools. It is noted in this instance however that there is an accepted operational requirement for a drop off facility for the ASC school as these children will have complex requirements. However, the Merchants Academy School will have no vehicular access to the drop off facility. It will be essential to ensure that the access is used only by staff and those attending the Autism Hub, to reduce conflict directly outside the school. It will therefore be necessary for the school to manage this arrangement, with specific detail set out in the Travel Plan (secured via condition). A wide, segregated pedestrian access is also proposed, this is beneficial as it segregates all pedestrian access from any vehicular access.

The car parking level proposed for staff and visitors falls within the maximum standard for a school of this size. A School Travel Plan will assist in reducing the amount of on-street parking and waiting restrictions will reduce inappropriate parking. Following Case Officer advice, a sufficient amount of covered cycle parking will be provided within the curtilage of the site and this is secured by condition.

Overall, the impacts on the transport network are considered acceptable, subject to the bus stop upgrade contribution secured via a Unilateral Undertaking; a number of conditions as set out below and the agreed works to the highway being undertaken to the satisfaction of the LPA.

(F) 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.

A number of existing trees are located within the application site. An arboricultural survey to grade the existing trees on the site and to identify their condition has been carried out. 33 individual trees are proposed to be removed in order to facilitate the development, with 73 replacements, as shown on approved plan AB-HED-L-XX-DR-2008 P2. The Council's Arboricultural Team confirmed that the loss of the identified trees was acceptable in principle, as they do not hold high amenity value, and the location, species and number of replacement is appropriate and in line with the Bristol Tree Replacement Standard.

The application is subsequently considered acceptable on this basis, subject to a condition requiring the planting to be in accordance with the approved planting plan and another condition requiring that the Local Planning Authority shall be given not less than two weeks prior written notice by the

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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 around the retained trees before the work commences.

(G) DOES THE PROPOSAL RAISE ANY ECOLOGY ISSUES?

Policy DM19 in the Site Allocations and Development Management Policies (2014) 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.

The Council's Nature Conservation Officer has reviewed the application and confirmed that no endangered or priority species will be impacted upon by the proposed development. However, to ensure that no wild birds, their eggs, nests and chicks are impacted upon through the removal of 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. Bird boxes, reptile hibernacula and hedgehog boxes as recommended by the ecology report have been shown on the approved landscaping external furniture plan. Likewise, fruit and nut trees have been included in the planting plan. The Nature Conservation Officer has confirmed that they are happy with these proposals and these are therefore secured by relevant conditions as set out below.

(H) SUSTAINABILITY AND CLIMATE CHANGE

Current planning policy within the adopted Bristol Development Framework, Core Strategy (2011) requires new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy. For major development and development for health or education uses the Sustainability Statement should include a BREEAM assessment.

Following consultation and following the submission of further detail, the Council's Sustainable Cities Team confirmed that the application was acceptable and that appropriate measures had been undertaken to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. Solar panels are proposed on the roof of the building, which will achieve the required saving of 20% and the details of these are conditioned accordingly.

It is noted that there is no district heating network in the vicinity of the development and therefore the non-inclusion connection measures is accepted. The pre-assessment estimate of BREEAM Very Good is noted as are the reasons why 'Excellent' is regarded as unachievable. A condition is attached requiring that once the building is complete (i.e. prior to occupation) a further report/statement is provided to the LPA confirming the 'Very Good' rating (or equivalent) has been achieved.

The application is subsequently considered acceptable on this basis, subject to conditions.

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Policy BCS23 in the Core Strategy (2011) states that development should be sited and designed in a way as to avoid adversely impacting upon the amenity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light and other forms of pollution. Policy DM35 in the Site Allocations and Development Management Policies (2014) states that any scheme which will have an unacceptable impact on environmental amenity by reason of noise or odour will be expected to provide an appropriate scheme of mitigation.

It is recognised that the new car parking area will be sited in relatively close proximity to neighbouring residential properties. Following consultation however, the Council's Air Quality Team confirmed that given the limited number of proposed spaces any vehicle fumes would not be harmful to surrounding residents. The application is subsequently considered acceptable on this basis.

(J) FLOOD RISK

Bristol Core Strategy (2011) Policy BCS16 states that all development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

The applicant has provided a Drainage Strategy and SUDS Statement to support the application. Following consultation, the Council's Flood Risk Team confirmed that the detail contained within this report is acceptable to satisfy concerns whether the development would result in any harmful levels of surface runoff. A condition is however attached to ensure a detailed drainage design formed in accordance with the approved strategy is submitted to and approved by the Council prior to the commencement of development.

(K) DOES THE PROPOSAL GIVE RISE TO ANY CONTAMINATION ISSUES?

Policy DM34 in the Site Allocations and Development Management Policies (2014) states that new development should demonstrate that:

- i. Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and
- ii. The proposed development will not cause the land to become contaminated, to the detriment of future use

Following consultation, the Council's Contaminated Land team confirmed that the Ground Investigation Report submitted to support the application adequately assesses risks from contamination. Further assessment of contamination is therefore not required, however given previous experience of school sites of this age with encountering unexpected contaminants in the site soils, a condition is attached requiring that the applicant reports any unexpected contamination to the Council immediately if encountered.

(L) DOES THE PROPOSAL RAISE ANY CRIME OR SECURITY ISSUES?

Sections 58 and 69 of the National Planning Policy Framework (March 2012) require crime and disorder and fear of crime to be considered in the design stage of a development.

Following consultation, the Avon and Somerset Police Crime Prevention Design Adviser raised no objections to the application.

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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. The obligations and how they are secured in this case are as follows:

Public Art

See Key Issue C above. Secured via conditions.

Landscape/Public Realm Scheme/Trees

See Key Issues C, F and G above. Secured via conditions.

Travel Plan

See Key Issue E above. Secured via condition.

Highway Works

See Key Issue E above. Secured via Conditions and a separate financial contribution of £10,000 for a replacement bus shelter secured by Unilateral Undertaking

CONCLUSION

In accordance with local and national policy, the proposed development fulfils an important educational need and will ensure that a sufficient choice of school places is available to meet the needs of existing and new communities.

Whilst the siting and scale of the development is not ideal, following amendment and on balance it is not considered that any amenity impact (overbearing, overshadowing, overlooking or the creation of noise and disturbance) would not be harmful enough to warrant the refusal of a scheme that will deliver significantly important school places

The proposal is considered acceptable in relation to design, highways/transport, ecology, impact on trees, flood risk, land contamination, air quality and sustainability.

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?

The Bristol Community Infrastructure Levy (CIL) Charging Schedule sets out that non-residential institutions (which includes schools such as the one proposed here) are £0 rated, as such no CIL receipts are anticipated from this development.

Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ****RECOMMENDED GRANT subject to condition(s)****Time limit for commencement of development**

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Construction management plan

No development shall take place including any works of demolition (with the exception of erection of the single storey environmental classroom and enabling works) 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
- 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. Site Specific Construction Environmental Management Plan

No development shall take place including any works of demolition (with the exception of erection of the single storey environmental classroom and enabling works) until a site specific Construction Environmental Management Plan has been submitted to and been approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting on the surrounding area and all surrounding premises and infrastructure.

Reason: In the interests of the amenities of surrounding occupiers during the construction of the development.

4. Highway Works

Prior to commencement of the construction of the main school building hereby permitted general arrangement plan(s) indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority

Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ**

- Removal of traffic island and making good of the highway
- Installation of signalised crossing
- Scheme of waiting restrictions in the vicinity of the site
- Extension of 20mph zone and associated signing
- Relocation of school flashing warning sign
- Associated ancillary works including without limitation dropped kerbs, pencil bollards, footway crossovers, tactile paving, street lighting, pavement reinstatement, drainage, reinstatement of redundant accessways, lowering of any services and return to store of recyclable materials

The drawings must indicate 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

No building or use hereby permitted shall be occupied or the use commenced until these works are completed 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.

5. 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 Advanced Arboriculture, referenced TH/X1600/0617 and dated 2 June 2017 and as shown on the approved Tree Protection Plan: Overview (TH/X1600/0617 1); Tree Protection Plan: North (TH/X1600/0617 1); Tree Protection Plan: Central (TH/X1600/0617 1) and Tree Protection Plan: South (TH/X1600/0617 1).

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

Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ**

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.

6. Sustainable Drainage System (SuDS)

The development hereby approved (excluding site preparation/enabling works and the erection of the single storey environmental classroom) shall not commence until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority in accordance with the approved Drainage Strategy and SuDS Statement Dated May 2017. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building first commencing and then 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.

7. 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. Where checks for nesting birds by a qualified ecological 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

8. Public Art

The development shall be undertaken in accordance with the concept Art Plan prepared by Pony and dated August 2017 and prior to the construction of the main school building hereby permitted (unless an alternative timescale for the submission of these details supported by a formal phasing plan is submitted to and approved in writing by the Local Planning Authority) detailed drawings (plans and elevations) for the public artworks for the school (entrance, entrance landscape, and rear landscape) shall be submitted to and approved in writing by the Local Planning Authority in the form of an Art Plan. The detailed plans will be accompanied by a timetable for the installation of the artworks across the site in line with the development and landscape build programme in which they shall be integrated, together with details of how the school will maintain the work in the form of a maintenance and care manual.

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

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No extraction/ventilation systems for the extraction and dispersal of cooking odours shall be installed until details of the flue, method of odour control, noise levels and noise attenuation measures has been submitted to and approved in writing by the Council. The approved scheme shall be implemented prior to the first commencement of the use and then be permanently maintained thereafter.

Reason: In order to safeguard the amenities of nearby occupiers.

10. Material samples

Prior to the commencement of the relevant works sample panels of the proposed external render, brick and timber cladding demonstrating the colour, finish, coursing, jointing and pointing to the masonry are to be erected on site and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory.

11. Prior to the commencement of relevant works drawings to a minimum 1:10 scale (also indicating materials, treatments, and finishes) of the following items shall be submitted to and approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority:

- (a) All new windows and doors (including sectional profiles)
- (b) Rooftop railings

The detail thereby approved shall be carried out in accordance with that approval.

Reason: To ensure that the external appearance of the building is satisfactory

12. Imported Soils Verification

For each phase any topsoil (natural or manufactured) or subsoil to be imported shall be assessed for chemical or other potential contaminants in accordance with a scheme of investigation which shall be submitted to and approved in writing by the Local Planning Authority in advance of its importation. Only material approved by the Local Planning Authority shall be imported. All measures specified in the approved scheme shall be undertaken in accordance with Pollution Control's Imported Materials Guidance Notes. Subject to approval of the above, sampling of the material received at the development site to verify that the imported soil is free from contamination shall be undertaken in accordance with a scheme and timescale to be agreed in writing by the Local Planning Authority.

Reason: To ensure that the safety of future occupiers is not prejudiced.

Pre occupation condition(s)**13. Land affected by contamination - Reporting of Unexpected Contamination**

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land

Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ**

Contamination, CLR 11', and where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

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

14. Solar panels

No building or use hereby permitted shall be occupied or the use commenced until details including the final roof layout, visual appearance, angle of installation, method of fixing, and technical specifications (including the output to demonstrate compliance with the approved Sustainability Report) of the solar panels have been submitted to and approved in writing by the Local Planning Authority. The solar panels shall be installed in accordance with the approved details and made fully operational prior to the first occupation of school hereby permitted. The solar panels shall be maintained in situ in accordance with the approved details and as fully operational at all times thereafter.

Reason: To ensure that the development would meet sustainability and climate change policy objectives.

15. Outdoor Area Management Plan

No building or use hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority an Outdoor Area Management Plan for the development hereby approved, setting out details of times the areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised. The approved outdoor management plan shall be complied with throughout the duration of the use.

Reason: In order to safeguard the amenities of nearby occupiers.

16. Travel Plans - Not submitted

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

This will also include arrangements for the management of the parking and dropping off facility to ensure this is only used by/for pupils of Venturers Academy

The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed travel Plan Targets to the satisfaction of the council.

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

17. BREEAM

No building shall be occupied or the use commenced until a report/statement from the Technical Advisor certifying that the building achieves BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) equivalent rating 'Very Good' has been achieved for this development has been submitted to and approved by the Local Planning Authority, unless otherwise agreed in writing with the Local Planning Authority.

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

18. 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.

19. 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.

20. 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.

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

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

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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.

23. Installation of acoustic fence

No building or use hereby permitted shall be occupied or the use commenced until the timber acoustic fence has been installed in the position and to the specification as shown on approved plan 4238-HED-00-DR-L-2001 P6 and shall thereafter be maintained as such in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to safeguard the amenities of nearby occupiers.

24. Landscape

The new planting, landscaping and ecology measures shall be completed to the specification as shown on approved plans MAB-HED-L-XX-DR-2008 P2; 4238-HED-00-DR-L-2004 P3 and 4238-HED-00-DR-L-2000 P4 in the first planting season following completion of development unless otherwise agreed in writing by the Local Planning Authority.

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

Post occupation management**25. Restriction of noise from plant and equipment**

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

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

26. External lighting

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

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

27. Use of Refuse and Recycling facilities

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

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

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28. Deliveries

Activities relating to deliveries shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

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

29. Hours of Operation - External Areas

The use of any of the external areas of the school hereby approved including associated access and parking areas shall not take place outside the hours of 08:00 to 18:00 Monday to Friday; 09:00 to 18:00 on Saturdays and not at all on Sundays and Bank Holidays.

Reason: To safeguard the amenity of nearby premises from undue noise and disturbance.

30. Hours of Operation - Community Use

The use of the building for community use purposes shall not take place outside the hours of 08.00 - 22.00 Monday to Friday and 08.00 - 21.00 on Saturday and Sunday.

Reason: To safeguard the amenity of nearby premises from undue noise and disturbance.

31. Obscured glazed window

The proposed windows to the south and east elevations shall be glazed with obscure glass as shown on the approved plans to the written satisfaction of the Local Planning Authority and shall then be maintained thereafter as obscure glazed as shown on approved plans TP(11) 001 REV 7 and TP(11)002 REV 7.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

32. Works to trees

The development permitted by this planning permission shall be carried out in complete accordance with the Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Advanced Arboriculture, referenced TH/X1600/0617 and dated 2 June 2017 and the Landscape Management Plan prepared by Hyland Edgar Driver and dated 9 August 2017, unless otherwise agreed in writing by the Local Planning Authority.

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

33. Sustainability statement

The development permitted by this planning permission shall be carried out in complete accordance with the Sustainability Report Volume 1.1 prepared by Silcock Dawson & Partners and dated November 2016, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the development makes sufficient contribution towards mitigating and adapting to climate change.

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34. Roof Access

Access to all roof areas shall be for the purposes of maintenance and emergency access only and not be used as external amenity space or roof terraces.

Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

List of approved plans

35. 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.

TH/X1600/0617 1 Tree Protection Plan: Overview, received 6 June 2017
 TH/X1600/0617 1 Tree Protection Plan: North, received 6 June 2017
 TH/X1600/0617 1 Tree Protection Plan: Central, received 6 June 2017
 TH/X1600/0617 1 Tree Protection Plan: South, received 6 June 2017
 MAB-HED-L-XX-DR-5023 B Environmental Classroom Elevations, received 1 November 2017
 MAB-HED-L-XX-DR-5017 C Environmental Classroom, received 1 November 2017
 TP(00)001 REV 1 Site Location Plan, received 6 June 2017
 MAB-HED-L-XX-DR-2008 P2 Proposed Tree Removal and Retention Plan, received 16 August 2017
 MAB-HED-L-XX-DR-5072 Proposed Cycle Provision, received 25 September 2017
 4184-500 REV A Fire Appliance VSP Swept Path, received 13 October 2017
 4184-501 REV B Minibus VSP Swept Path, received 13 October 2017
 4238-HED-00-DR-L-2006 Planting Palette, received 24 July 2017
 MAB-HED-L-XX-DR-5051 Proposed Tree and Hedge Planting Detail, received 15 August 2017
 TP(00)004 REV 5 Proposed Site/Ground Floor Plan, received 22 September 2017
 4238-HED-00-DR-L-2000 P4 Landscape Layout Plan, received 5 October 2017
 4238-HED-00-DR-L-2002 P5 Hard Surfacing Plan, received 5 October 2017
 4238-HED-00-DR-L-2003 P4 External Furniture, received 5 October 2017
 4238-HED-00-DR-L-2004 P3 Planting Plan, received 5 October 2017
 4238-HED-00-DR-L-2005 P3 Landscape Levels Plan, received 5 October 2017
 160177-SDP-XX-XX-DR-E-602 P3 External Lighting Layout, received 13 October 2017
 4238-HED-00-DR-L-2001 P6 Boundary Treatments, received 3 November 2017
 4238-HED-00-DR-L-2007 P2 Landscape Sections, received 13 October 2017
 16998 TP(10)104 REV 3 Proposed 3d Models, received 16 October 2017
 TP(00)005 REV 4 Site Cross Section and Street Elevation, received 16 October 2017
 TP(00)006 REV 3 Site Cross Sections 2, received 16 October 2017
 TP(10)002 REV 6 First Floor and Roof Plan, received 16 October 2017
 TP(11) 001 REV 7 Proposed Elevations, received 16 October 2017
 TP(11)002 REV 7 Proposed Key Elevations, received 16 October 2017
 Sustainability Report Volume 1.1 prepared by Silcock Dawson & Partners and dated November 2016, received 6 June 2017
 Arboricultural Impact Assessment and Arboricultural Method Statement prepared by Advanced Arboriculture, referenced TH/X1600/0617 and dated 2 June 2017, received
 Landscape Management Plan prepared by Hyland Edgar Driver and dated 9 August 2017, received

Reason: For the avoidance of doubt.

Development Control Committee A – 29 November 2017**Application No. 17/03021/F: Merchants Academy Gatehouse Avenue Bristol BS13 9AJ****Advices**

1. 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.
2. 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.
3. 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 work on the highway you must 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 preparation and signing of the agreement. You will be required to pay fees to cover the councils cost's in undertaking the following actions:
 - 1) Drafting the agreement
 - 2) A monitoring fee equivalent to 15% of the planning application fee
 - 3) Approving the highway details
 - 4) Inspecting the highway works.
4. Traffic Regulation Order (TRO): In order to comply with the requirements of condition 3; you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.
5. The 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.
6. You are reminded of the need to obtain separate consent under the Town and Country Planning (Control of Advertisements) Regulations 1992 for any advertisements requiring express consent which you may wish to display on these premises.

Supporting Documents

1. Merchants Academy

1. Visualisation 1
2. Proposed Site and Ground Floor Plan
3. Proposed First Floor and Roof Plan
4. Proposed Elevations
5. Proposed 3d Models
6. Proposed Cross Section and Street Elevation
7. Site Cross Sections 2
8. Annual Shadow Plan



Visualisation 1 - Birdseye view of the front elevation

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Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.

Venturers

Merchants

N

1	Planning Submission	26/05/17	AL	
Revision	Description	Date	Drawn	

SCOTT
BROWNRIGG

Client's Name

Galliford Try

Job Title

Merchants' Academy School and
Venturers' Academy ASC School

Drawing Title

Visualisation 1

Scale

1 : 1500 @ A2

Drawing Number	Drawing No
16998	TP(10)101
Status	Rev
PLANNING	1



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Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.

012.5m25m

Scale 1:250

North

5	Updated Landscaping	21/09/17	ES
4	Planning Chamber Option	18/09/17	ES
3	Planning Alterations	15/09/17	ES
2	Distances to surrounding buildings added	01/08/17	SU
Revision	Description	Date	Drawn

SCOTT
BROWNRIGG

Client's Name
Galliford Try

Job Title
Merchants' Academy School and Venturers' Academy ASC School

Drawing Title
Site Plan

Scale
1 : 250 @ A1

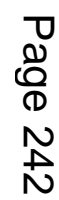
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Drawing No
TP(00)004

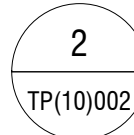
Status
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Rev
5

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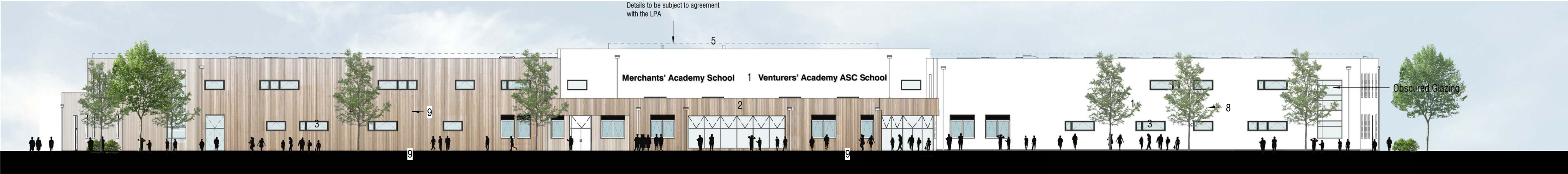
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1 : 200

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Status **PLANNING** Rev **6**



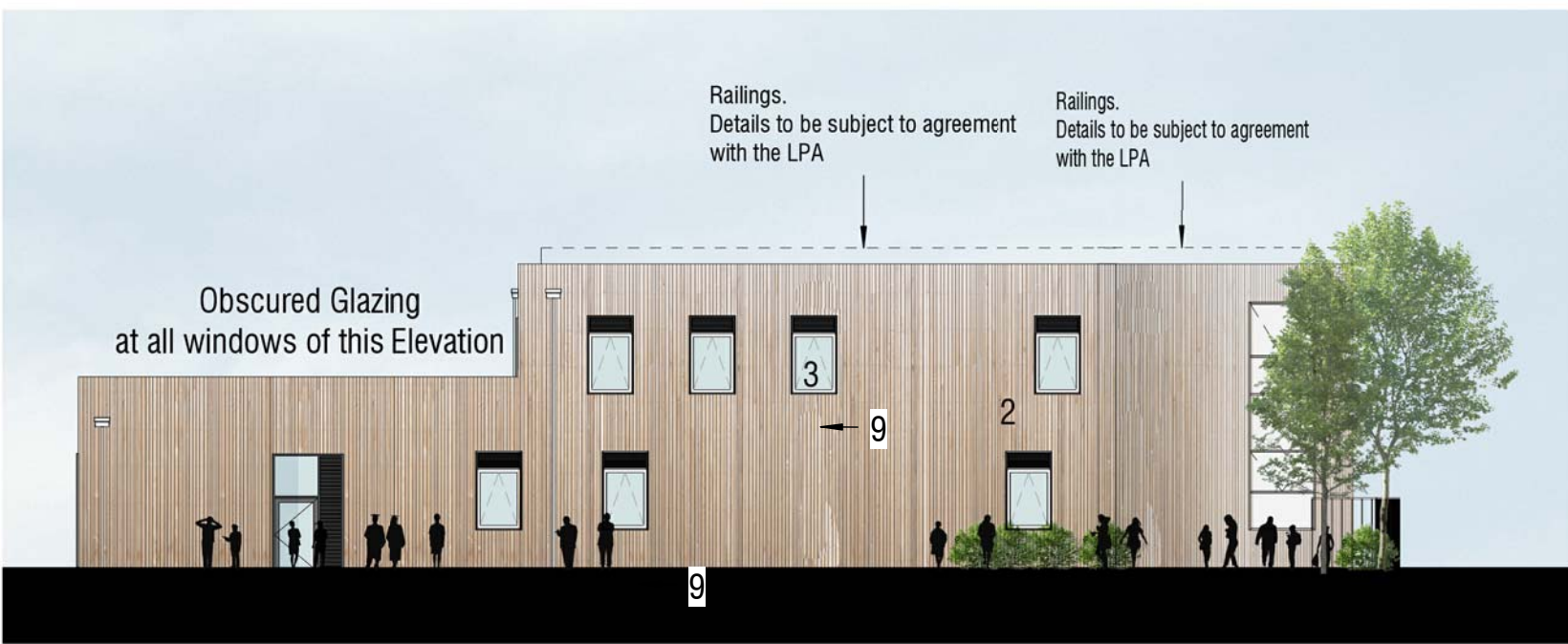
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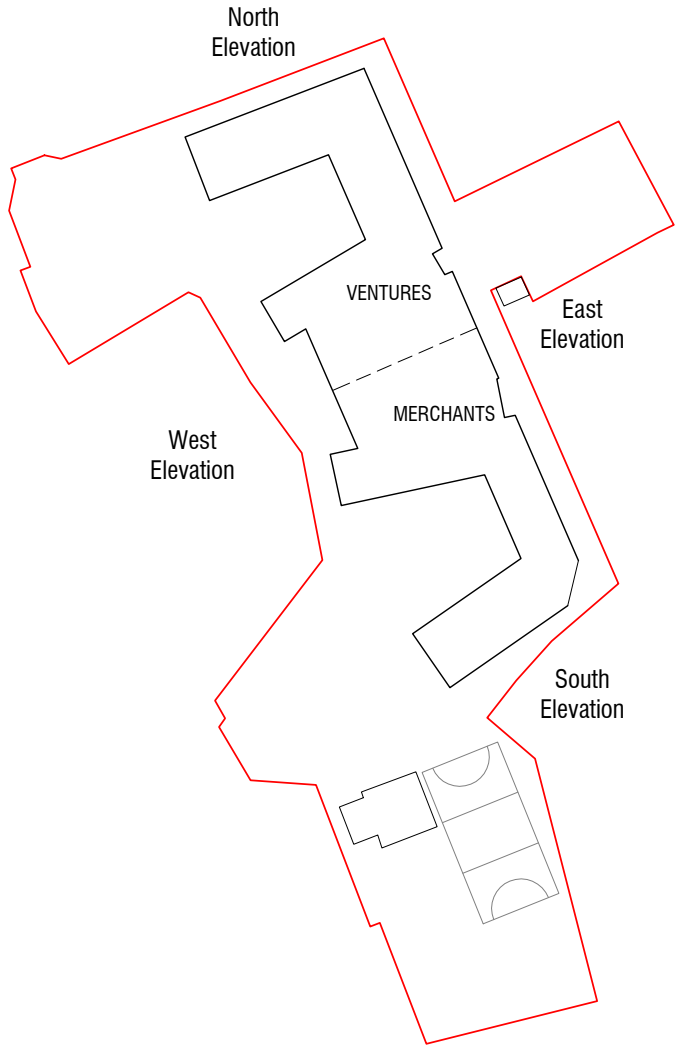
West Elevation - Rear
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North Elevation - Venturers' ASC Academy
1:200@A1



South Elevation - Merchants' Academy
1:200@A1



7	Railings Planning Update	12/10/17	AK
6	Updated Planning Elevations	21/09/17	ES
5	Revision for TP, Parapet height and window flashing	11/08/17	AK/ES
Revision	Description	Date	Drawn

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Client's Name
Galliford Try

Job Title
**Merchants' Academy School and
Venturers' Academy ASC School**

Drawing Title
Key Elevations

Scale
As Indicated @ A1

Drawing Number
16998

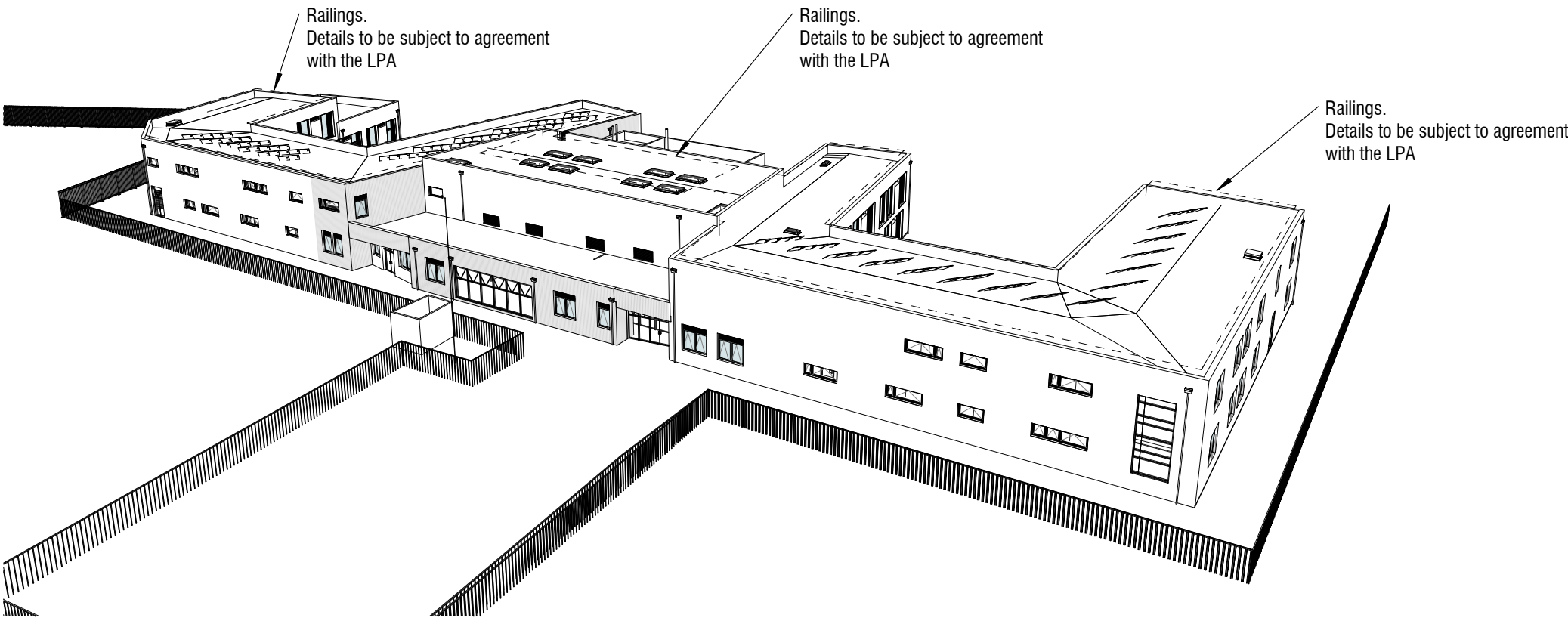
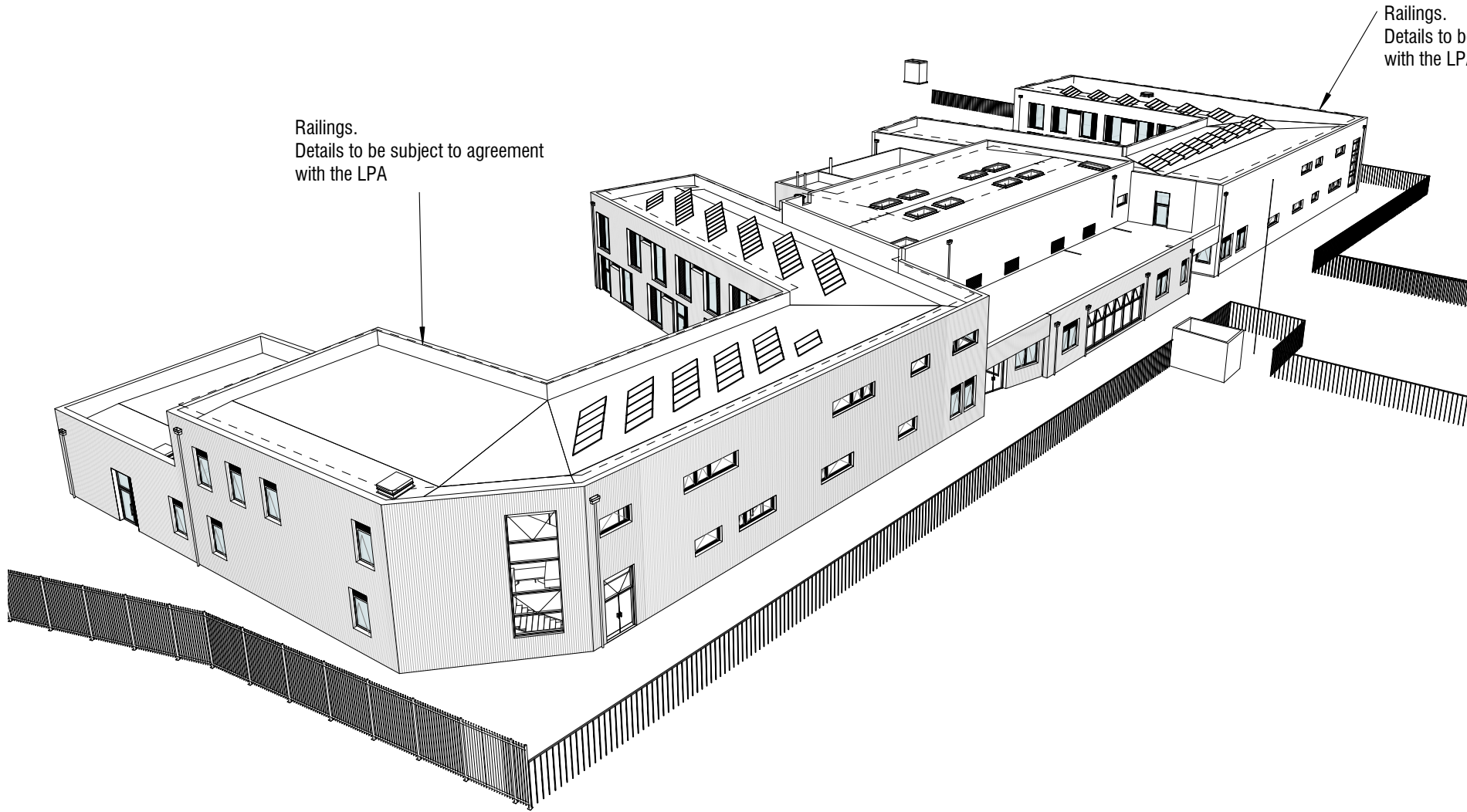
Drawing No
TP(11)002

Status
PLANNING

Rev
7

Materials Key:

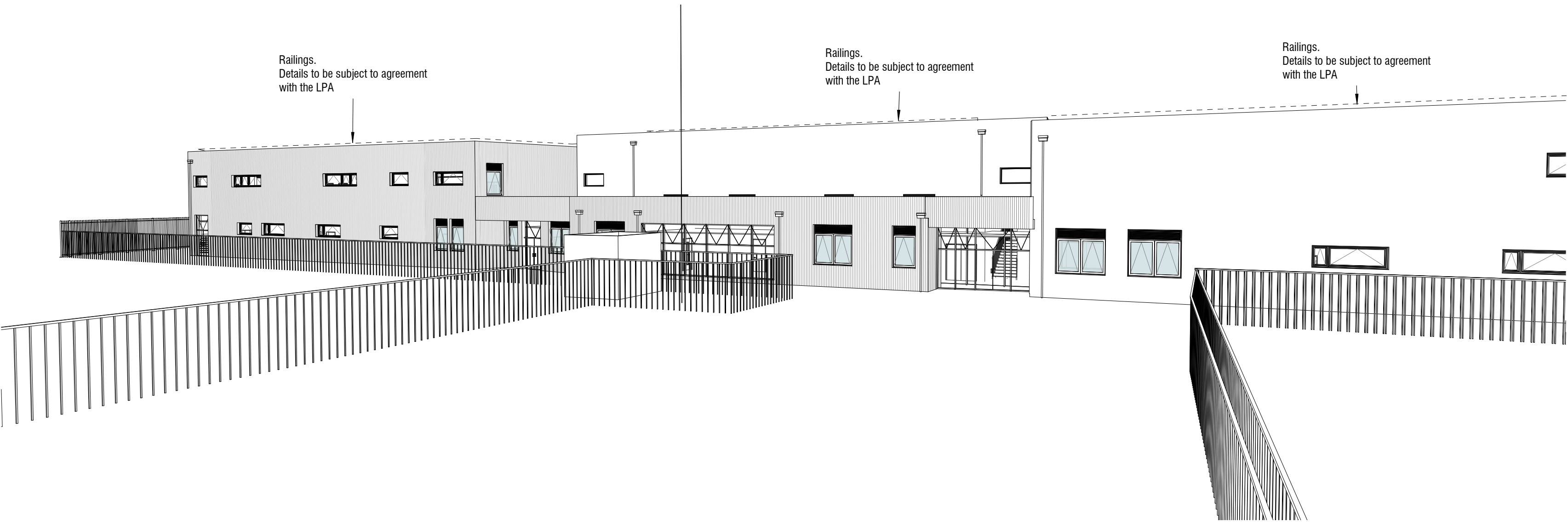
1. White Render with brick plinth
2. Timber Cladding
3. Aluminium windows (frame colour RAL 7024 TBC)
4. Full height aluminium windows with louvres (frame colour RAL 7024 TBC)
5. VersiRail Handrail Freestanding system or equal and agreed
6. Powder coated aluminium window reveals, cills and soffits (RAL 5012 TBC)
7. Powder coated aluminium window reveals, cills and soffits (RAL 5021 TBC)
8. White Render window reveals
9. Timber Cladding window reveals



3	Railings Planning Update	12/10/17	AK
2	Planning Chamber Option	18/09/17	ES
1	Planning Submission	26/05/17	AL
Revision	Description	Date	Drawn

3D View 1

3D View 2



Client's Name
Galliford Try

Job Title
Merchants' Academy School and
Venturers' Academy ASC School

Drawing Title
3D Models

Scale
@ A2

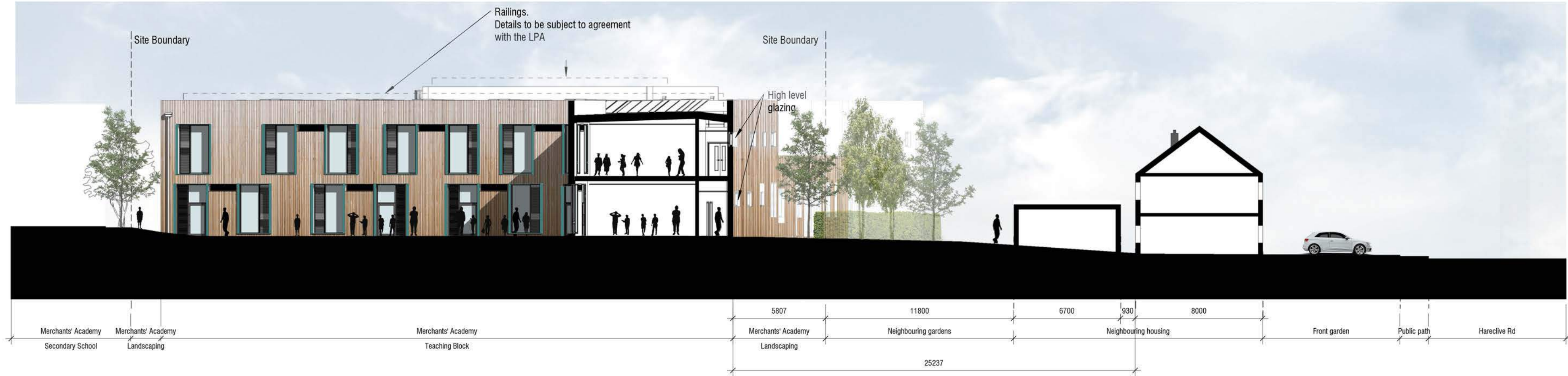
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Drawing No
TP(10)104

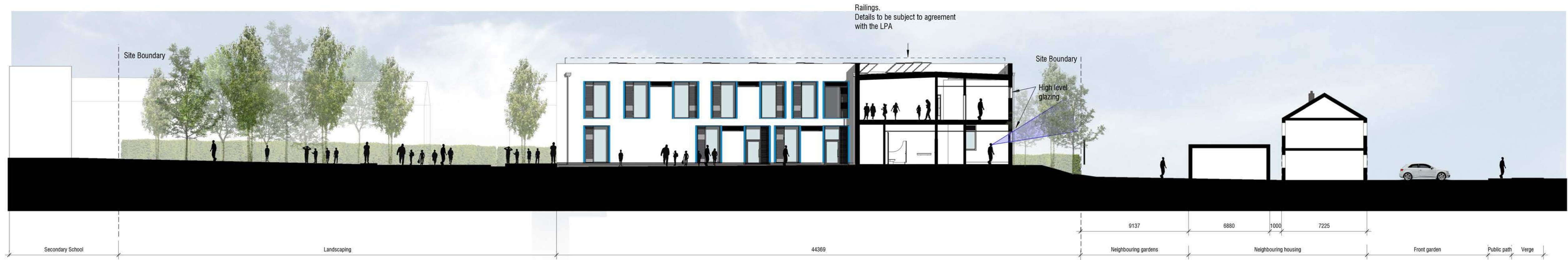
Status
PLANNING

Rev
3

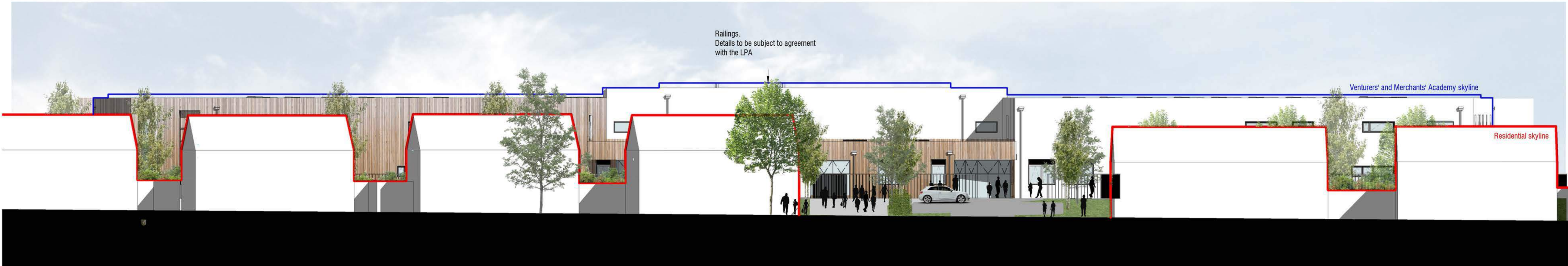
3D View 3



2
TP(00)005
Section B-B
1 : 200



3
TP(00)005
Section C-C
1 : 200



1
TP(00)005
Street Elevation
1 : 200



4	Railings Planning Update	12/10/17	AK
3	Planning Chamber Option	18/09/17	ES
2	Revision for TP. Parapet height and window flashing	11/08/17	AK/ES

Revision Description Date Drawn

SCOTT
BROWNRIGG

Client's Name
Galliford Try

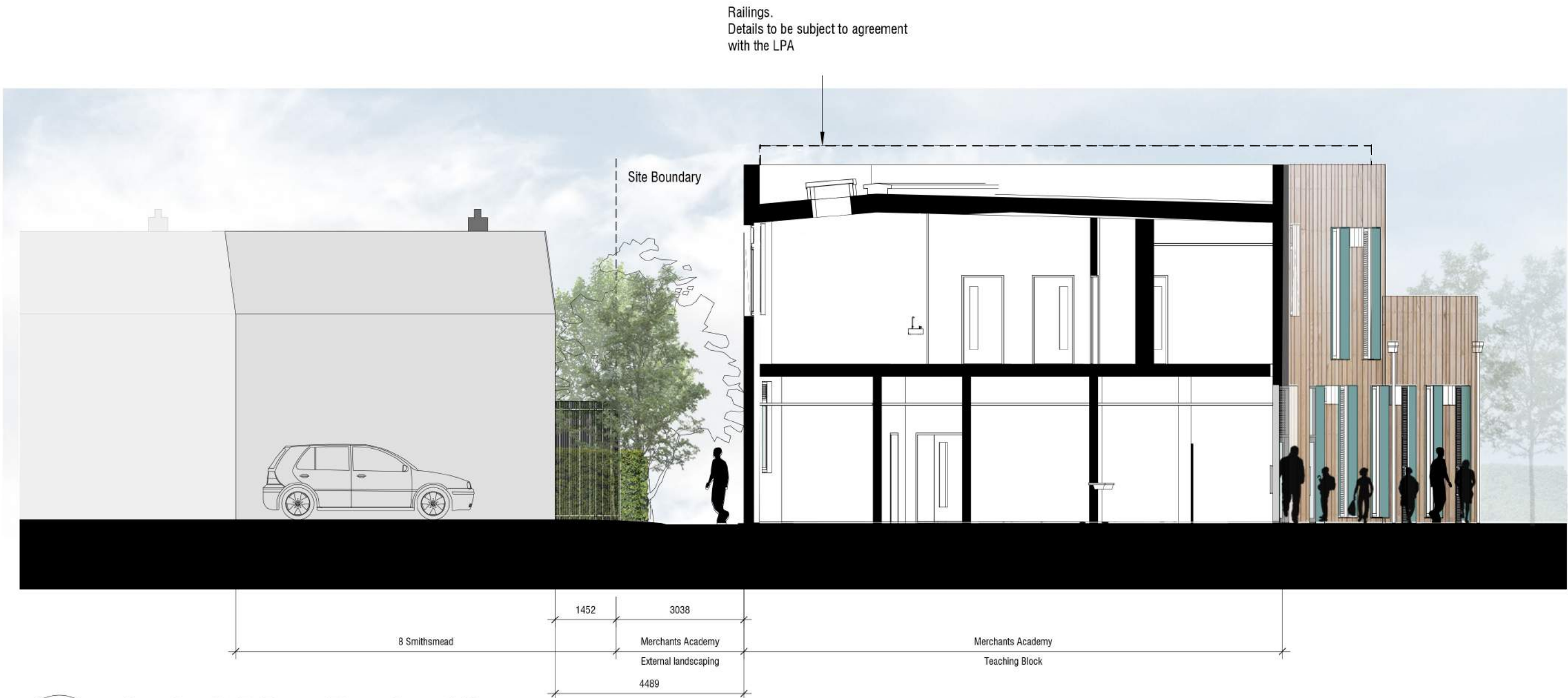
Job Title
Merchants' Academy School and
Venturers' Academy ASC School

Drawing Title
Site Cross Sections and Street
Elevation

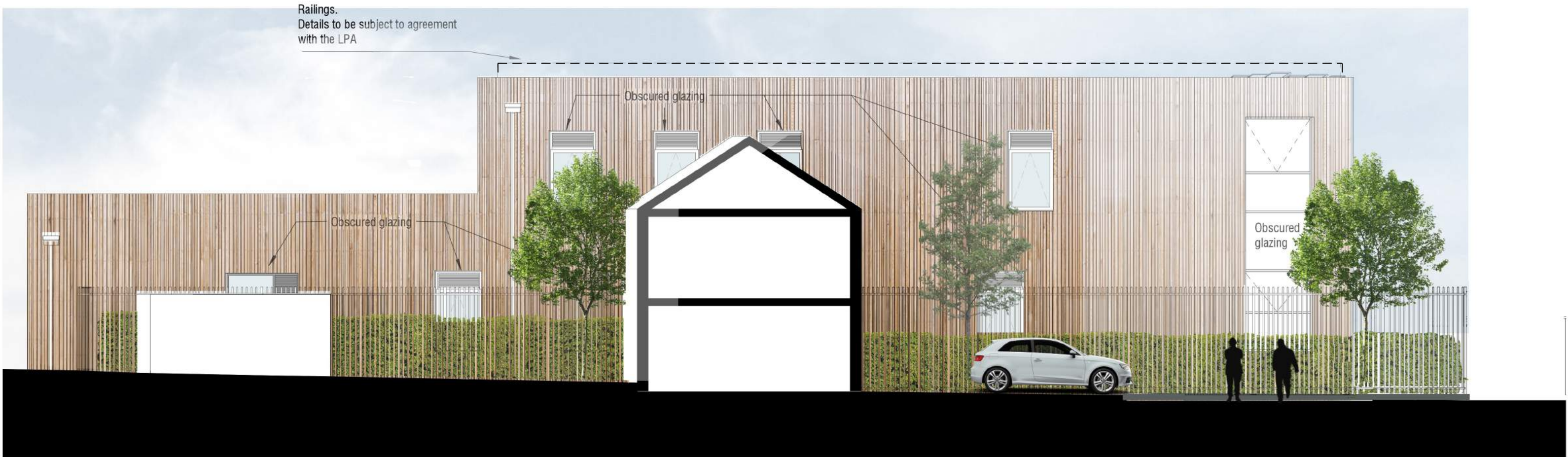
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Drawing No
TP(00)005

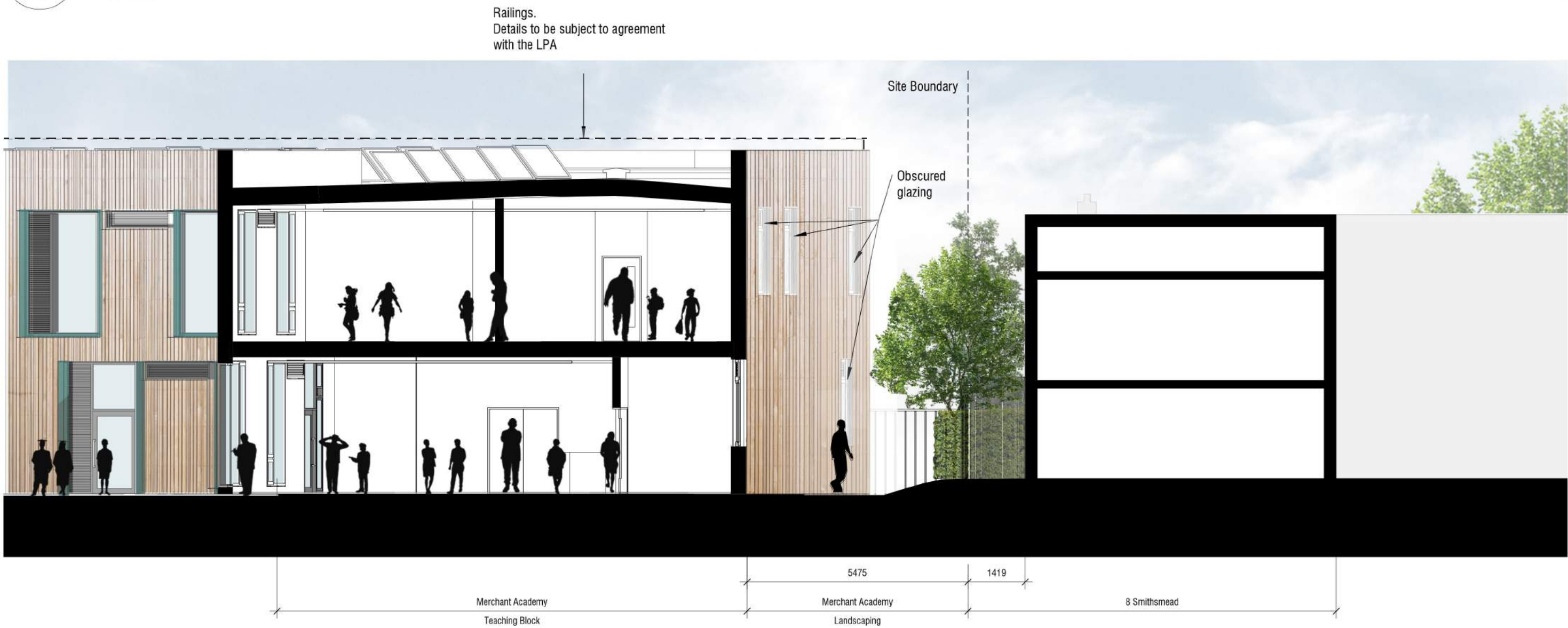
Status
Rev
4



1 Section D-D Front Elevation of House
TP(00)006 1 : 100



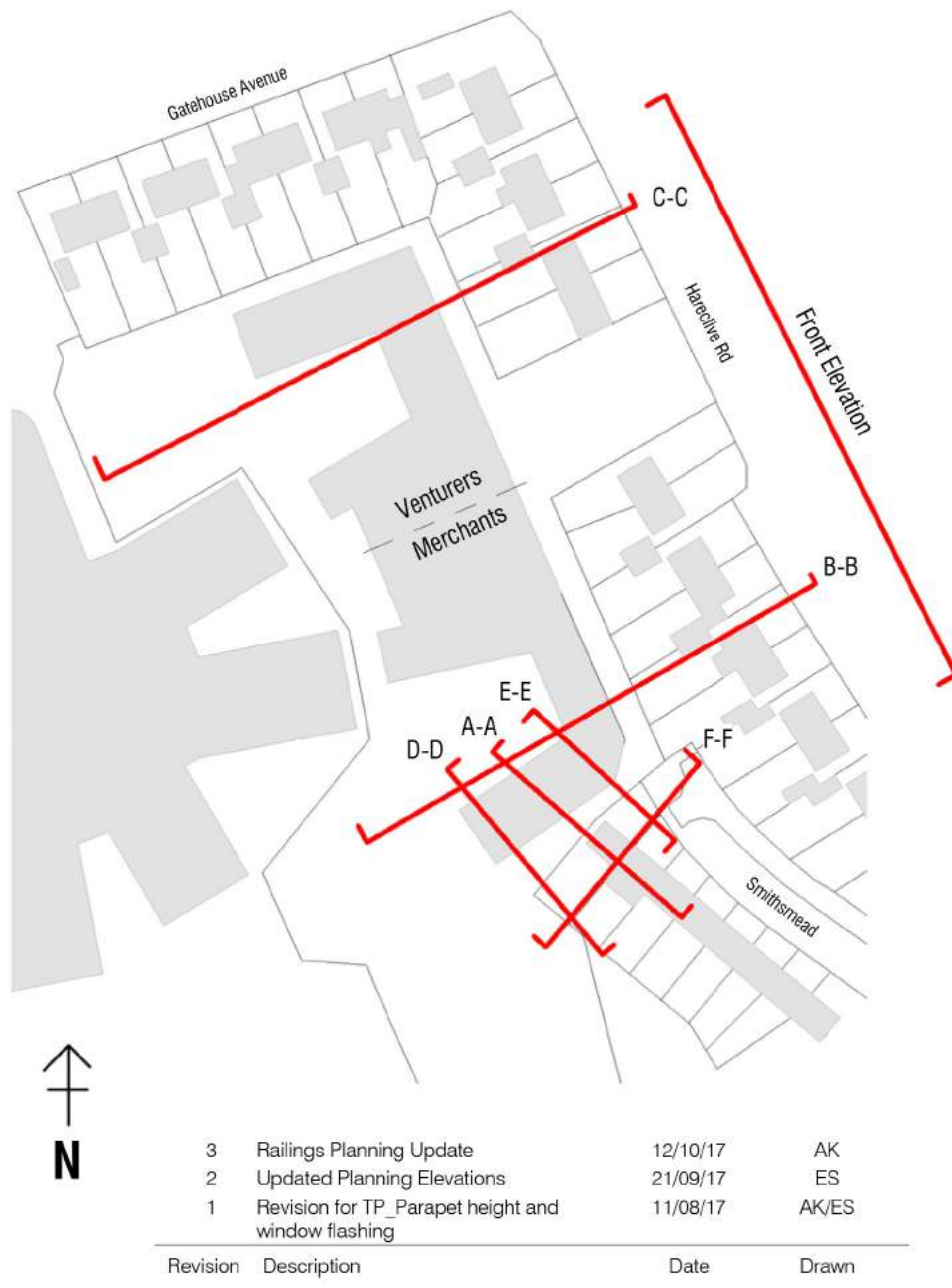
3 Section F-F Elevation towards school
TP(00)006 1 : 100



4 Section A-A Against Gable End
TP(00)006 1 : 100



2 Section E-E Through Garden, Shed and Teaching Block
TP(00)006 1 : 100



SCOTT
BROWNRIGG

Client's Name
Galliford Try

Job Title
Merchants' Academy School and Venturers' Academy ASC School

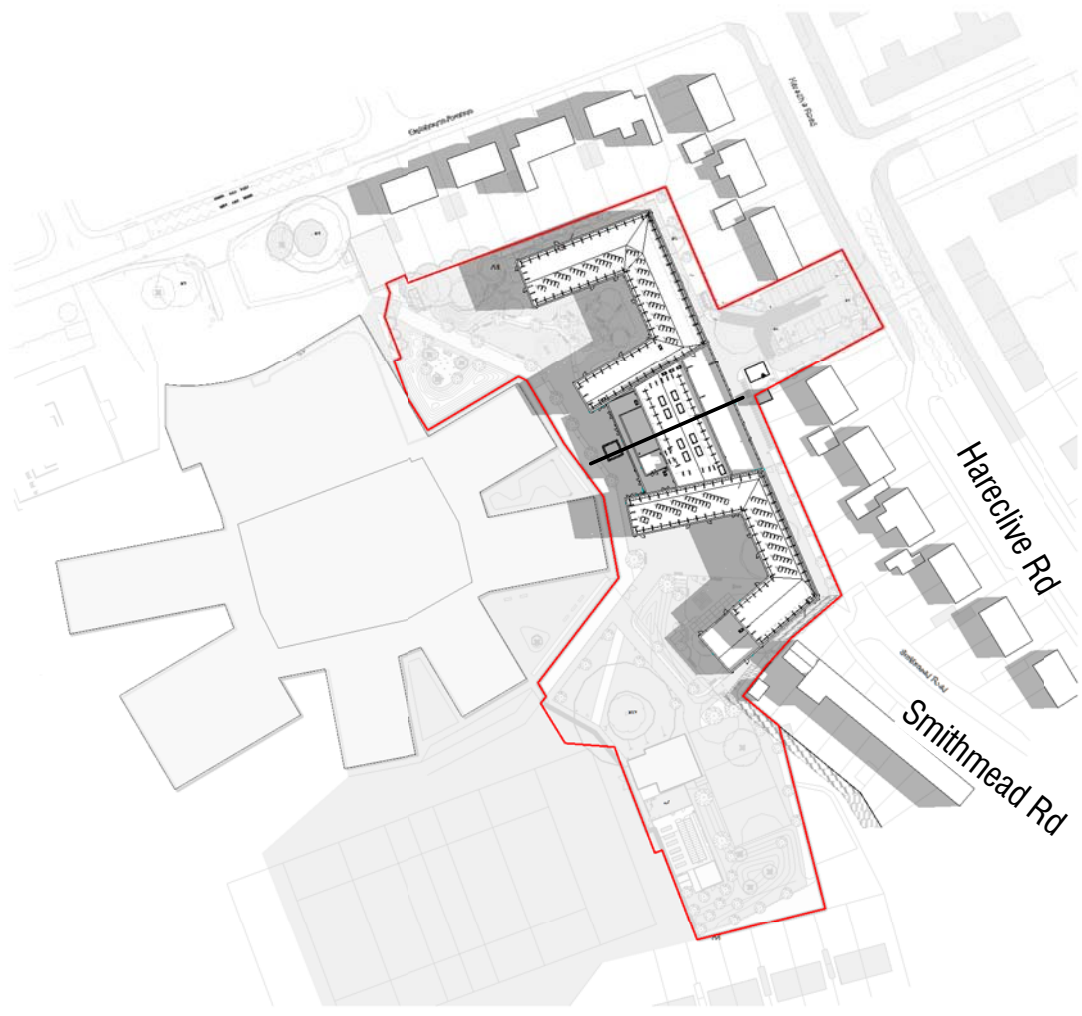
Drawing Title
Site Cross Sections 2

Scale
As indicated @ A1

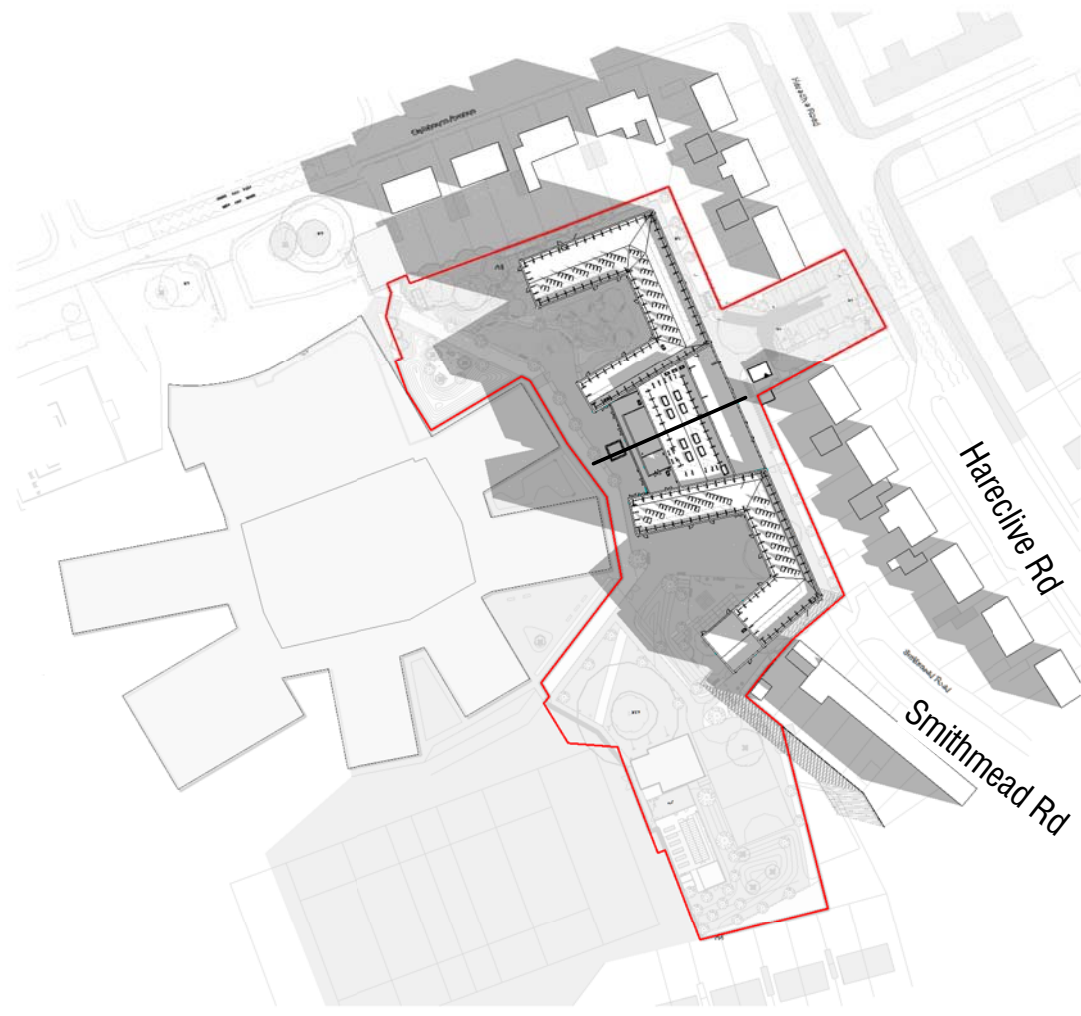
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Drawing No
TP(00)006

Status
Rev 3



1
TP(00)007
June 21st 8am
1 : 2000



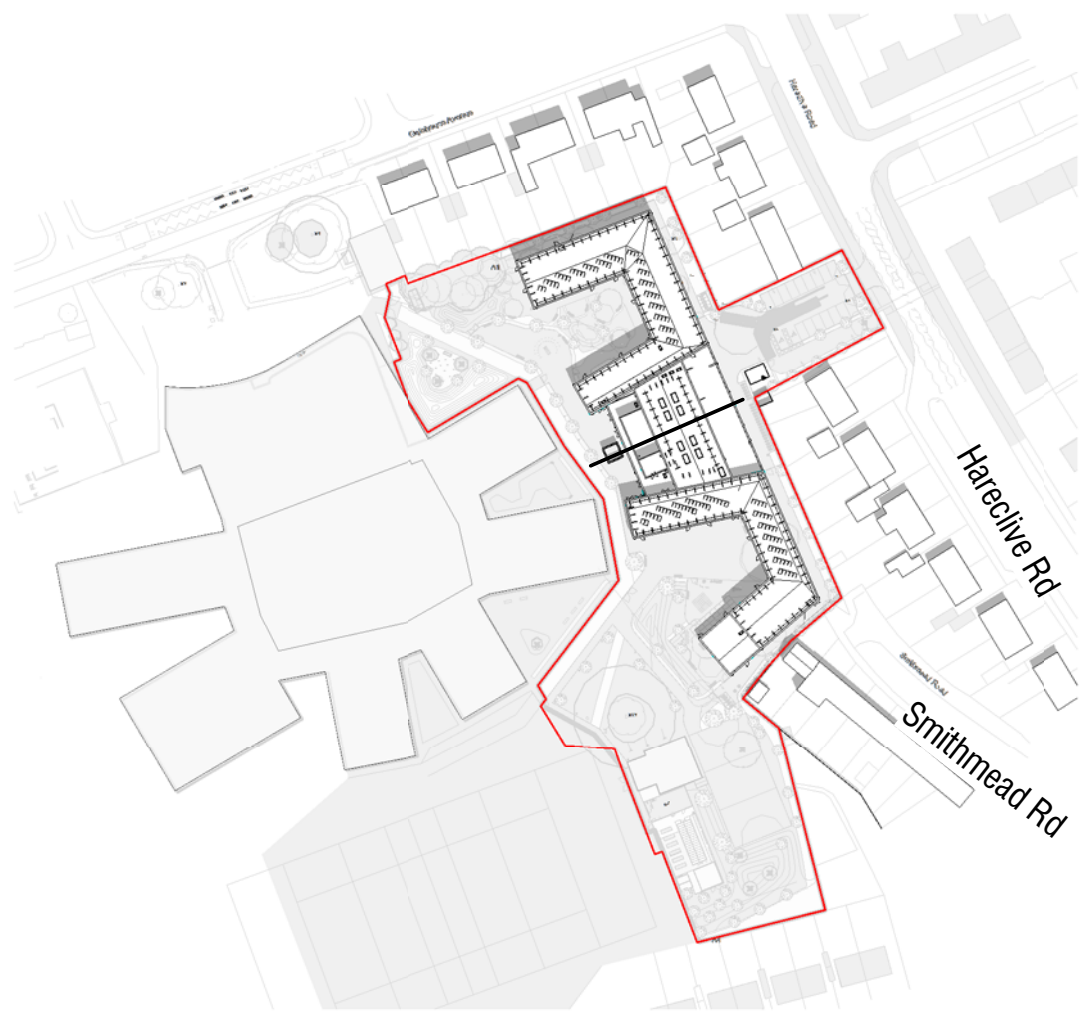
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TP(00)007
Sep 21st 8am
1 : 2000



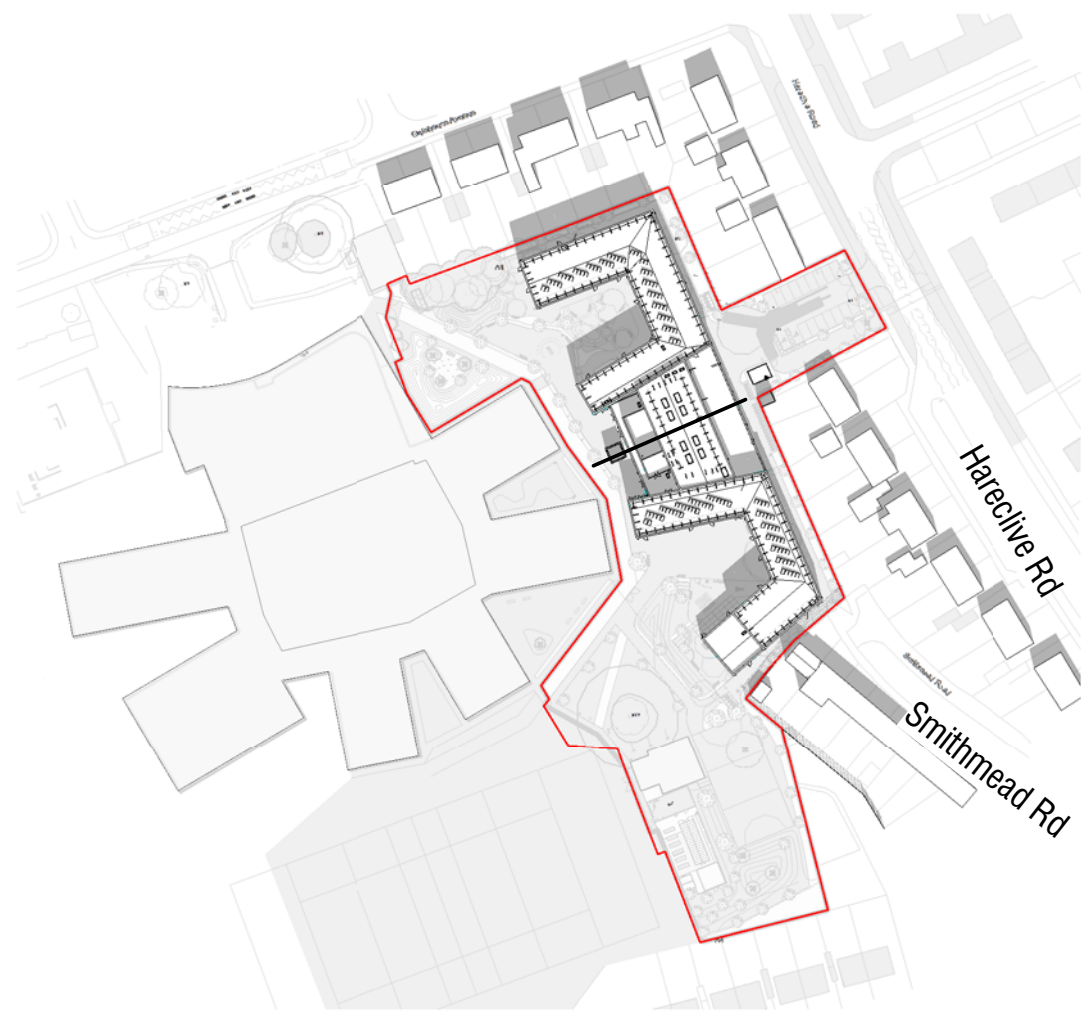
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TP(00)007
Dec 21st 8am
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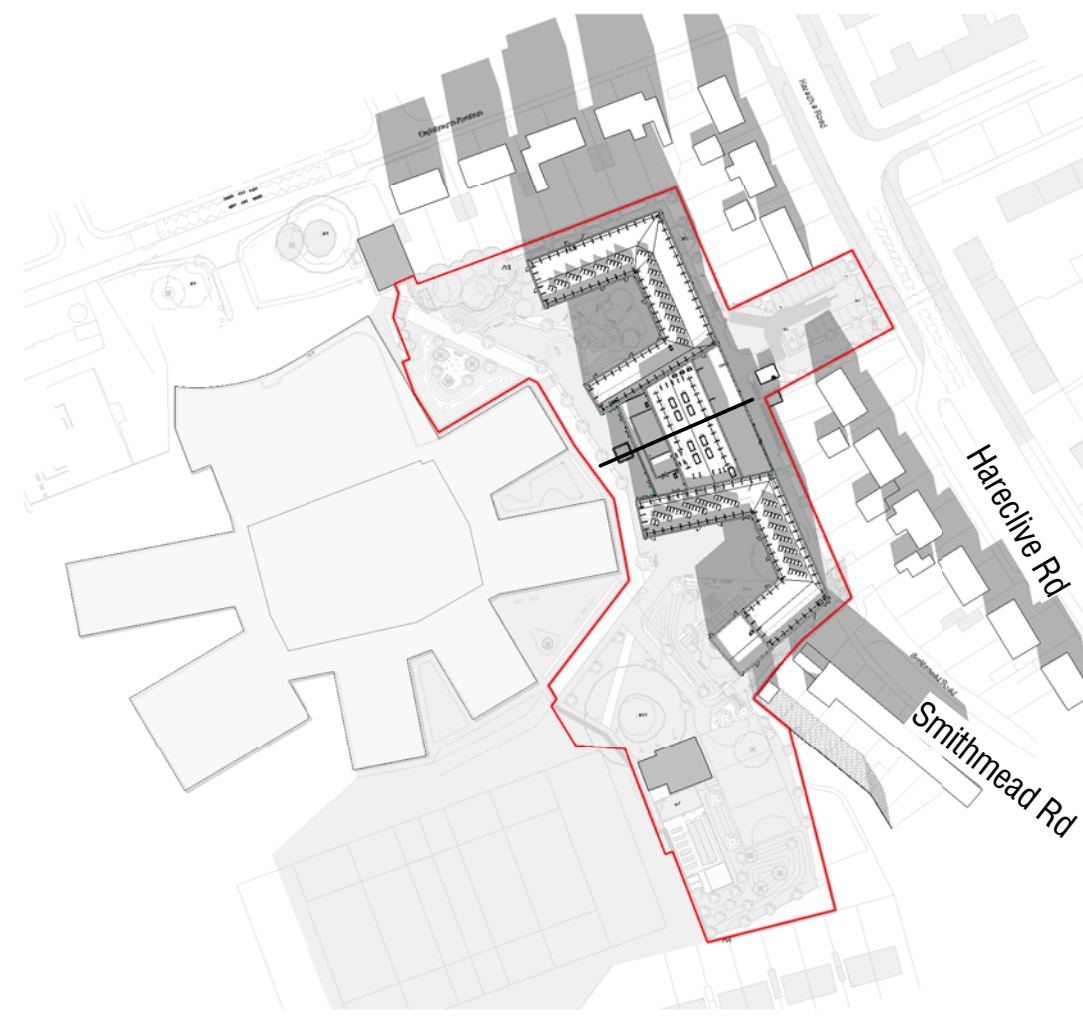
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TP(00)007
March 21st 8am
1 : 2000



2
TP(00)007
June 21st 12pm
1 : 2000



5
TP(00)007
Sep 21st 12pm
1 : 2000



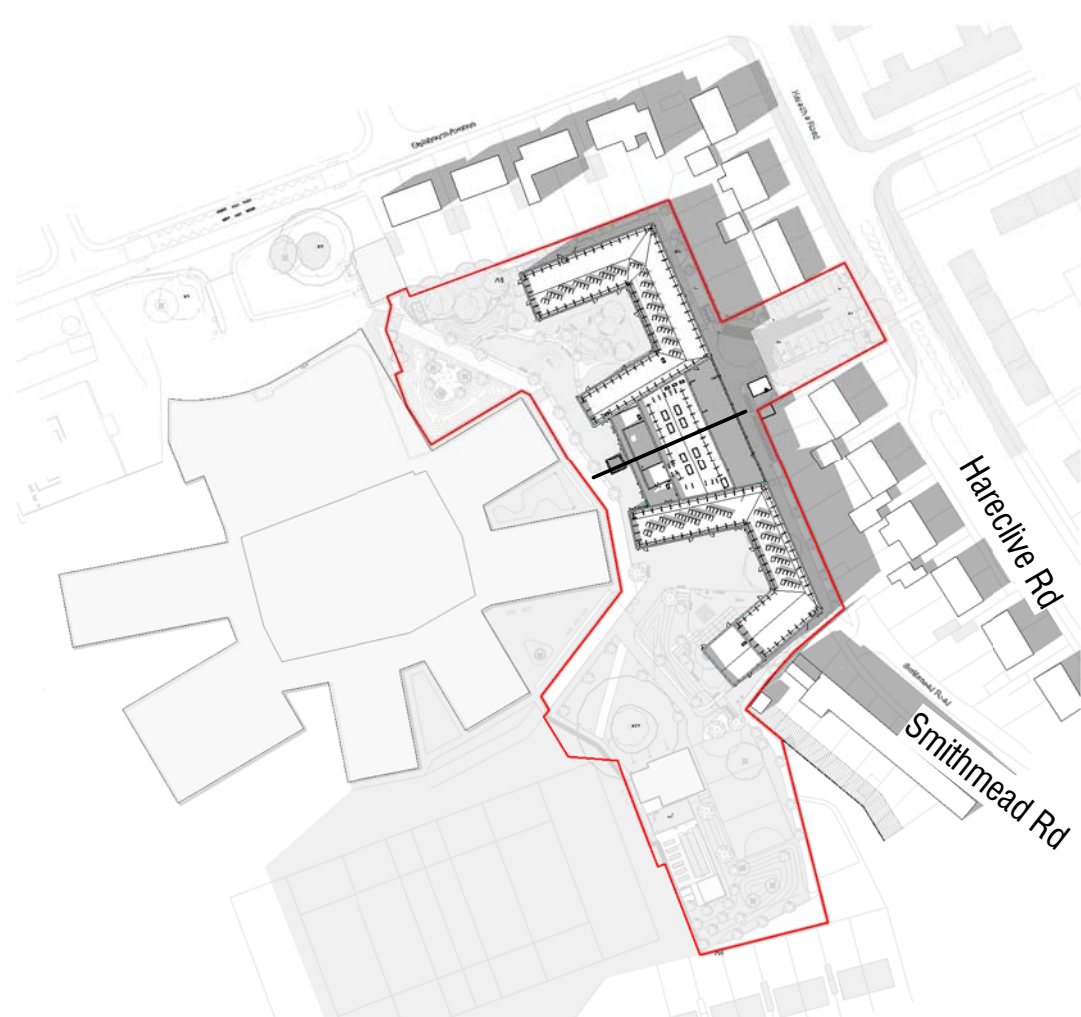
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TP(00)007
Dec 21st 12pm
1 : 2000



11
TP(00)007
March 21st 12pm
1 : 2000



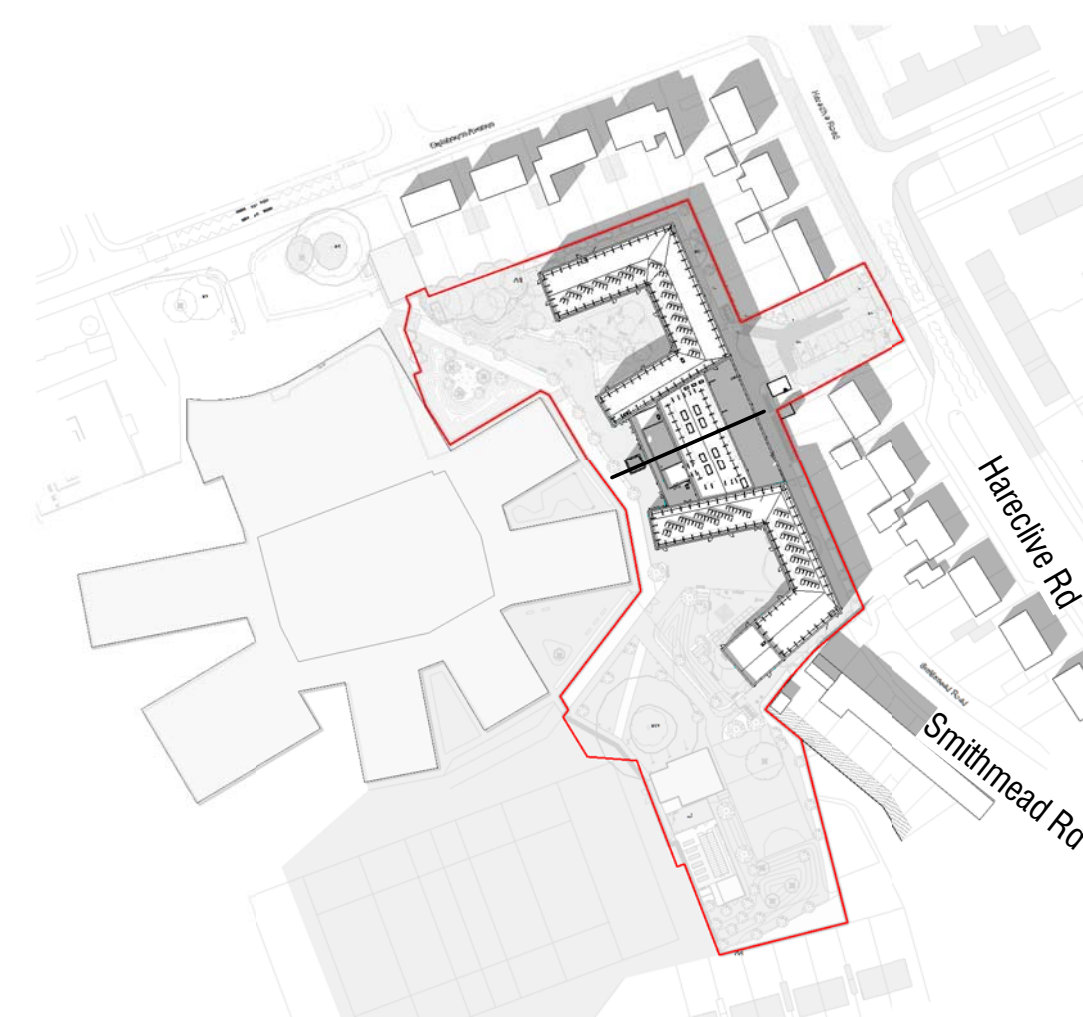
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TP(00)007
June 21st 4pm
1 : 2000



6
TP(00)007
Sep 21st 4pm
1 : 2000



9
TP(00)007
Dec 21st 4pm
1 : 2000



12
TP(00)007
March 21st 4pm
1 : 2000

2	Revision for TP_Parapet height and window flashing	11/08/17	AK/ES
1	Overshadowing study	07/08/17	ES
Revision	Description	Date	Drawn

SCOTT
BROWNRIGG

Client's Name
Galliford Try

Job Title
**Merchants' Academy School and
Venturers' Academy ASC School**

Drawing Title
Annual Shadow plan

Scale
1 : 2000 @ A1

Drawing Number
16998

Drawing No
TP(00)007

Status

Rev
2

Development Control Committee A – 29 November 2017

ITEM NO. 5

WARD: Central **CONTACT OFFICER:** Andrew Cross
SITE ADDRESS: 6 All Saints Lane Bristol BS1 1JH

APPLICATION NO: 17/05307/F and 17/05308/LA Full Planning and Listed Building Consent

DETERMINATION DEADLINE: 17 November 2017

Change of use from solicitors office (Use Class A2) to student accommodation (Use Class C3).

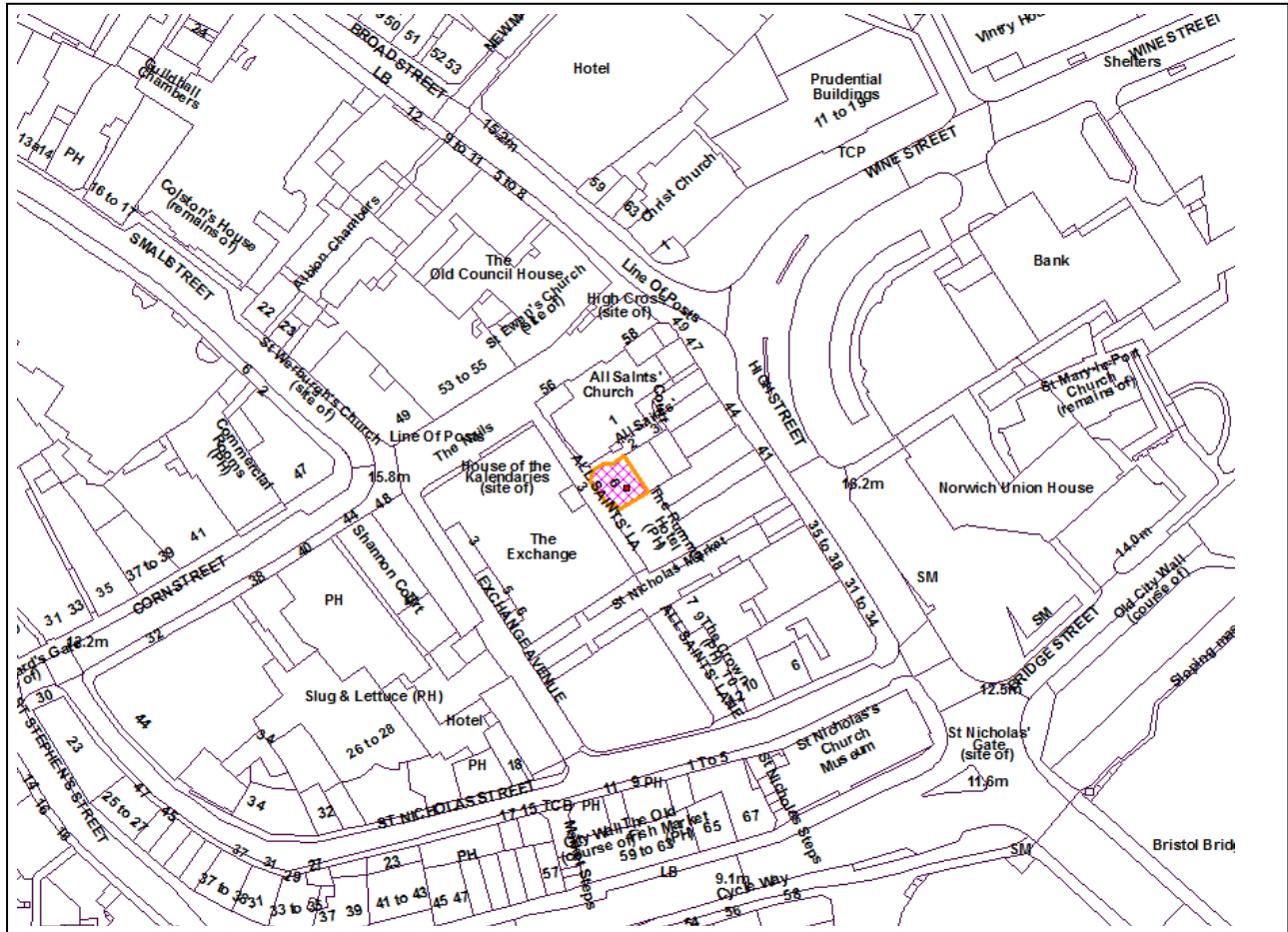
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Your Design Bristol Ltd
 Shield House
 Caxton Business Park
 Crown Way
 Warmley
 Bristol
 BS30 8XJ

APPLICANT: Mr Fragapane

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

LOCATION PLAN:



Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH****BACKGROUND**

Councillor Paul Smith has referred the application to planning committee for a decision, with the reasons cited being:

- o Further erodes employment uses in the city centre
- o Over intensive use for this listed building

SITE DESCRIPTION AND APPLICATION

The application property is a four-storey Grade II Listed Building fronting All Saints Lane, set within the City and Queen Square Conservation Area. The property is surrounded by Listed Buildings, including the Grade I Exchange Building opposite, and the Grade II* Church of All Saints to the north. The site is accessible on foot only, from Corn Street, High Street and St Nicholas Street. The property is currently vacant, with last use being as a solicitor's office (use class A2).

The application proposes the change of use of the building to C3 residential use, to form student accommodation comprising 9 bedrooms with associated communal living space. This would occur within the existing building envelope, with minor internal alterations proposed.

See plans and supporting documents for full details.

RELEVANT HISTORY

A parallel application for Listed Building Consent has been submitted (application 17/05308/LA) and is currently under consideration.

16/06699/F - Change of use from solicitors office (Use Class A2) to student accommodation (Use Class C3). WITHDRAWN.

16/06700/LA - Internal works in association with conversion to student accommodation. WITHDRAWN.

The previous pair of applications were withdrawn following concerns raised relating to:

- o heritage impact (inappropriate alterations to interior of Listed Building)
- o residential amenity (noise from proposed air source heat pump)
- o servicing (refuse/recycling, cycle storage and move-in/move-out arrangements)

The current proposals are an amended scheme designed to overcome the concerns raised under the previous pair of applications

90/01165/L - Minor alterations and complete refurbishment. PERMISSION GRANTED.

RESPONSE TO PUBLICITY AND CONSULTATION

Public consultation was undertaken by way of press and site notices, along with individual letters sent to eleven surrounding properties. Three written responses were received:

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH****Councillor Paul Smith has commented as follows:**

I object to this loss of office space to the provision of student accommodation. Bristol needs employment space in the central area or general residential accommodation. The concentration of student accommodation is now too great for the central area. I am also concerned that this development is over intensive use of the site.

The Conservation Advisory Panel does not object to the proposal but did not feel that the heritage assessment is adequately detailed and that the refuse/recycling and cycle storage are not in an easily accessible location.

The Bristol Civic Society has commented as follows:

Bristol Civic Society objects to the loss of employment space on this City Centre site. The intensive use of these premises for student accommodation could also be harmful to the character of the Conservation Area.

These points will be discussed within the key issues section of this report.

The City Council Conservation Officer has commented as follows:

I assess that there is a low degree of not-substantial harm to the Listed building through the formation of new openings through existing fabric, and the subdivision of some spaces. Public benefit might be demonstrated through the re-use of the building though this needs to be justified. Other environmental enhancements may also be considered where they are proposed, but these need to be secured as part of the planning conditions.

Broadly we have no grounds to object to the proposals. We require a large amount of additional detail to ensure that the proposals are carried out with minimal harm to the building. I request that conditions are applied that require the following:

Prior to work commencing a Building Record to Level II of Historic England's Historic Buildings: A Guide to Good recording Practice shall be undertaken, submitted to the Local Authority and approved in writing. This shall be carried out by an accredited professional approved by the Local Authority.

Prior to the relevant element being commenced the following shall be submitted to the Local Authority and approved in writing:

1. Section details to 1:5 and elevation details at 1:10 of all propose new joinery showing all proposed mouldings, materials, and showing all new material connections at floor, wall and ceiling level
2. Section details to 1:5 of all proposed infilled doors showing how the existing door leaf will be preserved, all new, materials and fabrication, and showing all new material connections at floor, jamb and head.
3. Section details at 1:5 of the proposed new protection screens to the stair balustrades including all proposed new fixings.
4. Section details to 1:5 of all proposed new partitions, solid and glazed, showing all new, materials and fabrication, and showing all new material connections at floor, ceiling and walls.
5. Elevation and section details of all proposed new internal doors at a scale of 1:10 and 1:5 respectively and showing all proposed mouldings and architraves.

Prior to the commencement of the specific element detailed structural sections at a scale of 1:10 showing the proposed structural interventions above new openings will be submitted to the Local Authority and approved in writing.

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH**

Prior to the commencement of the element detailed plans and sections to a suitable scale showing the servicing strategy for the building shall be supplied to the Local Authority and Approved in writing. These shall show all proposed drainage, ventilation, gas, fire protection, and power runs, and all locations of proposed external flues of vents.

Standard conditions requiring:

The scribing-around existing cornices of all proposed new partitions

The protection of decorative features in-situ during construction

The City Council Highways Officer has commented as follows:**Principle**

The application proposes to convert the existing building to student accommodation (C3). Transport Development Management is not adverse to the residential usage of the site providing the applicant addresses the issues listed below.

Travel Information Pack

A Travel Information Pack must be produced and issued to all students. This should include information on public transport including (First Bus, Wessex, National Express, Falcon, Megabus and National Rail Enquiries) and information on cycle shops/repairs, local taxi companies and supermarket deliveries. The pack should promote: www.travelwest.info, bus checker app www.travelwest.info/apps and www.betterbybike.info Cycle maps can be obtained from www.betterbybike.info/maps/cycle-maps

Traffic Management

The Management Plan submitted proposes that students would have a two hour slot spread over Saturday and Sunday during which they can move in, with a shorter slot for moving out. Whilst in principle this is acceptable no clear location has been identified where this would take place. The most sensible location would be to utilise the on-street pay and display parking on St Nicholas Street. To ensure there is space available at least one bay must be reserved and evidence provided as part of a revised Management Plan. Full information is available on the council's website www.bristol.gov.uk/en_US/parking/suspensions

Car Parking / Cycle Parking

The application does not propose to provide any car parking which given the highly sustainable location of the site is acceptable. In respect of cycles the site plan submitted proposes to provide an internal store within the basement which can only be reached by means of a staircase and two external Sheffield Stands. Whilst the Sheffield Stands are acceptable for visitor use the basement store is not as all cycle storage must have level access and be at ground level, unless there is a lift, as set out in "A Guide To Cycle Parking Provision" which is available on the council's website. As a result this must be reconsidered. If there is no alternative clear plans showing the layout of the store must be submitted to allow them to be checked. Whilst the Sheffield Stands are acceptable a Section 171 Licence would be required to install them.

Waste

The site plan proposes a store within the basement. This is unacceptable as operatives would be required to carry waste up and down the stairs. If there is no alternative clear plans showing the layout of the store must be submitted. Due to its location below ground the store must be independently ventilated. As the store does not meet Bristol Waste's standards a private contractor will be employed to collect the waste which is acceptable.

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH****Construction Management**

Given the restrictions on the existing highway network the applicant should be required to produce and submit a construction management plan in writing for approval to the Local Planning Authority, before work commences. This would need to be adhered to throughout the construction period and should set out details regarding:

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

Recommendations

Whilst Transport Development Management is not adverse to the proposed usage of the site the following issues must be addressed before conditions can be recommended:

- o The Management Plan must clearly set out where students will be able to park to unload/load on moving in/out days. If it is the intention to make use of St Nicholas Street at least one of the on-street bays should be reserved with evidence submitted.
- o If there are no other potential locations for the cycle and waste stores, clear plans showing how they will be laid out must be submitted.
- o The waste store must be independently ventilated.

Historic England has commented as follows:-

On the basis of the information available to date, we do not wish to offer any comments. We suggest that you seek the views of your specialist conservation and archaeological advisers, as relevant.

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.

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH****KEY ISSUES****(A) PRINCIPLE OF CHANGE OF USE**

Policy BCS2 of the Core Strategy 2011 refers to the City Centre and specifies that Bristol City Centre's role as a regional focus will be promoted and strengthened. Development will include mixed uses for offices, residential, retail, leisure, tourism, entertainment and arts and cultural facilities. Policy BCS8 relates to employment floorspace and expresses that outside designated Principal Industrial and Warehousing Areas (PIWA) employment land will be retained where it makes a valuable contribution to the economy and employment opportunities.

Policy BCS18 of the Core Strategy states that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities. Policy DM2 includes consideration and expresses that specialist student housing schemes will be acceptable within the city centre, although expresses that they will not be permitted where the development would harm residential amenity or character of the area through noise and disturbance from levels of activity; levels of on-street parking that cannot be reasonably accommodated; detrimental impact of physical alterations to buildings; or inadequate storage for refuse/recycling and cycles. Policy BCAP4 of the Bristol Local Plan Bristol Central Area Plan refers to student housing and specifies that specialist student housing schemes that contribute to the diversity of uses within the local area will be acceptable within Bristol City Centre unless it would create or contribute to a harmful concentration of specialist student housing within any given area.

The application property is not set within a designated frontage, and is located in a position that has a significantly lower footfall than the surrounding busy commercial streets. The last use as a solicitors office falls within the A2 use class rather than as a B1(a) office. The application incorporates marketing information in support of the loss of this A2 use. During the 6 month marketing campaign there was very limited interest in a commercial use for the premises, with those viewing deciding not to take on the premises due to constraints relating to access and building layout. On the basis of the information provided, and in recognition of the mixed use character of the area along with the fact the site is not located within a designated frontage, it is considered acceptable that alternative uses are considered for the site.

The application site is set within a mixed use area, and whilst it is acknowledged that there has been an increase in student accommodation within the city centre within recent years, there is not considered to be an over-concentration of such uses within the immediate vicinity of the application site. Further, the principle of student accommodation within the city centre is supported by current local planning policy. Previous concerns relating to residential amenity and servicing are considered to have been adequately addressed, which will be discussed further within the key issues to follow.

Overall therefore, the proposed change of use of the building to for a 9-bedroom student accommodation is considered to be acceptable in principle.

(B) HIGHWAYS AND SERVICING

Policy BCS10 expresses that development should be located where sustainable travel patterns can be achieved and sets out transport user priorities with sustainable means being primary considerations. Policy DM23 requires adequate access to sustainable transport means and requires adequate provision in relation to servicing.

The application site is set in a sustainable location, within the city centre, close to a wide variety of shops, services and public transport links. The location is such that there is no objection in relation to no off-street parking provision for the student accommodation proposed.

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH**

Site constraints are such that there is very limited space for external cycle storage. Four short-term cycle storage spaces are proposed to the front of the property, within the site boundary, whilst the principle cycle store would be provided internally at basement level. Whilst access to the cycle store would not be ideal by virtue of a need to transport cycles down/up a flight of stairs, the internal store would be covered and secure, and is considered a reasonable solution given that there is virtually no external space attributed to the property. The proposed external store provides some quickly accessible cycle parking for shorter-term use. On balance therefore the cycle storage arrangement is considered acceptable. The City Council Highway Officer has not objected to this arrangement, subject to the provision of cycle store details, which have subsequently been provided.

The site is not located on a road frontage, with pedestrian access only. The previous application was withdrawn following concerns raised in relation to servicing due to the location of the property and levels of accessibility. A package of information was prepared in this regard and submitted as part of the current application.

Refuse and recycling would be collected from the internal store by a private contractor, and emptied into a collection vehicle parked on St Nicholas Street or Broad Street, in accordance with the submitted management strategy. This would avoid the need for residents to move refuse and recycling receptacles to a collection point, and would prevent receptacles being left out on one of the surrounding highways, causing an obstruction.

A move-in/move-out strategy is also incorporated into the proposal, with allocated time slots for students in order to avoid obstruction of surrounding highway(s) on moving days. Travel packs are also to be issued to residents, providing information on transport and access matters.

On the basis of the above, and given the imposition of relevant planning conditions, the proposal is considered acceptable in relation to highways and servicing matters.

(C) RESIDENTIAL AMENITY

Policy BCS18 requires residential development to provide sufficient space for everyday activities and enable flexibility and adaptability by meeting appropriate space standards. Policy BCS21 expects development to create a high quality environment for future occupiers. Policy DM2 requires development to provide a good standard of accommodation by meeting relevant requirements and standards. Policy DM30 expects alterations to existing buildings to safeguard the amenity of the host premises and neighbouring occupiers.

Noise concerns raised under the previous scheme have been overcome through the removal of the air-source heat pump from the scheme. While some noise may be generated by future residents, it is considered that refusal of residential accommodation in this busy city centre environment of mixed uses is not justified on these grounds.

The proposal works with the existing plan form of the building and in doing so achieves good room sizes. Much of the communal living space is located within the basement although upper floor living and study rooms would be naturally lit, such that overall the proposal is considered to achieve a good standard of accommodation for future occupiers.

It is therefore concluded that the proposal is acceptable in residential amenity terms.

(D) HERITAGE

Policies BSC22 and DM31 relate to heritage assets (including Listed Buildings and Conservation Areas) and seek to preserve or enhance heritage assets. The NPPF defines 'conservation' as 'the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance'. Sections 16(2) of the Planning (Listed Buildings and

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH**

Conservation Areas) Act 1990 express the need for special regard to be given to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, while section 72(1) requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area.

The application property is a well preserved example of an historic office building. The proposal works with the existing plan form, with a minimum of disruption to historic fabric and plan form. A separating lobby proposed to the first floor to facilitate separate access to two of the bedrooms proposed, which would not disrupt the existing ceiling layout (see plans for details). A small loss of historic fabric would occur at basement level to adjoin kitchen and dining areas, which is considered reasonable given the benefit of securing the ongoing viable use of the building. An existing interconnecting door would be stopped up using studwork, however the door and features should be retained to enable reversal in the future. Bannister protection is also proposed, and necessary, in order to safeguard historic features of merit from damage that may be caused accessing the basement level with refuse/recycling receptacles and bicycles.

The City Council Conservation Officer has suggested conditions predominantly relating to detailed information regarding certain elements, and subject to these is supportive of the proposal. Overall the proposal is respectful to the host Listed Building and its features, and in securing an ongoing viable use for the building aids its conservation in this regard. Save for a pair of cycle stands, no external alterations are proposed, and as such the character and appearance of the host building is safeguarded, as is the setting of surrounding Listed Buildings and the character of the Conservation Area. The proposal is therefore considered acceptable on heritage grounds.

(E) SUSTAINABILITY

Current planning policy (BCS13-16) within the adopted Bristol Local Plan, 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 and extensions to existing buildings, and for new development to mitigate against the risk of flooding. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

It has been demonstrated that the use of solar PV panels is not a feasible option due to shading of the panels, and concern is also raised in relation to harm to the Listed Building, Setting of surrounding Listed Buildings and character of the Conservation Area through the use of PV panels in this instance.

Due to the unsuitability of solar PV's, the use of an air source heat pump was proposed under the previous application. This however gave rise to serious concern in residential amenity terms when considering neighbouring occupiers and future occupiers of the site, which could not reasonably be overcome due to site constraints.

The current proposal therefore does not incorporate any provision for on-site renewable energy generation, with a statement submitted as part of the application to justify this approach. Given the constraints of the site coupled with the sensitivity of the site and its context, it is accepted in this instance that on-site renewable energy generation cannot reasonably be accommodated on site.

The proposal works within the existing building envelope and would not increase flood risk.

On the basis of the above, and when considering the balance of various issues, the proposal is considered acceptable in relation to sustainability and flood risk.

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH****COMMUNITY INFRASTRUCTURE LEVY**

Development of less than 100 square metres of new build that does not result in the creation of a new dwelling; development of buildings that people do not normally go into, and conversions of buildings in lawful use, are exempt from CIL. This application falls into one of these categories and therefore no CIL is payable.

A) Application No. 17/05307/F**RECOMMENDED GRANT subject to condition(s)****Time limit for commencement of development**

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Building Recording

Prior to work commencing a Building Record to Level II of Historic England's Historic Buildings: A Guide to Good recording Practice shall be undertaken, submitted to the Local Authority and approved in writing. This shall be carried out by an accredited professional approved by the Local Authority.

Reason: To ensure the appropriate recording of the Listed Building

3. Construction Management Plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to and 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
- Arrangements for deliveries to the site
- Hours of operation
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions

Reason: In the interests of safe operation of the highway

4. Large Scale Details

Prior to the relevant element being commenced the following shall be submitted to the Local Planning Authority and approved in writing:

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH**

1. Section details to 1:5 and elevation details at 1:10 of all proposed new joinery showing all proposed mouldings, materials, and showing all new material connections at floor, wall and ceiling level
2. Section details to 1:5 of all proposed infilled doors showing how the existing door leaf, frame and architraves will be preserved, all new, materials and fabrication, and showing all new material connections at floor, jamb and head.
3. Section details at 1:5 of the proposed new protection screens to the stair balustrades including all proposed new fixings.
4. Section details to 1:5 of all proposed new partitions, solid and glazed, showing all new, materials and fabrication, and showing all new material connections at floor, ceiling and walls.
5. Elevation and section details of all proposed new internal doors at a scale of 1:10 and 1:5 respectively and showing all proposed mouldings and architraves.
6. Structural interventions above new openings at a scale of 1:10

The development shall then be carried out in accordance with the details approved prior to the commencement of the change of use and retained and maintained as such thereafter.

Reason: To safeguard the Listed Building and its features.

5. Building Services

Prior to the commencement of the element detailed plans and sections to a suitable scale showing all new building services shall be supplied to the Local Planning Authority and approved in writing. These shall show all proposed drainage, ventilation, gas, fire protection, and power runs, and all locations of proposed external flues or vents. This shall include full details of ventilation to the refuse/recycling store. The development shall then be carried out in accordance with the details approved prior to the commencement of the change of use and retained and maintained as such thereafter.

Reason: In the interests of amenity and to safeguard the Listed Building and its features.

Pre occupation condition(s)

6. Internal features

All existing internal decoration features, including plaster work, ironwork, fireplaces, doors, windows, staircases, staircase balustrade and other woodwork, shall remain undisturbed in their existing position, and shall be fully protected during the course of works on site unless expressly specified in the approved drawings.

Reason: In order that the special architectural and historic interest of this Listed Building is safeguarded.

7. Partitions - Listed Building

All new partitions shall be scribed around the existing ornamental plaster mouldings.

Reason: To ensure that the character, appearance and integrity of the building is not prejudiced, thereby preserving its special architectural or historic interest.

8. 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

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH**

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

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

9. 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.

Post occupation management

10. Property Management

The development shall be carried out in full accordance with the approved Management Plan throughout the lifetime of the development hereby approved.

Reason: In the interests of amenity and highway safety.

11. Use of Refuse and recycling facilities

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

Reason: To safeguard the amenities of nearby occupiers

List of approved plans

12. 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.

Existing floor and roof plans, received 22 September 2017
 Existing plans & elevations, received 22 September 2017
 Proposed floor & roof plans, received 22 September 2017
 Proposed plans and elevations, received 22 September 2017
 Proposed plans & sections, received 22 September 2017
 Historic building assessment, received 22 September 2017
 Management plan, received 13 November 2017
 Marketing report -part 1, received 22 September 2017
 Marketing report - part 2, received 22 September 2017
 Renewable energy exemption justification, received 22 September 2017

Reason: For the avoidance of doubt.

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH**

B) Application No. 17/05308/LA

RECOMMENDED GRANT subject to condition(s)**Time limit for commencement of development**

1. Listed Building Consent or Conservation Area 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.

Pre commencement condition(s)

2. Building Recording

Prior to work commencing a Building Record to Level II of Historic England's Historic Buildings: A Guide to Good recording Practice shall be undertaken, submitted to the Local Authority and approved in writing. This shall be carried out by an accredited professional approved by the Local Authority.

Reason: To ensure the appropriate recording of the Listed Building

3. Large Scale Details

Prior to the relevant element being commenced the following shall be submitted to the Local Planning Authority and approved in writing:

1. Section details to 1:5 and elevation details at 1:10 of all proposed new joinery showing all proposed mouldings, materials, and showing all new material connections at floor, wall and ceiling level
2. Section details to 1:5 of all proposed infilled doors showing how the existing door leaf, frame and architraves will be preserved, all new, materials and fabrication, and showing all new material connections at floor, jamb and head.
3. Section details at 1:5 of the proposed new protection screens to the stair balustrades including all proposed new fixings.
4. Section details to 1:5 of all proposed new partitions, solid and glazed, showing all new, materials and fabrication, and showing all new material connections at floor, ceiling and walls.
5. Elevation and section details of all proposed new internal doors at a scale of 1:10 and 1:5 respectively and showing all proposed mouldings and architraves.
6. Structural interventions above new openings at a scale of 1:10

The development shall then be carried out in accordance with the details approved prior to the commencement of the change of use and retained and maintained as such thereafter.

Reason: To safeguard the Listed Building and its features.

4. Building Services

Prior to the commencement of the element detailed plans and sections to a suitable scale showing all new building services shall be supplied to the Local Planning Authority and approved in writing. These shall show all proposed drainage, ventilation, gas, fire protection,

Development Control Committee A – 29 November 2017**Application No. 17/05307/F and 17/05308/LA: 6 All Saints Lane Bristol BS1 1JH**

and power runs, and all locations of proposed external flues or vents. This shall include full details of ventilation to the refuse/recycling store. The development shall then be carried out in accordance with the details approved prior to the commencement of the change of use and retained and maintained as such thereafter.

Reason: In the interests of amenity and to safeguard the Listed Building and its features.

Pre occupation condition(s)

5. Internal features

All existing internal decoration features, including plaster work, ironwork, fireplaces, doors, windows, staircases, staircase balustrade and other woodwork, shall remain undisturbed in their existing position, and shall be fully protected during the course of works on site unless expressly specified in the approved drawings.

Reason: In order that the special architectural and historic interest of this Listed Building is safeguarded.

6. Partitions - Listed Building

All new partitions shall be scribed around the existing ornamental plaster mouldings.

Reason: To ensure that the character, appearance and integrity of the building is not prejudiced, thereby preserving its special architectural or historic interest.

List of approved plans

7. 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.

Waste Storage Details, received 13 November 2017
 Cycle Storage Details, received 13 November 2017
 Existing floor & roof plans, received 22 September 2017
 Existing plans & elevations, received 22 September 2017
 Proposed floor & roof plans, received 22 September 2017
 Proposed plans & elevations, received 22 September 2017
 Proposed plans & sections, received 22 September 2017
 Historic building assessment, received 22 September 2017
 Renewable energy exemption justification, received 22 September 2017

Reason: For the avoidance of doubt.

Supporting Documents

1. 6 All Saints Lane

1. Existing Plans and Elevations
2. Existing Floor and Roof Plans
3. Proposed plans and Elevations
4. Proposed Floor and Roof Plans
5. Proposed Waste Storage details
6. Proposed Cycle Storage Detail
7. Management Plan



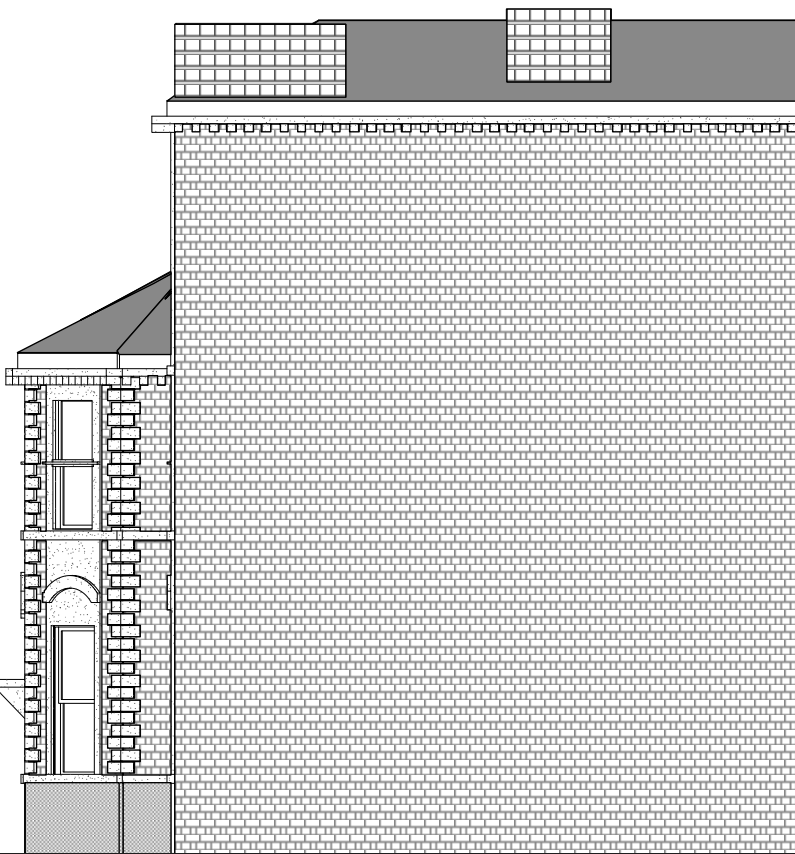
Front Elevation @ 1:100



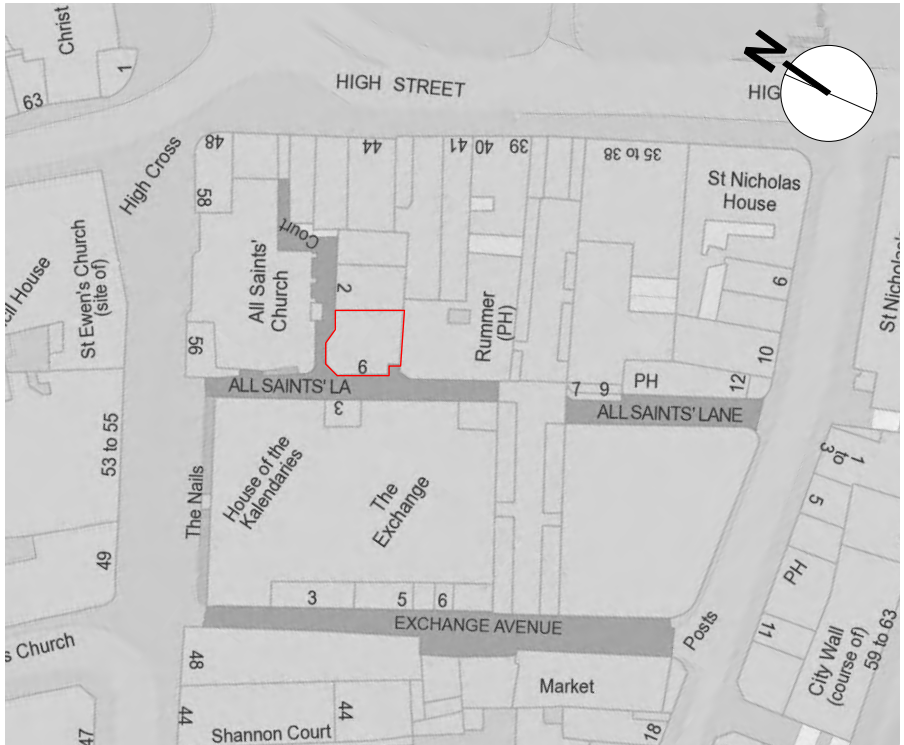
Side Elevation @ 1:100



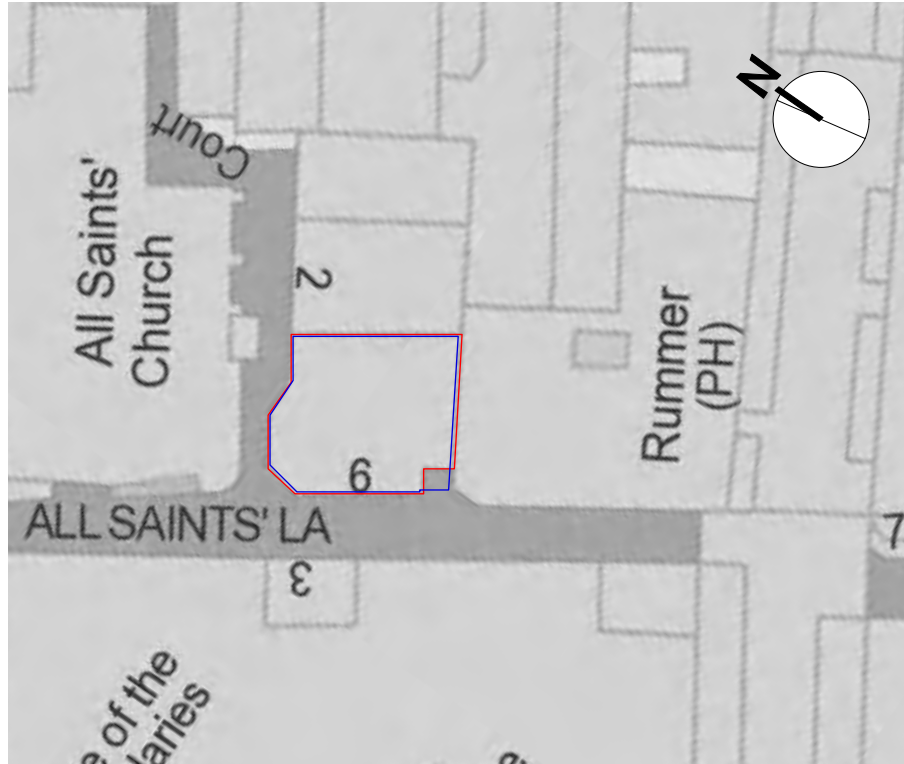
Rear Elevation @ 1:100



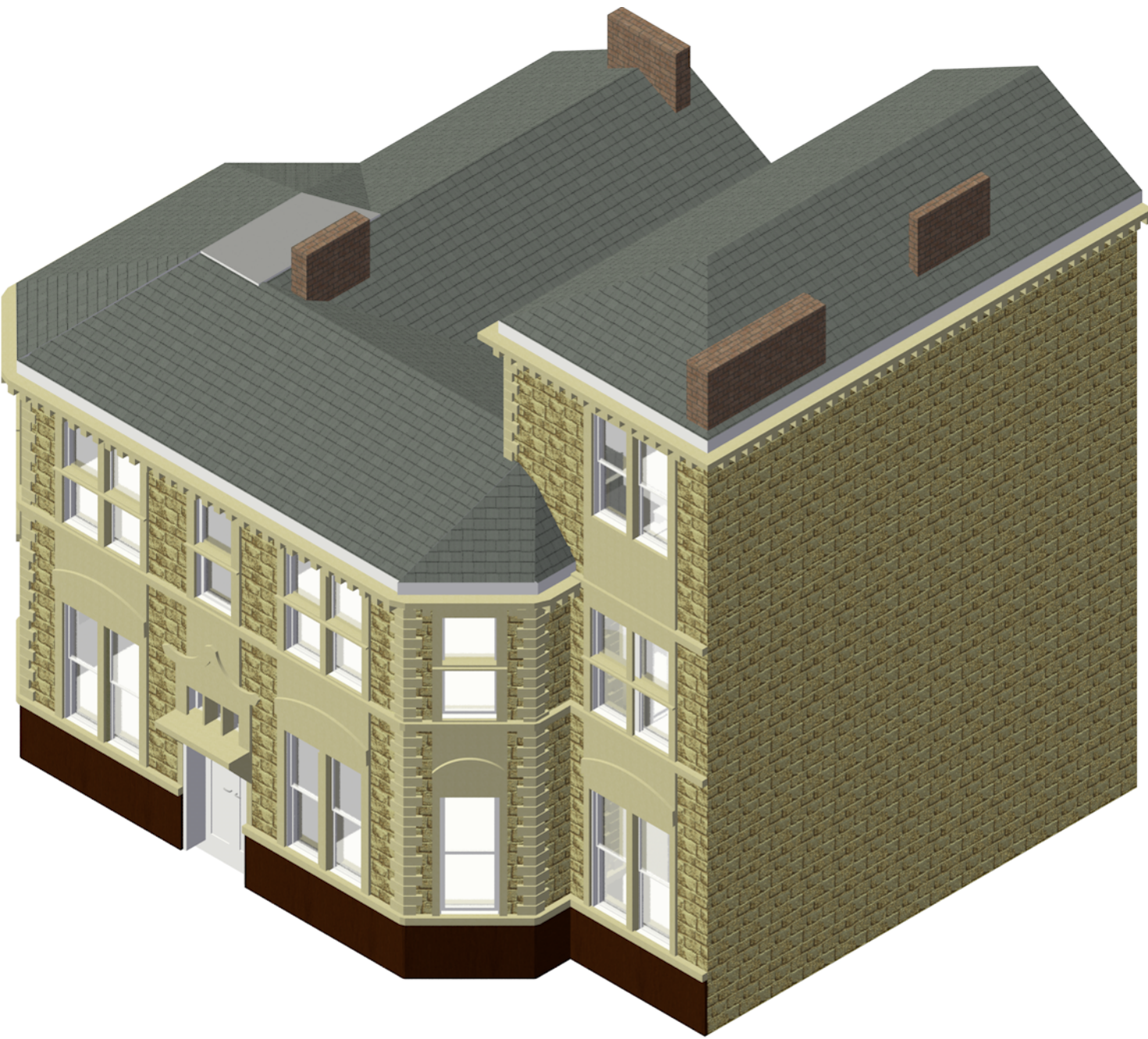
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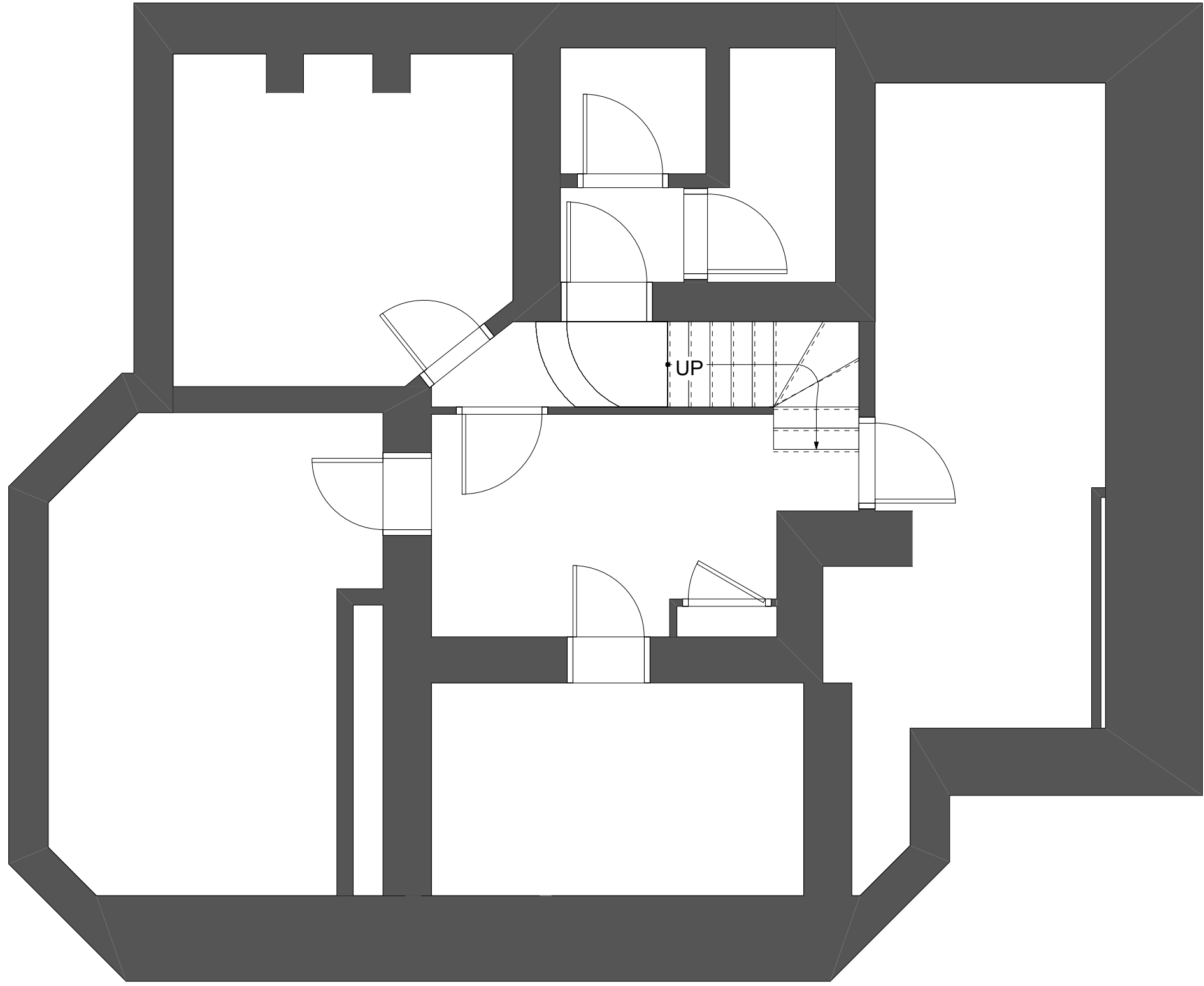
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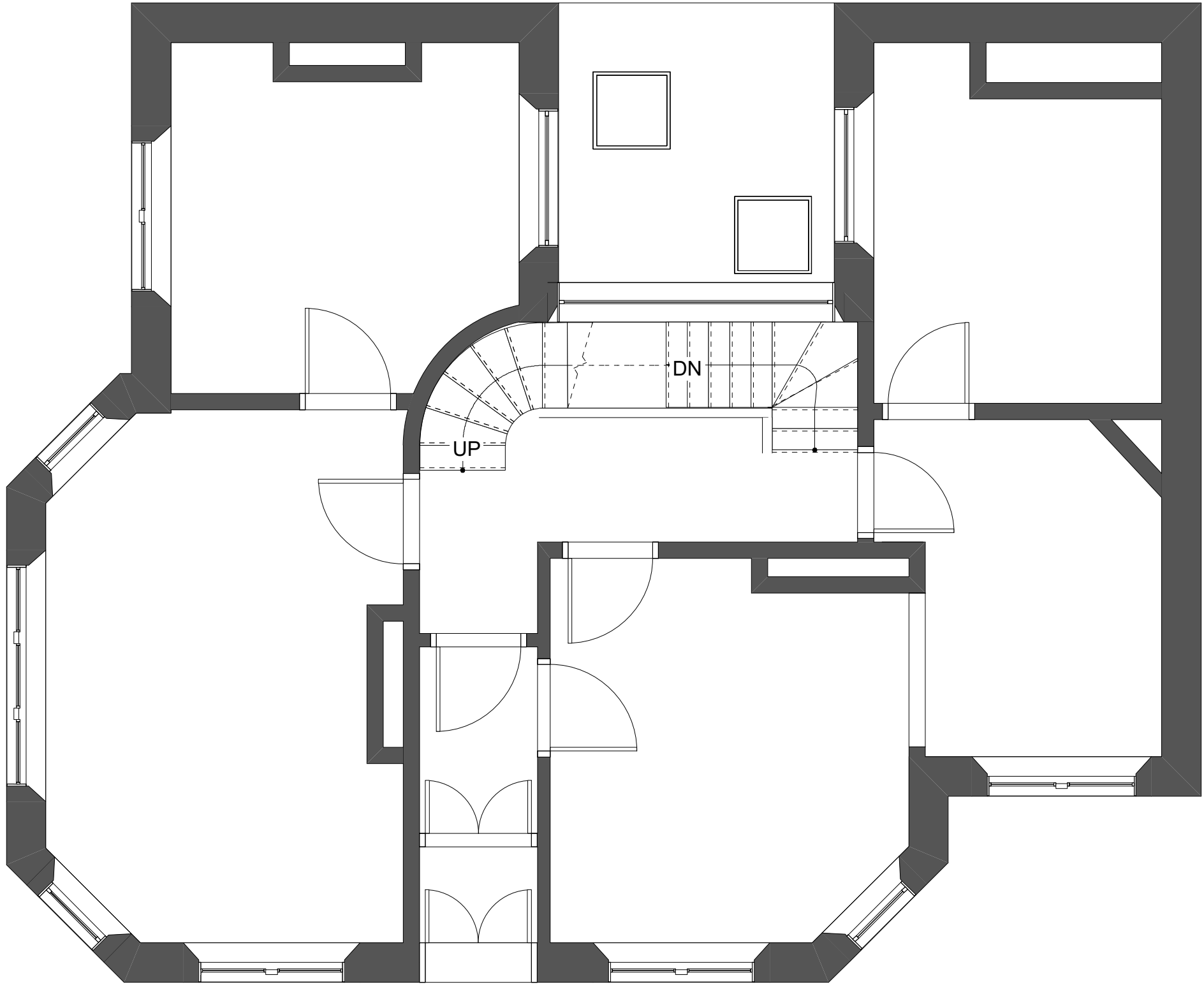
Site Plan @ 1:500



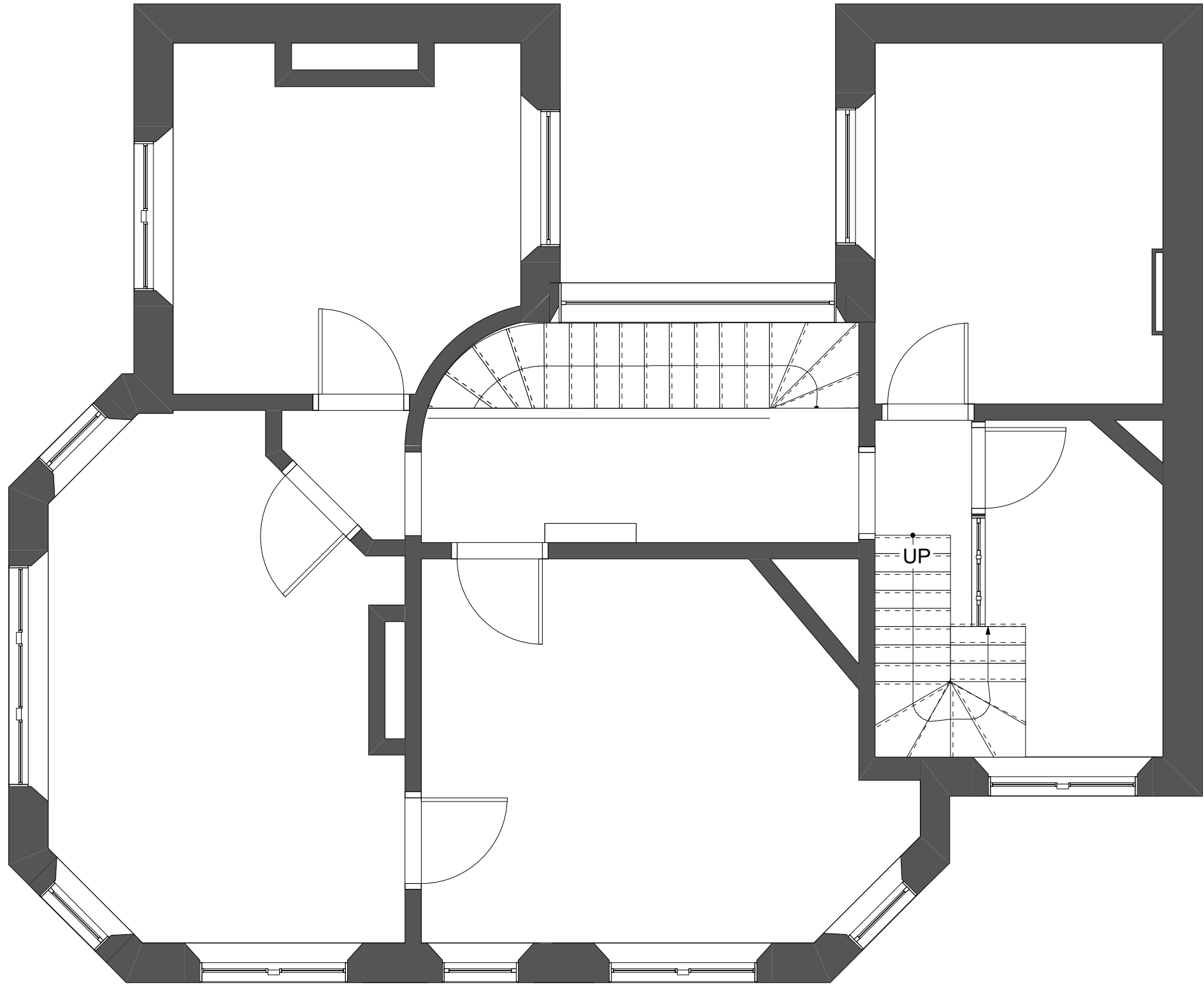
<div><div><div>Your Design Bristol</div><div>Architecture - Design - Visualisation</div><div>Your Design Studio, Shield House, Caxton Business Park, Crown Way, Warmley, Bristol, BS30 8XJ www.yourdesignbristol.co.uk - 0117 3291540 © Your Design Bristol Ltd. All Rights Reserved</div></div></div>	<div>Client: Mr S Fragapane</div>	<div>Drawing: Existing Plans Page 2</div>	<div>Project Description:</div>	<div>Revisions:</div>	<div>NB</div>
	<div>Address: 6 All Saint's Lane, Bristol, BS1 1JH</div>	<div>Drawn By: JM</div> <div>Date: 22/09/17</div> <div>Cad File: 6BS11JH</div> <div>Status: For Comment</div> <div>Scale: Labelled @ A1</div>		<div>A</div> <div>B</div> <div>C</div> <div>D</div> <div>E</div>	<div>Author Retains Copyright.</div> <div>Responsibility is not accepted for errors made by others in scaling from this drawing.</div> <div>All dimensions, levels and angles to be checked on site by the contractor.</div> <div>All boundaries are assumed and we accept no liability for boundary inaccuracy.</div> <div>You are reminded of your responsibilities under the 'Party Wall etc. Act' 1996 where applicable.</div>



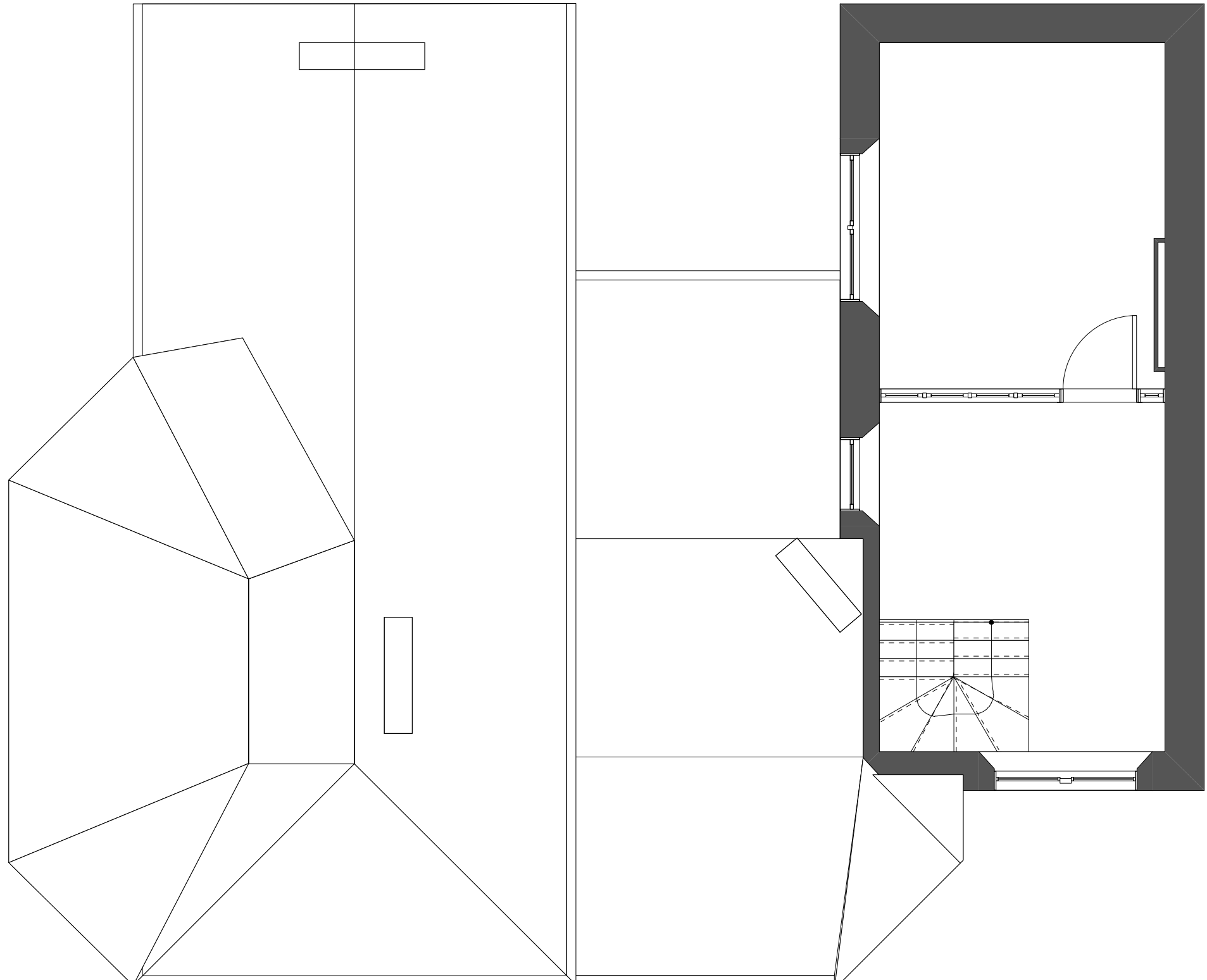
Lower Ground Floor Plan @ 1:50



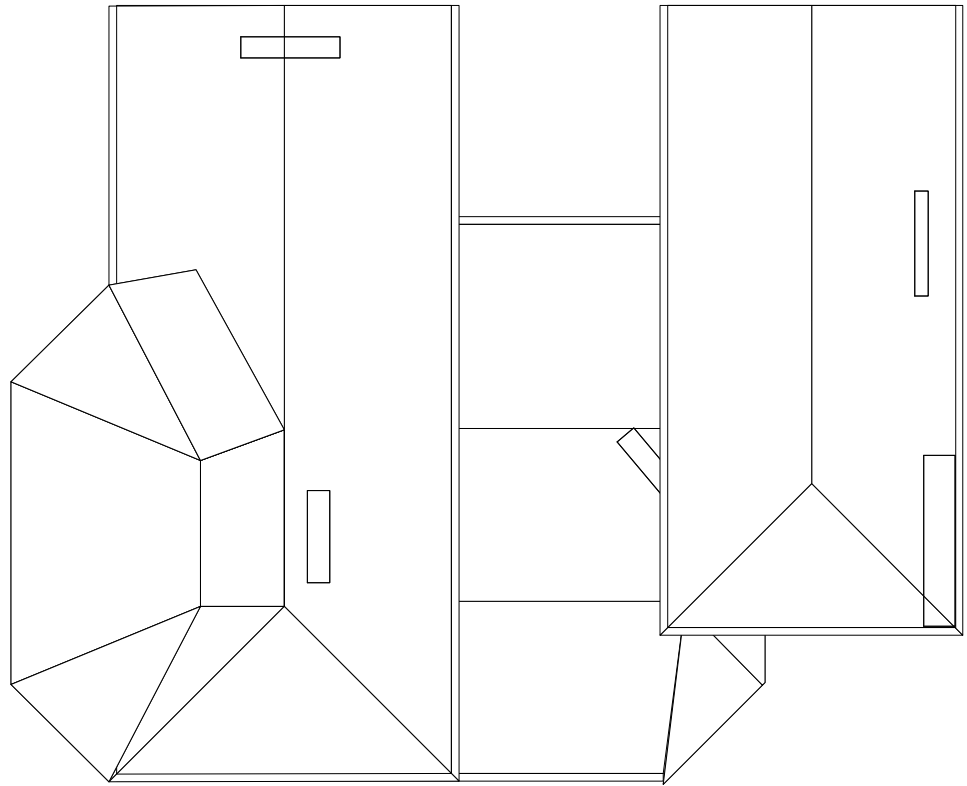
Ground Floor Plan @ 1:50



First Floor Plan @ 1:50

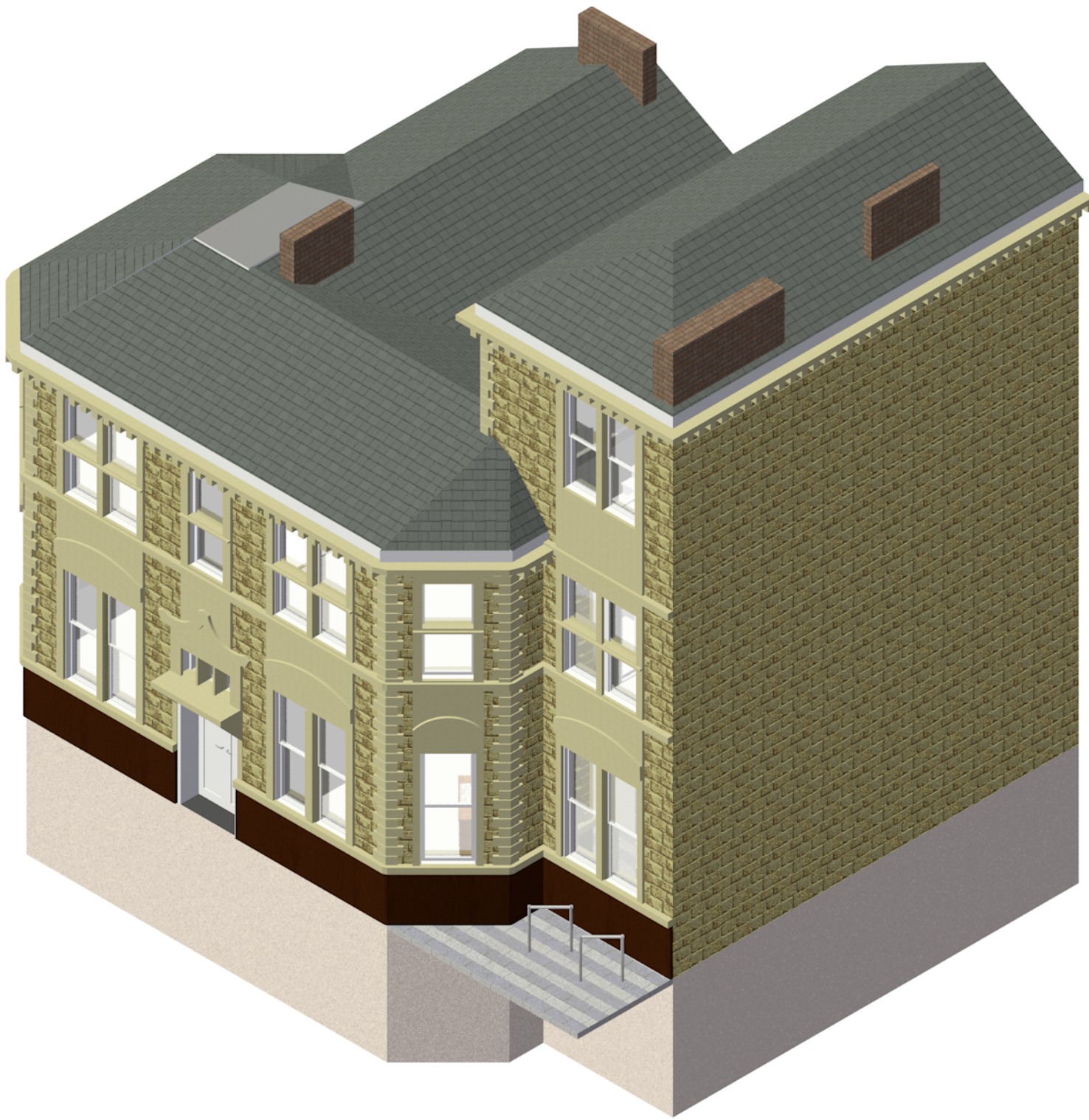


Second Floor Plan @ 1:50

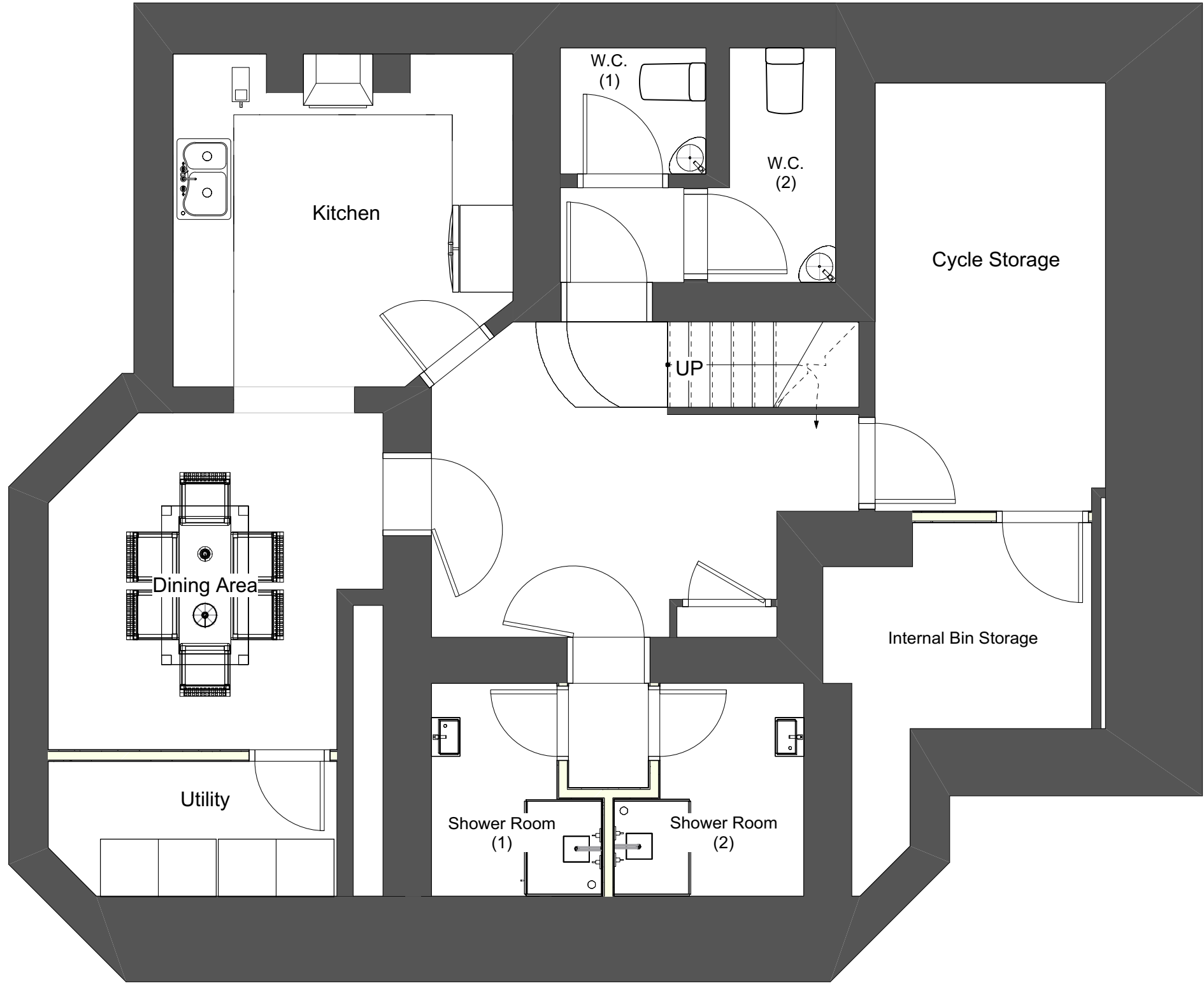


Roof Plan @ 1:100

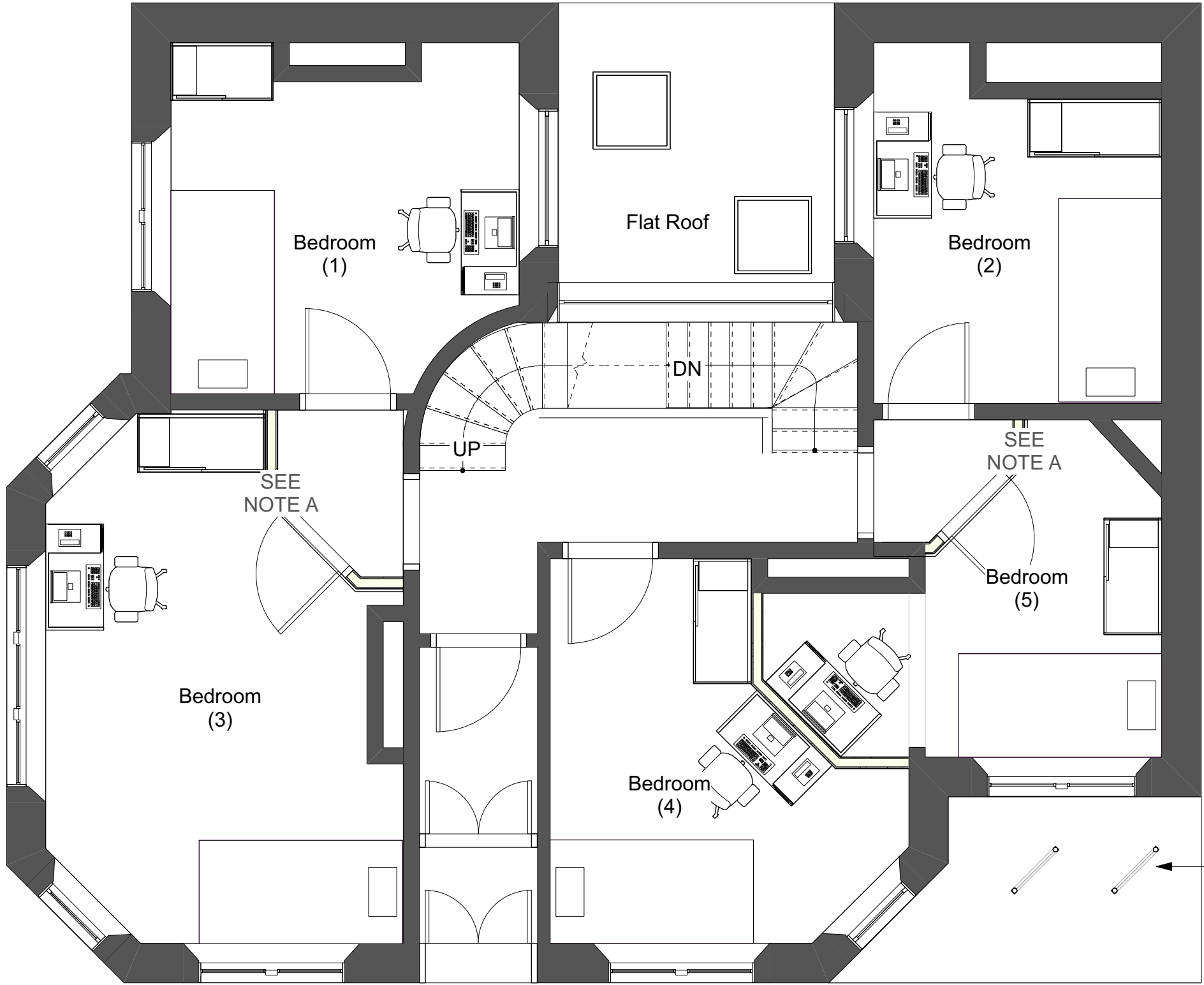
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	Address: 6 All Saint's Lane, Bristol,	Drawn By: JM		A	Author Retains Copyright.
		Date: 22/09/17		B	Responsibility is not accepted for errors made by others in scaling from this drawing.
		Cad File: 6BS11JH		C	All dimensions, levels and angles to be checked on site by the contractor.
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		Scale: Labelled @ A1		E	You are reminded of your responsibilities under the 'Party Wall etc. Act' 1996 where applicable.



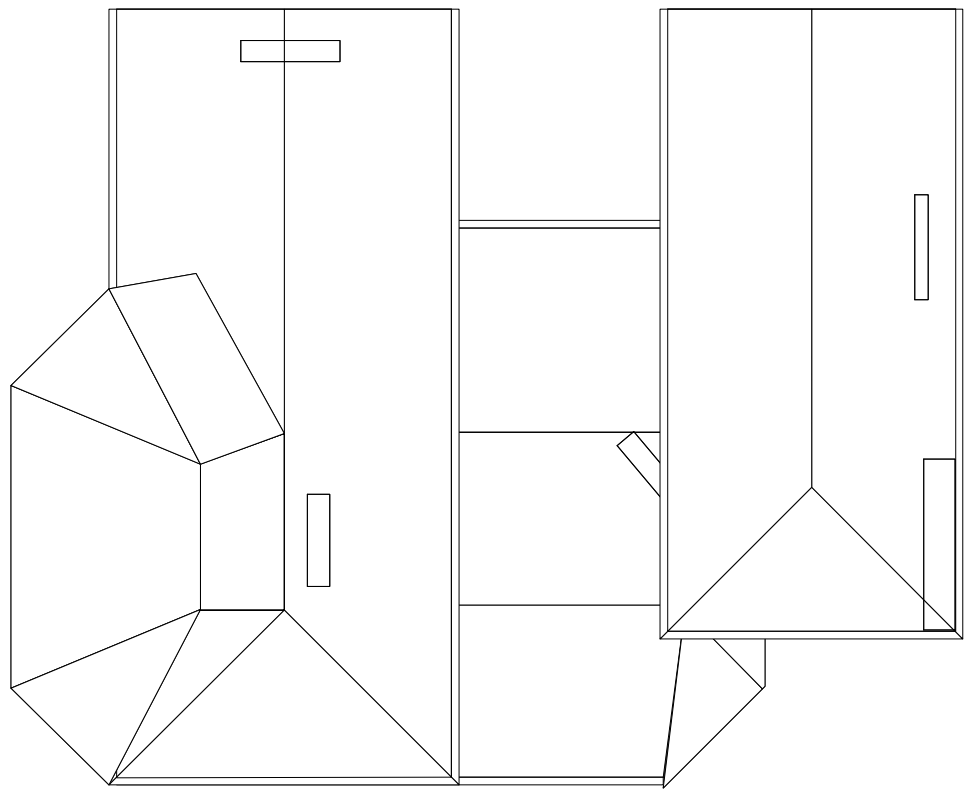
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		Date:	22/09/17			
		Cad File:	6BS11JH			
		Status:	For Comment			
		Scale:	Labelled @ A1			



Lower Ground Floor Plan @ 1:50

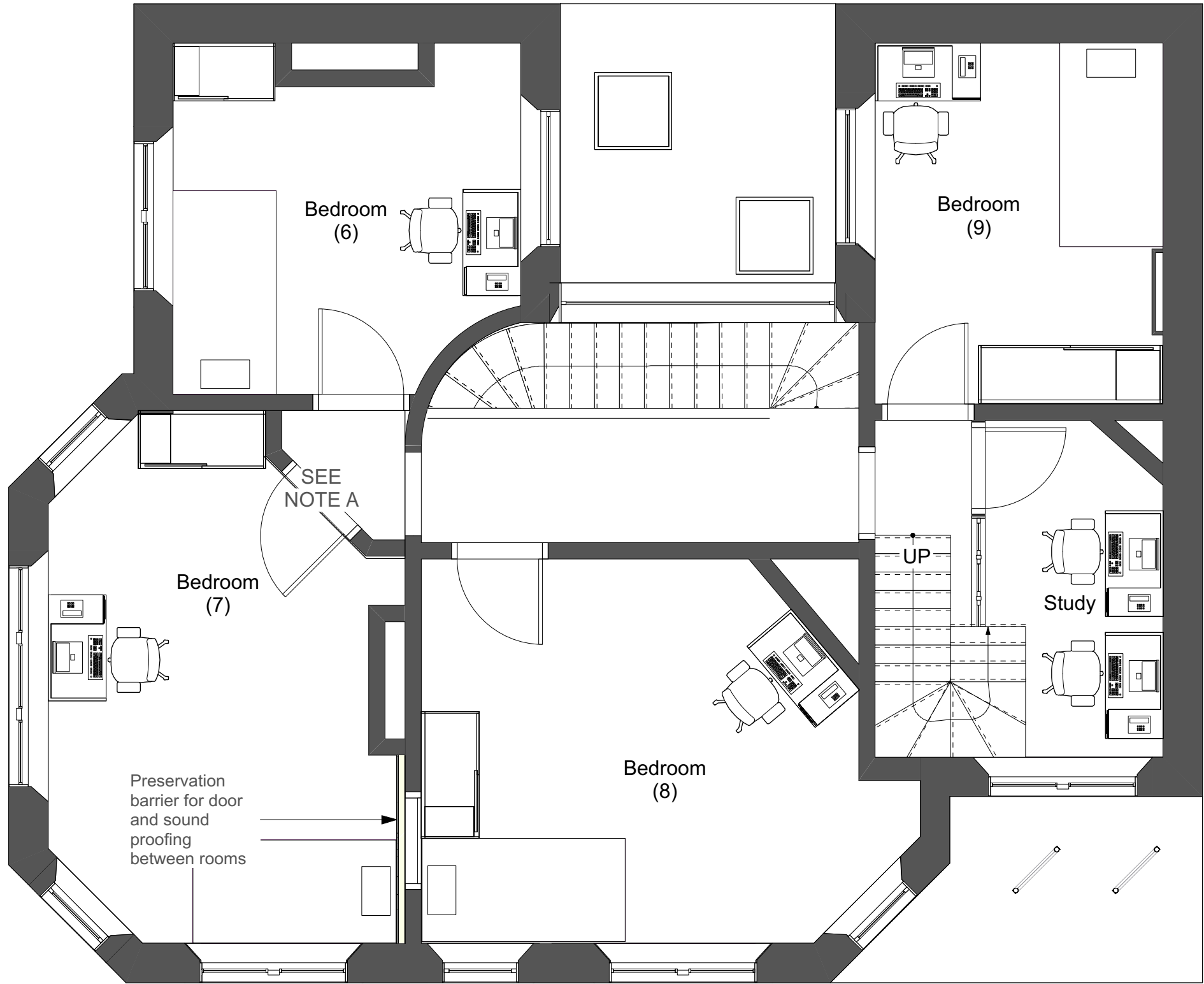


Ground Floor Plan @ 1:50

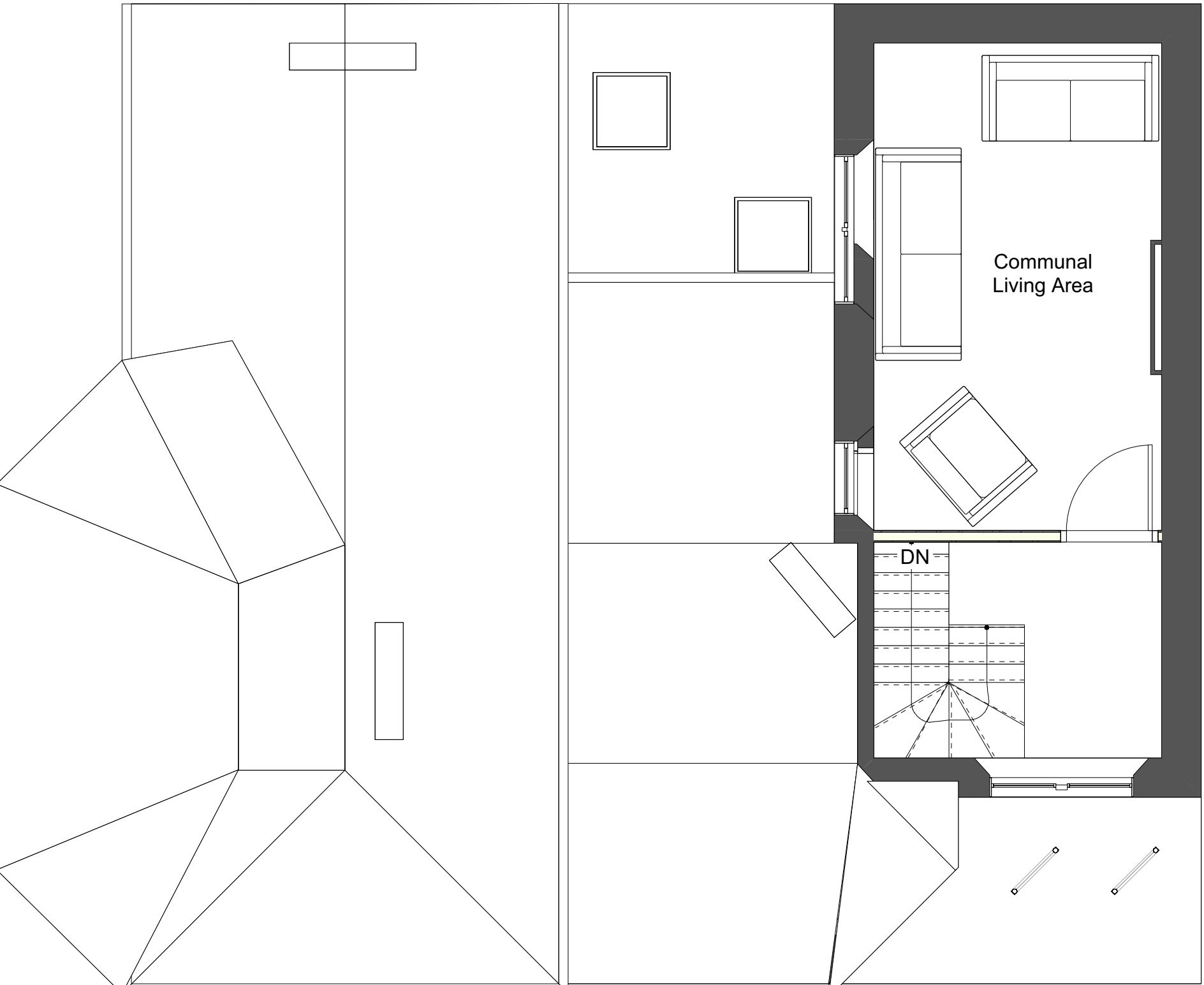


Roof Plan @ 1:100

2X Sheffield Stands
for external Cycle
Storage



First Floor Plan @ 1:50



Second Floor Plan @ 1:50

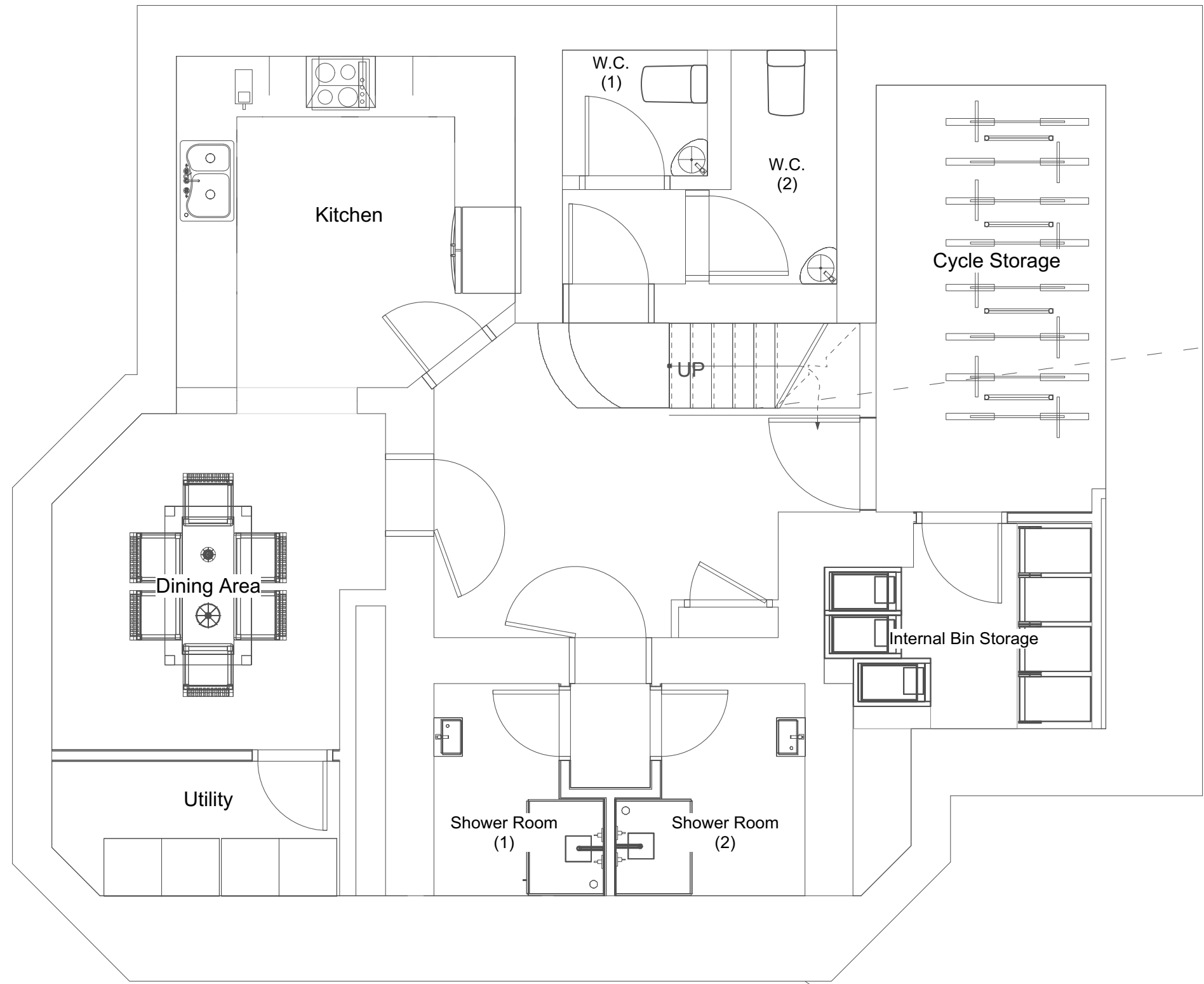
Bedrooms 6 & 7 Lobby



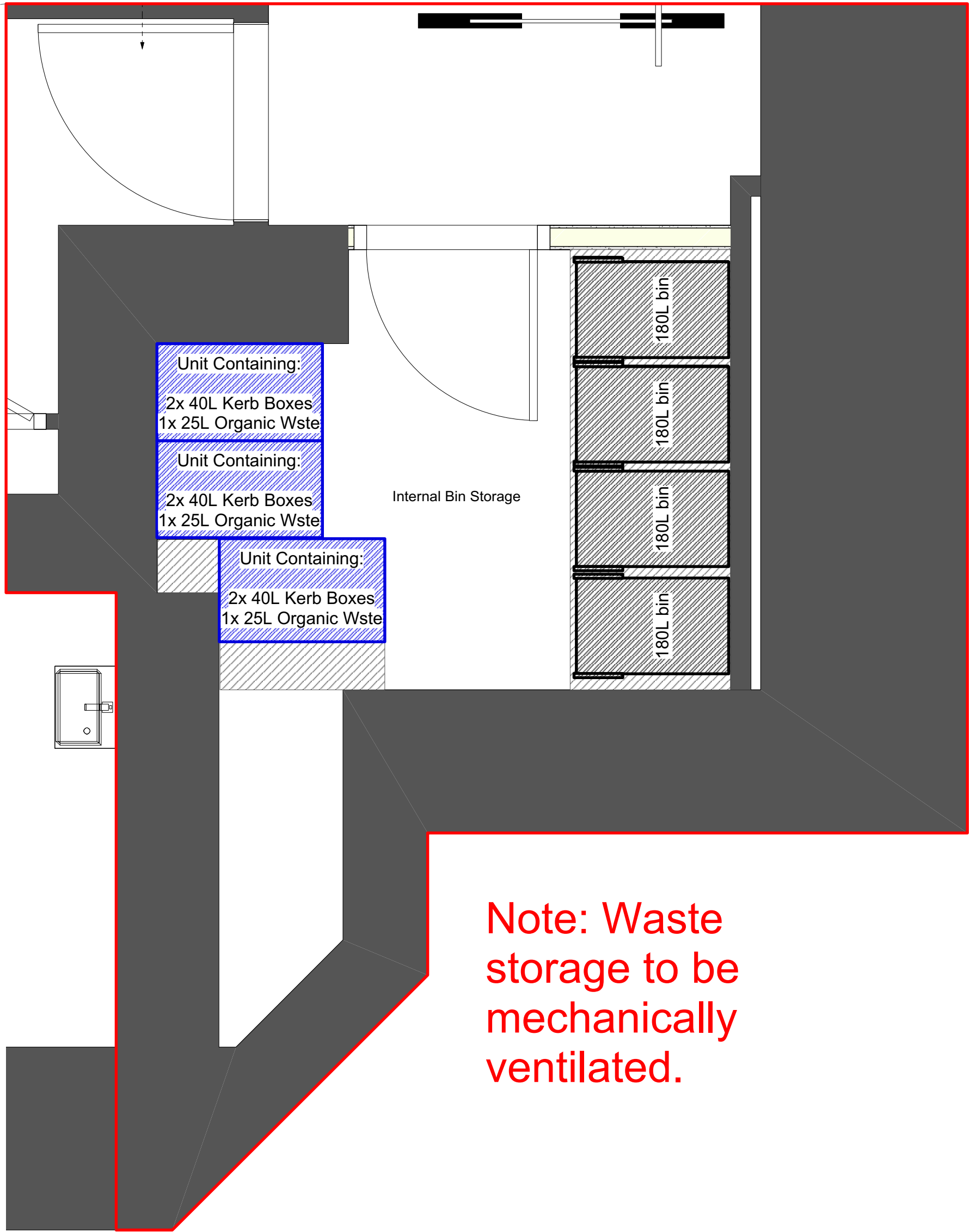
NOTE A:

New lobby between Bedroom's 3 & 1 and lobby between Bedroom's 2 & 5 to be design and built using the example created with the Existing lobby between Bedroom's 6 & 7.

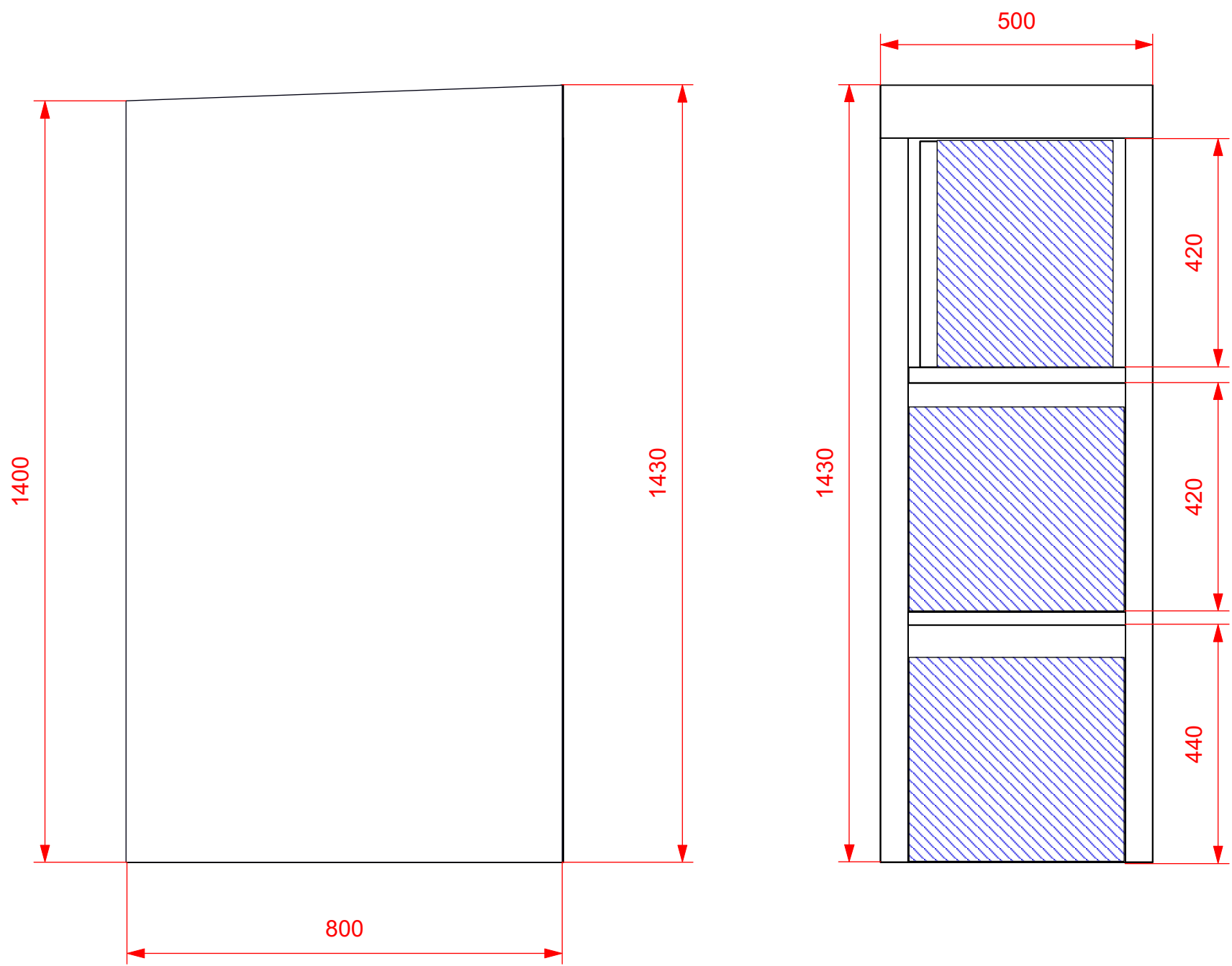
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		Cad File:	6BS11JH			
		Status:	For Comment			
		Scale:	Labelled @ A1			



Lower Ground Floor Plan @ 1:50

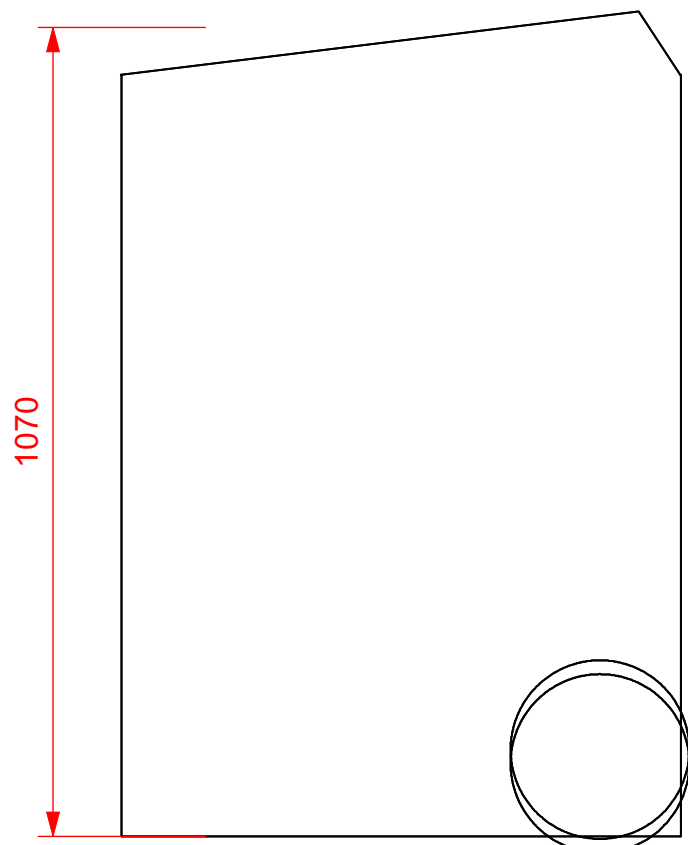


Internal Bin Storage Plan @ 1:20

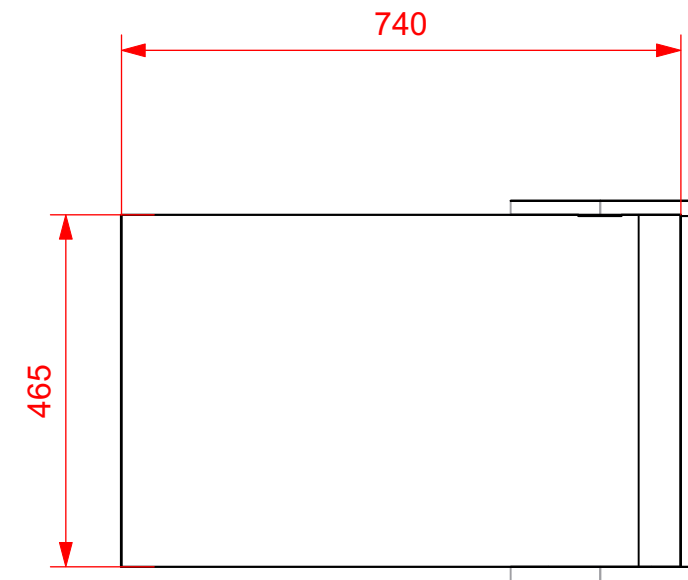


Storage Box Unit - Side Elevation @ 1:20

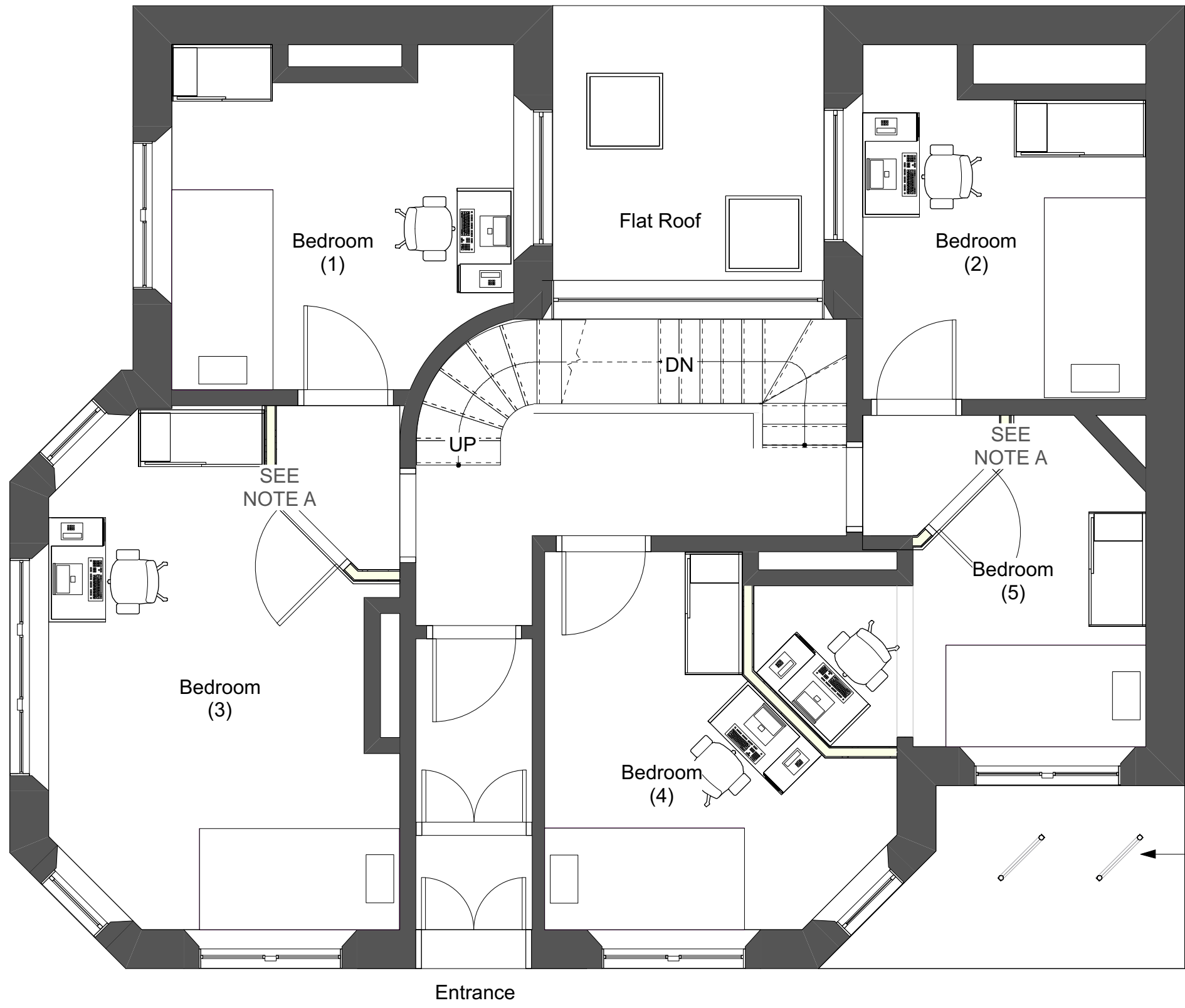
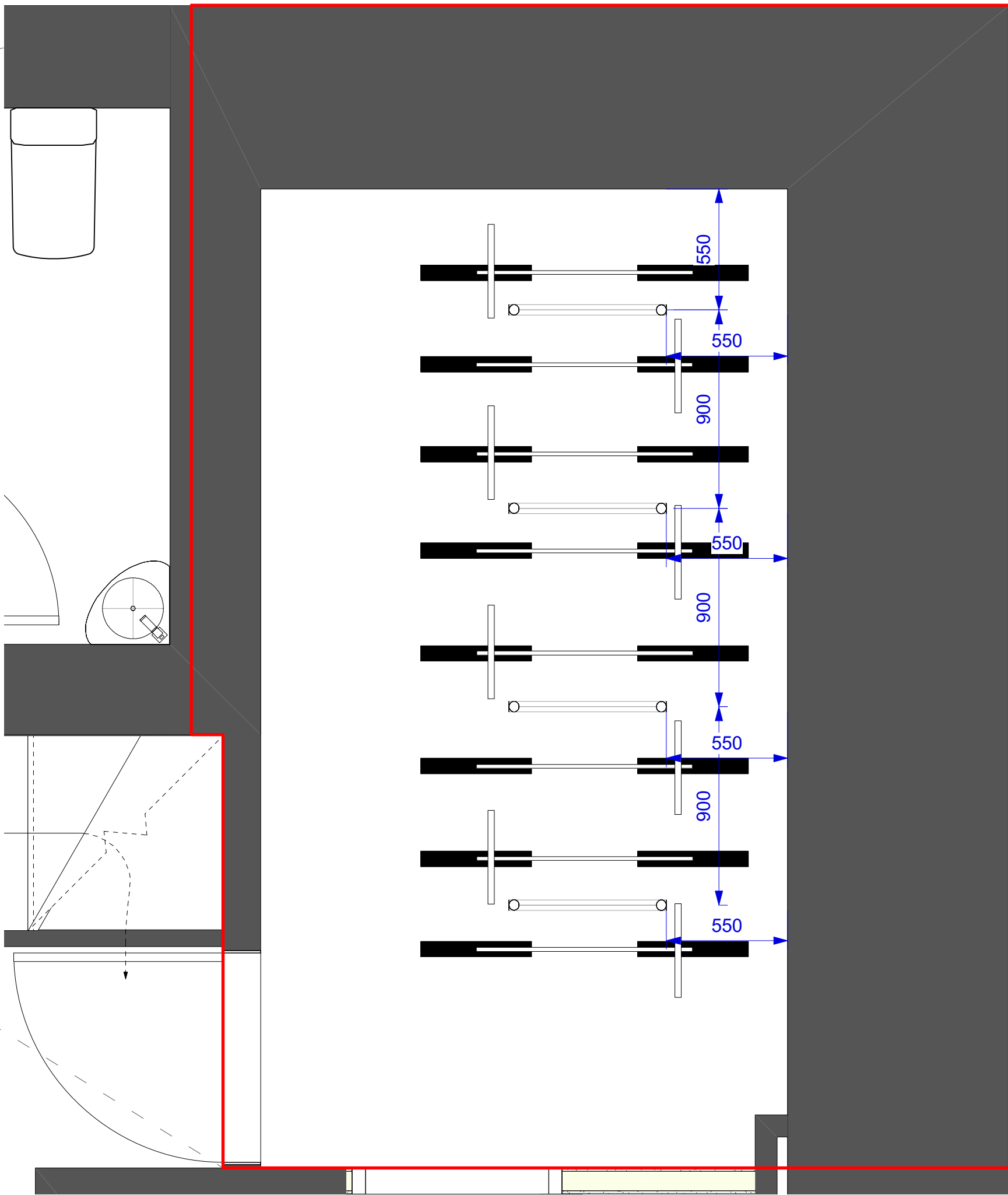
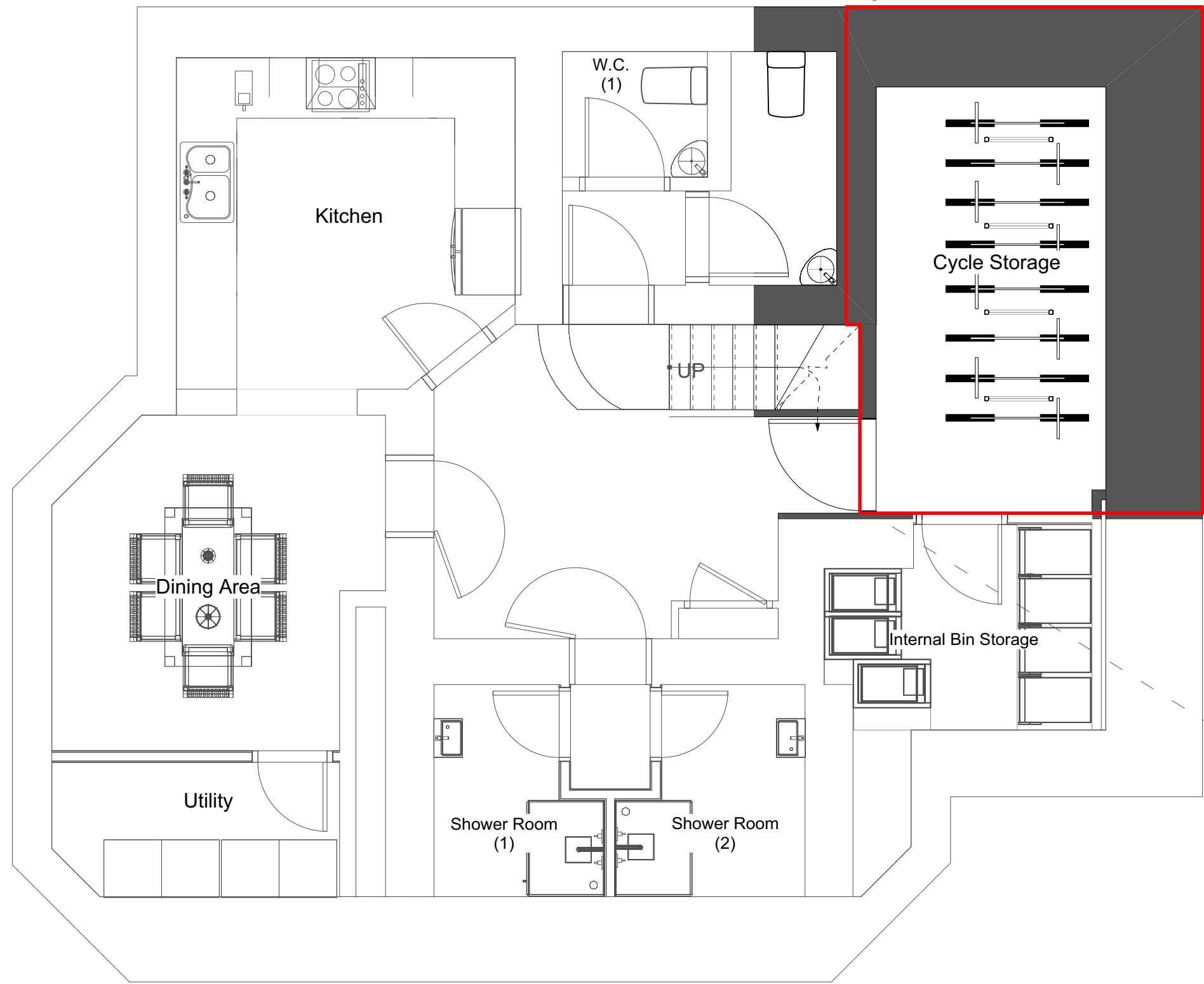
Storage Box Unit - Front Elevation @ 1:20



180L bin provided by BCC - Elevation @ 1:10



180L bin provided by BCC - Plan @ 1:10



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Sheffield Cycle Stand
BXMW/GS/Sheffield-Stand

The Sheffield Cycle Stand is recommended by the national cycling associations, this best selling tubular cycle stand allows the bike to be secured in a variety of ways.

Last year alone Broxap provided over 35,600 cycle parking spaces using the Sheffield Cycle Stand, and it continues to be our most popular cycle stand.

Features:

- Simple and easy to install
- Stands are available in senior and junior sizes

Standard Single Unit Size:

- Width: 715mm
- Height: 800mm
- Junior stands are 600mm high
- Recommended spacing between cycle stands: 800mm

Fixings:

- Root Fixed
- Baseplate Fixed

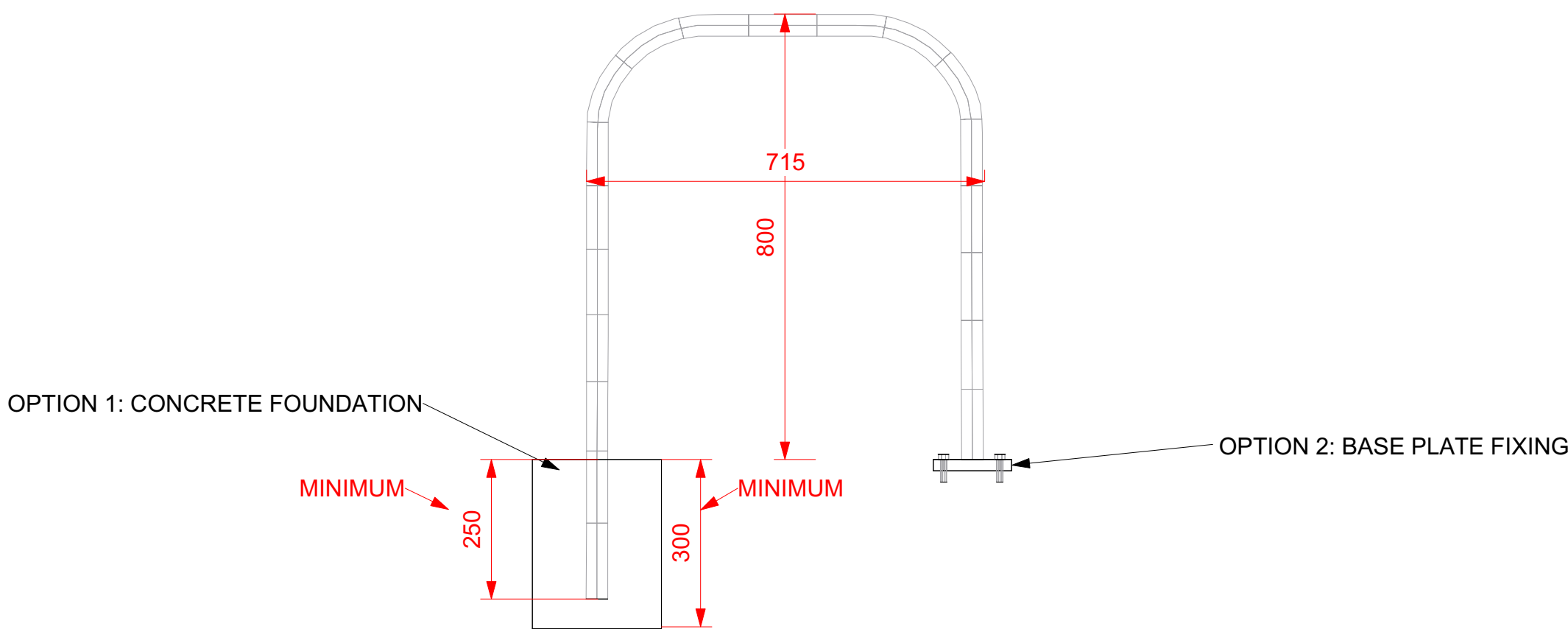
Finishes Available:

- Galvanised to BS EN ISO 1461:2009
- Galvanised to BS EN ISO 1461:2009 & Polyester Powder Coated
- Stainless Steel Grade 304
- Stainless Steel Grade 316
- Duracast™ Polyurethane version (a long lasting environmentally friendly material that is rust proof and can also be painted to a range of colours)



Broxap Ltd., Rowhurst Industrial Estate, Chesterton, Newcastle-under-Lyme, Staffordshire, ST5 6BD

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Client: Mr S Fragapane
Address: 6 All Saint's Lane,
Bristol,
BS1 1JH

Drawing: Proposed Plans Cycle Storage
Drawn By: JM
Date: 10/11/17
Cad File: 6BS11JH
Status: For Comment
Scale: Labelled @ A1

Project Description:

Revisions:

A
B
C
D
E

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All boundaries are assumed and we accept no liability for boundary inaccuracy.
You are reminded of your responsibilities under the 'Party Wall etc. Act' 1996 where applicable.

MANAGEMENT PLAN

6 ALL SAINT'S LANE
BRISTOL
BS1 1JH

CONTENTS

1. Introduction
2. Site Description and Context
3. Means of Access
4. Arrival Plans
5. Waste Management Plan

1. Introduction

This statement has been prepared to support the planning application for 6 All Saints Lane, Bristol, with regards to access to the property. The planned work is for conversion of the building into student accommodation.

2. Site Description and Context

The site is located in the St. Nicholas Market area of the city centre, on the pedestrianised All Saints Lane. Access to the property is through the main front door on the lane, which is in turn accessed at either end by St. Nicholas Street and the also pedestrianised Corn Street.

3. Means of Access

There are two car parks within 5 minutes walk of the property, the closest being the Galleries shopping centre car park on Wine Street. The other is the NCP multi-story car park situated on Nelson Street. The Galleries car park is open 7 days a week. Monday to Saturday the opening times are 8am – 11pm with last entry at 10pm. On Saturdays the times are 10am – 6pm with last entry at 5pm. Prices start at £1.50 for up to 1 hour. The Nelson St. NCP car park is open 24 hours a day, 7 days a week. The price starts at £2.50 for up to 30 minutes. On weekends however, up to an hour is £2 and every hour subsequent is another £1.


Local parking is also likely to be used, this can be found on Broad Street or St Nicolas Market in the form of pay and display (see images below). The students will be encouraged to use the local car parks instead of the on-street parking and that they should park legally at all times. This information will be provided in an information pack handed to the students and included in the email of moving in days mentioned later in this document. All efforts including notices in the property will be provide to ensure we go above and beyond to encourage legal parking at all times.

There are also bus links from the city centre stops, located a 5 minute walk away. From there, buses access all the main transport locations in Bristol.

The other option for access is via Temple Meads train station. This is situated 15 minutes walk from the property and would be the main option for students arriving via train from the rest of the country.

The property is in a highly sustainable location within the heart of the city centre of Bristol.

The locations of these and the walking routes to and from the property are shown below:

-  - Property Location
- A - Temple Meads Train Station
- B - The Galleries Car Park
- C - Nelson Street NCP Car Park
- D - City Centre Bus stops



A Travel Information Pack will be produced and issued to all students. This will include information on public transport including

- First Bus
- Wessex
- National Express
- Falcon
- Megabus
- National Rail Enquiries

The pack will also include information on cycle shops/repairs, local taxi companies and supermarket deliveries. The pack should promote: www.travelwest.info, bus checker app www.travelwest.info/apps and www.betterbybike.info

4. Arrival Plans

The accommodation will be used for students so it is proposed that before the term begins two 'moving in days' will be offered to the students. The management team will offer a selection of weekend dates to all proposed tenants via email, the students can then put forward their preferred dates and agree on two days over one weekend that they will be able to deliver items considered to be large items such as TVs, computers and household items. It is proposed that the rooms will be furnished with clothes storage, a bed, a desk and a chair. This should keep to a minimum the large items needed to be carried to the property.

Over the two days of arrival the new occupants will be given 2-hour time slots to move items into their rooms and the communal area. The students on a first come first served basis will select these time slots. It is suggested that a maximum of two students can move in during a specific time period.

Examples of these time slots being selected are listed below:

Saturday		
	Room Number	Student Name
Slot 1: 9.30am-11.30am		
Slot 2: 9.30am-11.30am		
Slot 3: 11.30am-1.30pm		
Slot 4: 11.30am-1.30pm		
Slot 5: 1.30pm-3.30pm		
Slot 6: 1.30pm-3.30pm		
Sunday		
	Room Number	Student Name
Slot 1: 9.30am-11.30am		
Slot 2: 9.30am-11.30am		
Slot 3: 11.30am-1.30pm		
Slot 4: 11.30am-1.30pm		
Slot 5: 1.30pm-3.30pm		
Slot 6: 1.30pm-3.30pm		

During the hours of arrival on the agreed weekend, we plan to apply to reserve a minimum of one on-street parking bay located on St Nicholas Street. This will be done so through the following website link and in the locations shown below:
www.bristol.gov.uk/en_US/parking/suspensions



5. Waste Management Plan

The waste collection will be managed by a private contractor working on behalf of the landlord and his company to ensure that no waste is stored, or disruption is caused to the street front. The operatives are trusted employees who have access to manage all of the landlord's properties when required.

Waste will be collected from the 'internal bin storage' located on the basement level by the contractor who will have access to the property at a set time period of 1 hour. The waste will be collected and transferred straight to the Council Civic Amenity Recycling Centre.

The waste storage area inside the property will accommodate separate boxes for recycling and general waste, as it is important to encourage recycling. Inside the 'internal bin storage' will be the following.

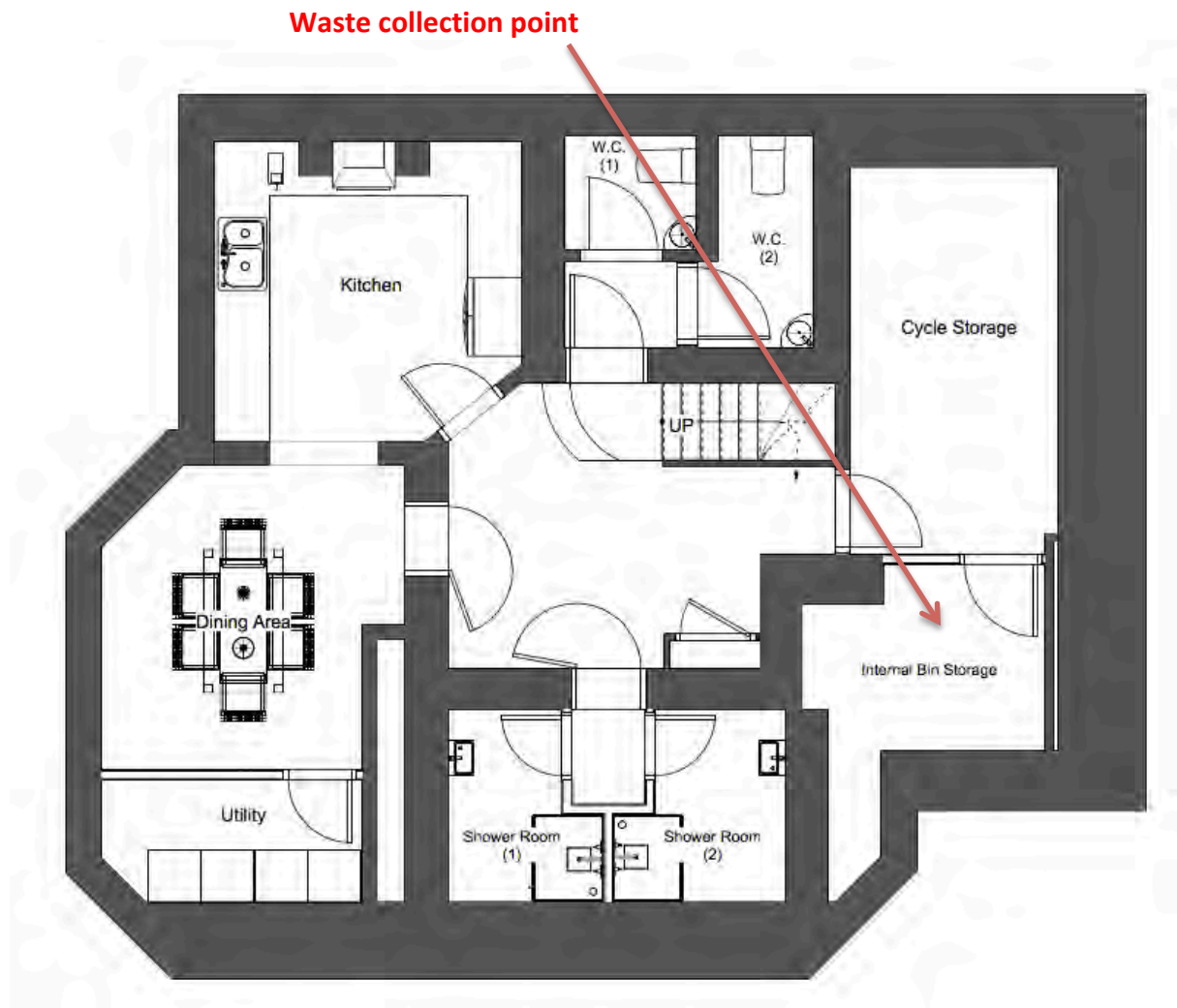
- 4 x General waste bin
- 3 x Waste bin for items associated with Bristol City Council's Black Box
- 3 x Waste bin for items associated with Bristol City Council's Green Box
- 3 x Waste bin for items associated with Bristol City Council's Brown food waste

All bins will be emptied, double bagged and taken to the local Recycling Centre.

Collection time: This set time will be listed in the welcome pack given to all students before they move in. An example time would be 10-11am. This would allow for collection when the house would be mainly empty and cause minimal disruption to the tenants. The collection is predicted to take no longer than 20 minutes.

Collection days: During term times all waste will be collected on a Monday, Wednesday and Friday of every week. Bank holidays and Christmas holidays may require a change of day that will be agreed and all residents notified.

Operatives parking and route: The operatives will park on Broad St or St Nicholas Street in a legal parking space. They will then walk along Corn Street to access All Saints Lane. All waste will be double bagged to ensure no spillage during transportation to the vehicle.





High Street Parking (above)



Broad Street Parking (above)