



NOTICE OF DECISION

**Town and Country Planning Act 1990 (as amended)
Town and Country Planning (Development Management Procedure) (England)
Order 2015**

Decision :	GRANTED subject to condition(s)
Application no:	15/06069/F
Type of application:	Full Planning
Site address:	Bristol Arena, Former Diesel Depot, Bath Road, Brislington Bristol BS4 3DT.
Description of development:	Construction of 12 000 capacity indoor arena (Use Class D2) on the south part of the site, creation of public plaza in front of arena and landscaping of the site; Permanent disabled parking (45 spaces) and cycle parking facilities, temporary surface level parking for operational staff and VIP's (200 spaces) for a period of 5 years; Pedestrian and vehicular access via bridge from Cattle Market Road (under construction) and provision of new pedestrian access and steps from Bath Road. Existing vehicular access from Bath Road to be retained as a restricted access - Major application/Environmental Statement
Applicant:	Bristol City Council
Agent:	CSJ Planning Consultants Ltd
Committee/delegation date:	06.04.16
Date of Notice:	11.04.16

Important: Compliance with conditions

- Please read the conditions and understand their requirements and restrictions
- Some conditions may relate to a specific element of work, and require details to be submitted and approved before any work on that element commences.
- Some conditions will require action before you start the development and it is imperative that you seek to have these discharged before any work commences.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- The council monitors compliance with planning conditions.

**Development Management
Brunel House, St George's Road, Bristol BS1 5UY**

Application No: 15/06069/F

DECISION: GRANTED subject to condition(s)

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. Notwithstanding the submitted documents, detailed drawings at the scale of 1:5 and 1:20 scale and sample panels (where appropriate) 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.

1) Drum - design of the external cladding(at suitable scale) incorporating the lead artist commission as identified in the draft Arena public art strategy including details of;

- 1a. facing materials, panelling, any manifestations/perforations;
- 1b. general arrangement of the external cladding with the gangways and lighting box;
- 1c. details of gangways, light box and fixings;
- 1d. junctions between panels of the finishing panels;
- 1e. details of coping and soffit.

2) Glass middle layer - Details of

- 2a. panel arrangement;
- 2b. interface at the top (with drum) and bottom (with plinth);
- 2c. doors including the jambs lintels and thresholds.

3) Plinth - Details of

- 3a. panel arrangement;
- 3b. interface with ground;
- 3c. coping;
- 4d. lintels/soffits, reveals/jamb and thresholds

4) Wall facing the railway line - Provide design and details for

- 4a. the fencing along the railway line;
- 4b. interface with ground;
- 4c. coping;
- 4d. lintels/soffits, reveals/jamb and thresholds

5) Roof

- 5a. any fall protection measures

- 5b. any bird control measured
- 5c. surface finish
- 5d. proposed mounting arrangement of any solar PV panels

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

3. Prior to commencement of the development (excluding groundworks), detailed design of the following elements shall be submitted to 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:

- 1) Detailed design of:
 - 1a. steps leading to podium level
 - 1b. bike stores (providing 400 secure covered spaces for visitors and 40 secure covered spaces for staff)
 - 1c. stepped seating
 - 1d. retaining walls
 - 1e. the fencing along the railway line;
 - 1f. planters
- 2) Hard and soft landscaping plan confirming
 - 2a. surface finishes,
 - 2b. tree planting including tree pits
 - 2c. interface of the paving with buildings, threshold etc.

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

4. Prior to commencement of development (excluding groundworks), samples of the materials to be used within the landscape areas shall be provided and approved 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.

- a) Samples of (i) hard surface finishes and (ii) any build up elements such as boundary walls.
- b) Manufacturer specification for any street furniture, tree protection, lighting fixtures, fencing etc. including samples of the proposed finishes.

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

5. No structural construction work in the area adjacent to the retained stone arches along the riverbank shall take place until a detailed design for the any remediation/ stabilisation work needed together with a method statement for their construction has been submitted to and approved in writing by the Local Planning Authority. The development hereby approved shall only take place in accordance with the approved detailed scheme.

Reason: To ensure the preservation in situ of archaeological features of identified importance.

6. Prior to commencement (excluding groundworks), a Public Art Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Public Art Strategy shall set out the process to be used to commission and integrate public art within the Arena building and across the wider Arena Island site. The Public Art Strategy shall also contain budget allocations, artist procurement process, a timetable for delivery of the various commissions, and details of the future maintenance responsibilities and requirements. The delivery of public art shall then be carried out in full accordance with the agreed Public Art Strategy unless otherwise agreed in writing by the Local Planning Authority.

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

7. Following the approval of the Public Art Strategy and prior to the commencement of each public art commission, or the design for the area where any public art is to be integrated (unless otherwise agreed in writing by the Local Planning Authority), details of the individual artwork commission(s) shall be submitted to and approved in writing by the Local Planning Authority. The public art works shall be implemented and completed in accordance with the approved details in accordance with the agreed timetable for delivery, unless otherwise agreed in writing by the Local Planning Authority.

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

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

- a) Commissioned Artwork for Arena Building (integrated)

The detailed drawings submitted shall be accompanied by:

- i) A text outlining the commission proposed, the concept, and rationale.
ii) The artists' CV and full list of gallery / museum exhibitions and past public realm commissions developed to date.

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

9. 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:
- a) Procedures for maintaining good public relations including complaint management, public consultation and liaison
b) Arrangements for liaison with the Council's Pollution Control Team
c) 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:
d) Construction delivery hours (0800-1700 Monday to Saturday and 0800-1300 Sunday and Bank Holiday)
e) Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the agreed permitted hours.

- f) 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.
- g) Procedures for emergency deviation of the agreed working hours.
- h) 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.
- i) Measures for controlling the use of site lighting whether required for safe working or for security purposes.
- j) Construction vehicular routes to and from site;
- k) Expected number of construction vehicles per day;
- l) Car parking for contractors;
- m) Specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice;
- n) A scheme to encourage the use of Public Transport amongst contractors;

Reason: In the interests of the amenities of surrounding occupiers.

10. Prior to commencement of development (excluding groundworks), a strategy for the investigation, consultation and implementation of a series of parking controls shall be submitted and agreed in writing. The development shall be operated in accordance with the approved strategy. The strategy should include but not be limited to:

Redcliffe, Bedminster East, Windmill Hill, Totterdown, Knowle, Arno's Vale, St Philip's Marsh, The Dings and Barton Hill with consideration of the following potential changes:

- a) The extension of time periods for existing parking orders
- b) The creation of new orders prohibiting parking in certain locations
- c) Proposals for event-related Residents' Only orders
- d) Proposals for loading bans, coach / taxi facilities and the prohibition of short-stay pick-up / drop-off traffic.

Reason: In the interests of the proper transport planning of the site.

11. Prior to commencement of development (excluding groundworks), 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 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.

12. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

- 1) A preliminary risk assessment which has identified:
 - 1a) all previous uses
 - 1b) potential contaminants associated with those uses
 - 1c) a conceptual model of the site indicating sources, pathways and receptors
 - 1d) details of previous remediation works which have occurred at this site
 - 1e) potentially unacceptable risks arising from contamination at the site.
- 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
- 3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
- 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

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.

13. Prior to the commencement of development the requirements for the importation of and/or reuse of fills, soils and other ground materials on site shall be submitted to and agreed in writing with and thereafter carried out to the satisfaction of the Local Planning Authority.

Reason: To ensure that risks from imported materials 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. No clearance of vegetation or structures suitable for nesting birds including ledges on, crevices in and voids within the walls on the A4 embankment and crevices in walls alongside the River Avon, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the Local Planning Authority. The authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected before giving any approval under this condition.

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

15. Prior to commencement of development (excluding groundworks), details shall be submitted providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities integrated within new buildings or structures. This shall include twelve built-in bird and ten built-in bat boxes or bat tubes to include at least eight swift bricks. Half of the features should be suitable for summer roosting by bats and half of the features for hibernating bats. The recommendation on page 8 in the Addendum to Ecological Survey report dated August 2015 that built-in bat

boxes, bricks or tubes which are integrated within new buildings or structures are used and that: "Externally attached boxes for trees or structures are not advised for this site, due to likelihood of removal or vandalism" shall be adhered to unless otherwise agreed in writing.

Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators. For small hole-nesting species bird boxes should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well lit locations.

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

16. Prior to commencement of development a scheme for an employment and skills programme shall be submitted to and approved by the Local Planning Authority. The aim of the scheme is to increase the availability of work placements, apprenticeships and training within the construction and operation phases of the development hereby approved and thereby enhances opportunities for local people to access employment and skills training as a direct result of the development. The approved scheme should thereafter be implemented.

Reason: To increase availability of work placements, apprenticeships and training within the construction phase of development hereby approved and thereby enhance opportunities for local people to access employment and skills training as a direct result of the development.

17. Prior to foundation works commencing a Foundation Works Risk Assessment must be submitted to and approved in writing by the Local Planning Authority. Works shall then be undertaken as agreed. The Risk Assessment will be expected to summarise details of:
- a) The process of the assessment, including the pollution scenarios that may occur using these techniques;
 - b) The potential mitigation measures that may be appropriate;
 - c) Proposals for any monitoring;
 - d) Particular issues and uncertainties associated with the methods chosen.

Reason: To ensure the proposed development will not cause pollution of Controlled Waters.

18. No development shall take place until evidence that the development is registered with a BREEAM certification body (or design stage certificate with interim rating if available) has been submitted indicating that the development can achieve the stipulated final BREEAM level. No building shall be occupied until a final Certificate has been issued certifying that BREEAM (or any such equivalent national measure of sustainable building which replaces that scheme) rating (Excellent) has been achieved for this development unless otherwise agreed in writing by the Local Planning Authority. This Certificate shall be provided within the first six months following the first concert at the venue.

Reason: To ensure that the development achieves BREEAM rating level (Excellent) (or any such equivalent national measure of sustainability for building design which replaces that scheme) and assessment and certification shall be carried out by a licensed BREEAM assessor and to ensure that the development contributes to

mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.

19. Prior to commencement of development (excluding groundworks), a general arrangement plan showing the following works shall be submitted to and approved in writing by the Local Planning Authority:

The delivery of a minimum of 5m width pedestrian / cycle access between Three Lamps junction and the site. This can only be constructed following a formal Structural Agreement in Principle (AIP).

The above works shall be subject to the formal Structural Agreement in Principle (AIP) process and be completed strictly in accordance with the approved details and be completed prior to the first event at the development accompanied by all relevant legal agreements with the Highway Authority.

Reason: 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.

20. Prior to commencement of development (excluding groundworks), a general arrangement plan showing the following works to the highway shall have been submitted to and been approved in writing by the Local Planning Authority:

a) The upgrading, widening and reconstruction (where necessary) of current footway /carriageway along Albert Road, Victor Street, Victoria Road, Chapel Street, Stanhope Street and Feeder Road where appropriate to incorporate the provision of crossing facilities and carriageway and drop-off / pick-up facilities for coaches and taxis.

b) The implementation of improved / upgraded lighting in the above area where necessary.

c) A scheme for the appropriate management of traffic in the above area through the provision of access and waiting restrictions to be secured as part of the TRO process.

The building hereby permitted shall not be occupied until the highway works have been completed in accordance with technically agreed engineering details and be accompanied by all relevant legal agreements with the Highway Authority.

Reason: 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.

Pre occupation condition(s)

21. Prior to the first concert at the venue, full details of a proposed package of renewable energy (including solar Photo Voltaic panels) designed to reduce the development's carbon dioxide emissions from (regulated) residual energy use by no less than 20%, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be completed strictly in accordance with the approved details.

Reason: - To secure sufficient renewable energy generation to satisfy Core Strategy Policy BCS14.

22. Prior to the first concert at the venue, the Security and Counter Terrorism Strategy included in the Design and Access Statement, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be completed prior to the first concert at the venue.

Reason: In the interests of the security of the venue.

23. Prior to the first concert at the venue, a scheme detailing the method of storage and disposal of litter and waste materials (including recycling facilities) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of the amenity of the site and to promote recycling.

24. Within 6 months of commencement, a programme for the submission and approval of a Public Transport Strategy shall be submitted to and agreed in writing by the Local Planning Authority. This strategy shall be finalised before the first concert at the arena and shall include a programme for on-going review. The development shall be operated in accordance with the approved strategy. It shall include the following details:

a) Confirmation of likely additional demand for regular bus services serving Temple Gate and Old Market;

b) Enhancements to frequency and capacity of services to coincide with arena events and associated thresholds to be confirmed.

c) Further detail on the capacity of existing infrastructure (i.e. stops) to accommodate additional services during peak periods of demand.

d) The installation of Real Time Passenger Information (RTPI) displays within the Arena Island site in a prominent location.

Reason: In the interests of the proper transport planning of the site.

25. Within 6 months of commencement, a programme for the submission and approval of a Park and Ride Strategy shall be submitted to and agreed in writing by the Local Planning Authority. This strategy shall be finalised before the first concert at the arena and shall include a programme for on-going review.

The provisions of the approved Park and Ride Strategy shall be implemented upon the first major event at the arena and maintained thereafter, as defined by the following requirements to the satisfaction of the Council:

a) The proposed thresholds for the operation of each of the Park and Ride services at Brislington, Portway and Ashton Vale;

b) The location, frequency, timings and capacity of each Park and Ride service and the size/type of events to be served;

c) How the routes will be signed, marketed and Park and Ride usage encouraged through effective fare structures, incentivisation and the delivery of Variable Message Signage (VMS) on strategic approaches to Bristol;

d) Locations for the setting down and picking up of passengers within easy walking distance of the arena site;

Reason: In the interests of the proper transport planning of the site.

26. Within 6 months of commencement, a programme for the submission and approval of an Event Management Strategy shall be submitted to and agreed in writing by the Local Planning Authority. This strategy shall be finalised before the first concert at the arena and shall include a programme for on-going review. The development shall be operated in accordance with the approved strategy. The strategy could include details of the following:

1) The implementation of specific Transport Environmental Management Plans (where appropriate), which take account of the following:

- 1a) The capacity of the event in question
- 1b) The type of audience (for example family shows)
- 1c) The occurrence of another major event at the same time (ie. Football matches, Balloon Fiesta)
- 1d) Unexpected situations occurring as a result of abnormal influences (ie. roadworks, motorway closure and accidents)

2) The formulation of a Travel Management and Stakeholder Group to undertake specific event planning and to include representatives from (but not limited to):

2a) The Arena Operator, BCC Public Transport, Local resident / business groups, Cycling groups, Bus operators, GWR, Network Rail, Highways England, BCC Network Management, South Glos, North Somerset and B&NES councils, the emergency services and the appointed Traffic Management contractor.

3) On-site Event Management to include:

- 3a) Safeguarding access to the arena for event-specific traffic and emergency vehicles
- 3b) Ensuring access for pre-booked disabled parking, pre-booked VIP parking and proposed residential / employment uses
- 3c) Prohibiting rogue / un-booked vehicles attempting to enter the site
- 3d) Emergency procedures for safe evacuation
- 3e) Restricting vehicle movements (other than for emergencies) at times with high crowd numbers
- 3f) Crowd management to ensure the safe and efficient flow of pedestrians out of the venue.

4) Off-site Event Management Measures:

- 4a) Temporary closure to traffic of Cattle Market Road between Temple
- 4b) Gate and the Arena access bridge between 6pm and midnight for large evening events.
- 4c) Temporary closure to traffic of Albert Road between Feeder Road and Stanhope Street between 6pm and midnight for large evening events to allow for safe boarding / alighting of coaches and taxis in dedicated bays.
- 4d) Retention of private access to businesses and residents
- 4e) The protection of large numbers of pedestrians from live traffic (e.g. Bath Road)

- 4f) The management of coach, taxi and general drop-off / pick up movements, particularly along Albert Road, but also elsewhere, as appropriate.
- 4g) Management of pedestrians between the site and Park and Ride boarding locations along Redcliffe Way.
- 4h) Additional management of Park and Ride sites at Portway, Ashton Vale and Brislington, where applicable.
- 4i) Crowd management at Temple Meads station.
- 4j) The effective enforcement of parking restrictions within areas subject to evening / event-day parking controls.
- 4k) Liaison with BCC's traffic control centre to temporarily alter signals to allow emergency / VIP access to and from Bath Road access.
- 4l) The effective use of Variable Message Signage (VMS) in conjunction with BCC's Network Management team.

Reason: In the interests of the proper planning of the site.

27. Within 6 months of commencement, a programme for the submission and approval of a Full Travel Plan shall be submitted to and agreed in writing by the Local Planning Authority. This Plan shall be finalised before the first concert at the arena and shall include a programme for on-going review.

The Travel Plan shall include continuing and long-term measures to promote and encourage alternatives to single-occupancy car use and be prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall then be implemented, maintained, monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Council.

The Travel Plan will be required to confirm the following:

- 1) The appointment of and funding of a Travel Plan Coordinator
- 2) A timetable for preparation, implementation, monitoring and review.
- 3) The overall outcomes to be achieved by the Travel Plan; the performance indicators, targets and back-up measures to be applied where the Travel Plan is not meeting its targets
- 4) Confirmation of the measures to be implemented upon occupation to include the following:
 - 4a) Secure cycle parking for visitors and staff
 - 4b) Information strategy - to be distributed to staff from the first occupation
 - 4c) Issuing of cycle equipment and discounts to staff
 - 4d) A strategy for the incentivisation of rail, park and ride and bus use
 - 4e) The installation of a large live real-time public transport information screen within the building and at the public plaza.
- 4f) Annual Arena Travel Surveys over a five-year period

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.

28. Prior to the first concert at the venue, a detailed scheme of noise insulation measures for the arena has been submitted to and been approved in writing by the Local Planning Authority. The scheme of noise insulation measures shall be prepared by a

suitably qualified consultant/engineer. The approved scheme shall be implemented prior to the commencement of the use and be permanently retained thereafter.

The recommended design standards are as follows:

- a) The Music Noise Level (dB LAeq,T) created by events inside the development and predicted at the façade of any noise sensitive receptor shall not exceed the Background Noise Level (dB LA90,T) pre development minus 10dB, and
- b) Music noise in the 63 and 125Hz (dB Leq,T) octave frequency bands shall not exceed the Background Noise Level dB LA90 in that octave frequency band minus 3dB, and

A noise management plan shall be submitted and approved in writing by the Local Planning Authority Prior to commencement of the use hereby permitted.

Reason: In the interests of the amenities of surrounding occupiers

29. Prior to the first concert at the venue, 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 approved in writing by the Council. The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014-"Methods of rating and assessing industrial and commercial sound".

Reason: In the interests of protecting the amenity of neighbouring occupiers.

30. Prior to the first concert at the venue, details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish have been submitted to and been approved in writing by the Local Planning Authority. The approved scheme shall be installed before the use hereby permitted commences and thereafter shall be permanently retained.

Reason: These details need careful consideration and formal approval and to safeguard the amenity of adjoining properties and to protect the general environment.

31. If, during construction, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, an amendment to the remediation strategy detailing how this unsuspected contamination will be dealt with

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.

32. Within 6 months of commencement, a programme for the submission and approval of a Signage and Wayfinding Strategy shall be submitted to and agreed in writing by the Local Planning Authority. This strategy shall be finalised before the first concert at the arena and shall include a programme for on-going review. The development shall be operated in accordance with the approved strategy.

The Strategy shall be in full compliance with and as part of the Bristol City Council's Legible City Framework including update to the wider mapping and signage infrastructure.

Reason: To ensure the signage and way-finding in in compliance with the city centre signage strategy.

33. Prior to the first concert at the venue or at a stage agreed in writing with the Local Planning Authority, a footbridge linking the application site with the River Avon path leading to Victor Street shall be provided and maintained thereafter.

Reason: In the interests of increasing accessibility to the site.

34. Details of lighting and a lighting assessment shall be submitted to and approved in writing by the Local Planning Authority before the first concert at the venue. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries. The lux contour plan should extend outwards to incremental levels of zero lux.

Any lighting created by reason of the development shall be designed so as not to cause interference with the amenity of the nearest residential properties. Artificial lighting to the development must conform to Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E3 (existing residents) and zone E4 (Phase two residents) contained within Table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2011.

Reason: In the interests of protecting the amenity of neighbouring occupiers and to conserve legally protected bats and other nocturnal wildlife.

Post occupation management

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

Reason: In the interests of protecting the amenity of neighbouring occupiers.

36. The use of the vehicular access on the south western side of Bath Road shall be restricted to use by tour buses and emergency vehicles and only through prior liaison with the BCC Highway Network Manager.

Reason: In the interests of the safe operation of the site.

List of approved plans

37. 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.

0700 Site Location Plan
0710 Level 00 Plan
0711 Level 00M Plan
0712 Level 01 Plan (Rev 06)
0713 Level 02 Plan
0714 Level 03 Plan

0715 Level 04 Plan
0716 Roof Plan
0717 Sections (Rev 04)
0718 North and East Elevations (Rev 04)
0719 East and West Elevations (Rev 04)
0720 Landscape Masterplan (Rev 04)
0721 Hard Landscape and Furniture (Rev 06)
0722 Soft Landscape Plan (Rev 06)
0723 Drainage and Grading Plan (Rev 06)
0724 Site Sections
0727 Bike Store
0750 Site Sections South East
0751 Site Sections North West

Reason: For the avoidance of doubt.

Advice(s)

1. In respect of Condition requiring a Construction Management Plan), 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.
2. If construction/demolition works of the A4 embankment structure] do not commence until after September 2016, an update survey for bats, including emergence/re-entry surveys and remote monitoring [of the A4 embankment structure], should be completed during spring/summer 2016. The emergence/re-entry surveys should also cover any crevices identified during the March 2015 embankment inspection as being suitable for roosting bats.
3. In respect of all highway conditions, the full cost of the additional restrictions that are directly related to the arena will need to be met by the Arena project. This is likely to include, but no be restricted to, the following costs which otherwise be borne by BCC's Transport division:
 - i) Undertaking surveys
 - ii) Public Consultation
 - iii) Design work
 - iv) Traffic Regulation Orders (TROs)
 - v) Implementation of restrictions including line-painting, signage
 - vi) Lighting and any adjustments to the highway e.g. Kerb adjustments
 - vii) The enforcement of restrictions that are operational during the course of an arena event.
4. In respect of all highway conditions, undertaking works in the highway will require a legal agreement with the Highway Authority and contact should be made with the Local Highway Authority at least 6 months in advance of commencing the works so that an agreement is completed prior to starting any works on the highway.

Article 35 Statement

In dealing with the application we have worked with the applicant in a positive and pro-active manner and have implemented the requirement in the National Planning Policy Framework paragraph 187.

It is important that you read the following “Additional information”

Additional information for application no 15/06069/F

Planning permission – important provisos

1. If planning permission has been granted, please note that your Notice of Decision refers only to consideration of your proposal under the Town and Country Planning Acts. It is not a building regulations approval and does not mean that you can disregard other Acts or Regulations, or avoid any other legal obligations. Some of these obligations, of particular relevance to your proposal are referred to elsewhere in this note.
2. It must be stressed that the information included on this Notice of Decision may not include all your legal obligations, and it does not grant you rights to carry out works on or over land, or to access land that is not within your control or ownership.

Compliance with the approved plans and conditions

3. The development hereby approved must be implemented in accordance with the approved plans and any conditions set out in the Notice. Some of the conditions may specify that works are to be carried out, and/or details submitted and approved before all or a part of the development is started. These will appear in the 'Pre Commencement Conditions' section of the Notice.
4. If work on implementing this permission is started without these requirements being fully met, the development may be unauthorised and the permission invalidated, and could lead to enforcement proceedings or in some cases to prosecution.

Amendments

5. Should alterations or amendments be required to the approved plans, it will be necessary to apply either under Section 96A of the Town and Country Planning Act 1990 for non-material alterations, or under Section 73 of the Act for minor material alterations. An application must be made using the standard application form and you should consult with us, to establish the correct type of application to be made.

Monitoring

6. Bristol City Council actively monitors the implementation of planning permissions. Please be aware that monitoring officers may visit the application site at various stages of the development to ensure compliance with the approved plans and conditions.

Conditions compliance

7. Requests for confirmation of compliance with conditions associated with that permission should be made in writing or by using the application form 'Approval of Details Reserved by Conditions'.
8. A fee is payable for each request. A request may be for confirmation that one or more conditions imposed on the same permission have been complied with. We aim to respond within 8 weeks of receipt of the request.
9. The leaflet "Complying with planning conditions" provides further guidance on this process (see www.bristol.gov.uk/planningdecisions)

DETAILS OF DECISION ON AN APPLICATION (PART 2)

Application No: 15/06069/F

Right of Appeal

10. Applicants have a right of appeal against the requirements of any conditions attached to this approval. Appeals are made to the Planning Inspectorate on a form obtainable from the Planning Inspectorate at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN. They can be contacted on 0303 444 5000, and further information is on the Planning Inspectorates website www.planningportal.gov.uk/pcs . You are allowed six months from the date of this notice of decision in which to lodge an appeal.

Complaints

11. Only planning matters can be considered at an Appeal. If you think that the Council did not properly consider your application, you can make a comment under the council's "Fair Comment" procedures, details can be found on the councils website www.bristol.gov.uk/faircomment or by calling 0117 9223000.