

Joint Development and Land Agreement for Engine Shed 2, Temple Square and Station Approach.

1 PURPOSE OF REPORT

- 1.1 This report has been prepared to appraise the Mayor and Cabinet of the progress and status of the decisions made at the Cabinet Meetings of 1st March 2016 and 6th September 2016, including the progress on entering a Joint Development and Land Agreement (JD&LA) with Skanska UK Limited, including the proposed acquisition of the Grosvenor Hotel. The paper provides details of finance and funding matters associated with the regeneration proposals and developments plots covered within the JD&LA with Skanska, including grant funding sought for Engine Shed 2 via the West of England Joint Committee.
- 1.2 This report seeks authority to acquire the required land by agreement and also to promote Compulsory Purchase Order(s) to acquire land if agreement with the current owners is believed to not be possible within a reasonable timeframe.

2 RECOMMENDATIONS PUT FORWARD

1. To authorise the Executive Director Growth and Regeneration, in consultation with the Deputy Mayor for Finance Governance & Performance, to progress Compulsory Purchase Order(s) for the comprehensive regeneration and development of the land shown edged red on the draft Order Map attached to this report as plan 2 of Appendix I; and itemised below:
 - a) unregistered land within the highway and
 - b) the Grosvenor Hotel should negotiations fail to deliver an acceptable resolution.

The authorisation shall include the detailed recommendations for the progression of the Compulsory Purchase Order(s) within Section 7 of Appendix A, which will be included on the recording form of the decision.

2. To approve a budget of up to £4m on the Capital register for the Engine Shed 2 project, subject to confirmation of grant funding from the West of England Joint Committee.
3. To approve a £6.86m budget on the Capital register for the purposes of achieving the comprehensive regeneration and development of the Temple Square land and adjacent public realm.

4. To approve the allocation of £2.1m of strategic Community Infrastructure Levy towards the cost of utilities diversion infrastructure required to bring forward the regeneration and development of the Temple Square land.
5. To authorise the Executive Director Growth and Regeneration, in consultation with the Deputy Mayor for Finance Governance & Performance, the Chief Financial Officer and the Monitoring Officer, to exercise the Option under the proposed Joint Development and Land Agreement with Skanska UK Ltd for the purchase of the Station Approach site based on an externally validated market valuation, for the purposes of the comprehensive regeneration of Temple Meads.

3 Background

- 3.1 The regeneration of Temple Quarter is a Council priority; the deliverables that will be achieved under the JD&LA with Skanska will significantly contribute to achieving the pace of redevelopment that is fundamental to overall success of both the Enterprise Zone and wider Temple Quarter.
- 3.2 Development of Engine Shed 2 is a priority for the overall project. The role of a further business incubator development is a key one, helping to deliver job opportunities, drive business rates growth and support growth in key business sectors within the Enterprise Zone. The project builds on the proven success of Engine Shed 1, which opened in the Old Station at Temple Meads in December 2013 and has been named the best university business incubator in Europe and the second best in the world. The new building will provide 44,348 sqft of floor space, providing room for business incubation, offices for businesses to grow on and grow into, meeting and collaboration space, with ancillary café/restaurant uses at ground floor level and other associated amenities.
- 3.3 Skanska submitted the following planning applications for Engine Shed 2 and Temple Square:
 - [16/06828/P](#) - *Engine Shed & Temple Circus Hybrid Application*
 - [16/06842/LA](#) – *Listed Building Application for George and Railway Hotel*These applications were approved at Planning Committee on 8th November 2017. A planning decision notice will be issued following Skanska entering a Section 106 Agreement, which is contingent on them having an interest in the site following the Council entering the JD&LA.
- 3.4 To help the scheme come forward, Bristol City Council has secured outline agreement for £4m of Local Growth Fund round 2 (LGF2) funding from the LEP and Government

to support its development. Discussion around the potential substitution of LGF2 for Economic Development Fund (EDF) or an alternative funding stream are taking place with the LEP as mitigation against programme delivery risks of not meeting the LGF2 spend deadline of March 2021. A Full Business Case (FBC) for funding is being developed for submission to the West of England Joint Committee for approval.

- 3.5 Under the JD&LA the George and Railway site at Temple Meads, and neighbouring former surface car park (currently used as a construction site compound), would be sold to Skanska to develop it to house the second phase of the Engine Shed project – Engine Shed 2. Skanska would provide or secure funding for the development and use their proven expertise to deliver the development project. Once development is completed Bristol City Council would lease back the property from Skanska on a long term basis to secure the facility for the city and long term provision of incubator space. The Council would then lease the space to Science Research Foundation (SRF), part of the University of Bristol, for the operation of Engine Shed 2. This provides Skanska and the Council with good quality tenants and guaranteed rentals. This increases the yields and financial viability of the project.
- 3.6 It is important to note that whilst the priority in these discussions is to deliver space to meet the needs of Engine Shed 2, the Council is seeking to ensure that the building will be attractive, both in terms of design and cost, to other commercial occupiers should the operators of Engine Shed not renew their lease after the initial term..
- 3.7 Station Approach (named ‘Bristol and Exeter Yard’ in previous Cabinet papers) is a key location being considered as part of the masterplanning for Temple Meads Station, which will look at ways to open up access to, and through, Bristol Temple Meads from the east of the city and the potential to bring forward new development including retail, office, housing and leisure facilities around the station and wider Temple Quarter district.
- 3.8 Skanska presently own Station Approach (identified in Appendix I, plan 5) and the Council has ensured that, to protect the future of this site and its effects on the entrance to Temple Meads, the proposed JD&LA restricts Skanska from developing or selling the site whilst the masterplanning exercise determines the most beneficial future uses of this land. The JD&LA further provides the Council with an option to purchase the site from Skanska, following satisfaction of the Council’s obligations under the agreement.
- 3.9 The Temple Gate highway improvements will release land, which combined with the Grosvenor Hotel property forms part of a phase 2 of the development known as the ‘Temple Square’ plot of land (as shown in plans 1 and 6 within Appendix I). Skanska will have the option to purchase this land under the JD&LA for the purposes of

comprehensive regeneration and redevelopment. The acquisition of the Grosvenor Hotel is considered essential for the comprehensive regeneration of Engine Shed 2 and Temple Square as it is located in the middle of these two parcels of land. Despite previous approaches by the Council's officers to purchase the hotel from its current owners, attempts to secure a negotiated agreement have not been successful to date. Attempts at negotiations will continue, but in order to address the long term dereliction of this key site and ensure that the regeneration of Engine Shed 2 and Temple Square is successfully delivered in a timely manner, compulsory acquisition of the Grosvenor Hotel is likely to be necessary.

- 3.10 In any event a number of areas of the development land are in unknown ownership and it is envisaged compulsory purchase of the land shown in plan 2 of Appendix I is necessary to give the developer and occupiers certainty that development may proceed. The land acquired, together with the land held by the Council already, will be taken in to or appropriated to the Council's planning purposes to allow the Council to use its powers under S203 etc of the Housing and Planning Act 2016 to override any third party interests in land.
- 3.11 In setting the CPO boundary, detailed in plan 2 of Appendix I, Officers considered the inclusion of the disused petrol filling station opposite the George and Railway Hotel site, as the redevelopment of this derelict site will be important as part of the future regeneration of the Temple Quarter. The disused petrol filling station site has not been included within the boundaries of the CPO as it is outside of the land covered by the JD&LA. The future uses of this land are however being considered as part of the Temple Meads masterplanning work and Officers will report back to Cabinet on options regarding this land following completion of that work.

4 UPDATE ON STATUS OF PREVIOUS CABINET DECISIONS

March 2016 Cabinet

- 4.1 The 1 March 2016 Cabinet approved that the Council would enter into a Joint Development and Land Agreement (JD&LA) with Skanska relating to their land ownership at Temple Meads, and the Council's land ownership the George & Railway and Temple Gate to achieve comprehensive regeneration and development of the land. The paper also considered options for the acquisition of the Grosvenor Hotel and provided delegated authority to approve its purchase by negotiation at market value.
- 4.2 Updates on the status of decisions taken by the Mayor at the March 2016 Cabinet are provided below:

March 2016 – Decision 1

Agreed that the Council enter into a joint development and land agreement with Skanska UK Limited relating to their land ownership at Temple Meads, the George & Railway and Temple Gate to achieve comprehensive regeneration and development of the land on terms set out in the report.

The terms of the JD&LA have been substantially agreed with Skanska. In summary the agreement covers:

An overriding agreement between the Council and Skanska which will permit Skanska to develop out Engine Shed 2, Temple Square and the Grosvenor Hotel and for the Council to purchase Skanska's Station Approach land in the form of:

- I. An option for Bristol City Council to purchase Station Approach land at Temple Meads, following satisfaction of the Council's obligations within the agreement.
- II. An option for Skanska to purchase and develop the Temple Square land (released through the Highways works currently underway).
- III. An option for Skanska to develop Engine Shed 2, including the purchase of the George & Railway site from the Council for this purpose, following the Council entering into an Agreement for Lease.

A Plan showing the boundaries of the above sites is provided in Appendix I, plan 1 of this report.

The JD&LA places obligations on the Council for site assembly, including the acquisition through agreement or compulsory purchase of the Grosvenor Hotel and completion of Temple Gate works. The Council is also required to provide some cost indemnity (detailed within the exempt Appendix J) to Skanska for costs they incur, should the council not meet its obligations; this is considered to be a reasonable and prudent financial requirement of Skanska. Officers have considered it prudent to secure greater project certainty that the various Options are agreed, particularly concerning the compulsory purchase of the Grosvenor Hotel, prior to entering the JD&LA with Skanska.

The financial and funding implications of the agreement are summarised in Section 5 of this report.

March 2016 – Decision 2

Agreed that the Strategic Director: Place be given delegated authority to approve purchase of the Grosvenor Hotel by negotiation at market value and resolve any other land issues from the funds previously approved notwithstanding a purchase price may be in excess of £500,000. These purchases are required to secure comprehensive redevelopment of the Temple Gate area.

Discussions and negotiations with the owners of the Grosvenor Hotel have been conducted by officers following the March 2016 Cabinet decision and have most recently been led by

Colin Molton – Interim Executive Director Growth and Regeneration. The negotiations have included the Council making an offer to purchase the Grosvenor Hotel at market value, however to date these negotiations have been unsuccessful. It is not anticipated the successful development by Skanska of the Temple Square (Phase 2 site) will be possible without progressing a Compulsory Purchase Order for the purchase of unregistered highway land and the Grosvenor Hotel.

The ‘funds previously approved’ are those agreed at 4 August 2015 Cabinet to be available for the purchase of properties within the Bristol Temple Quarter Enterprise Zone. To date this budget has not been called upon.

March 2016 – Decision 3

Agreed that if the acquisition of the Grosvenor Hotel by agreement cannot be achieved within the timeframe judged necessary by officers to efficiently progress and support the wider regeneration project for the Temple Meads / Temple Quarter area, the Strategic Director Place shall bring a further report to Cabinet outlining the alternative options that the Council can consider in relation to acquiring the Grosvenor Hotel Site.

The Council has been unable to date to secure the purchase of the Grosvenor Hotel by negotiation at market value over a 26 month period following the March 2016 decision. Officers have therefore considered the use of Compulsory Purchase Order (CPO) powers under section 226(1)(a) of the Town and Country Planning Act 1990 to secure the land for redevelopment and regeneration purposes, which are detailed in section 6 of Appendix A.

This report recommends that the Council progress a CPO for the acquisition of the Grosvenor Hotel. Legal Advice regarding this recommendation is provided in the executive summary. The estimated financial impact of the CPO is included in exempt Appendix J.

March 2016 – Decision 4

Agreed that the Strategic Director: Place be authorised to seek advice on the active marketing of the land for regeneration and advice on the prospects of such development proceeding in a reasonable time frame.

The Council appointed external valuation specialists – CBRE, to provide property and cost advice in respect of the JD&LA with Skanska. The outputs of the development appraisals are included in the finance information in exempt Appendix J.

Skanska securing in 2017 detailed planning for Engine Shed 2 and outline planning for the Temple Square development has significantly increased the level of certainty that the development will be able to proceed within a reasonable time frame following the Council entering into the JD&LA.

4.3 The 6 September 2016 Cabinet approved that the Council would enter into an agreement for lease with Skanska subject to their development and completion of Engine Shed 2; and a sub-lease to an incubator manager for them to manage and operate Engine Shed 2. Lawyers are engaged on finalising the detailed agreements. Skanska have committed significant resources to progress the project in advance of completing legal agreements, including securing detailed planning permission for Engine Shed 2 and Outline permission for the Temple Square plots.

4.4 Updates on the status of decisions taken by the Mayor at the March 2016 Cabinet are provided below:

September 2016 – Decision 1

Agreed that the Council will enter into an agreement for a lease from Skanska UK Limited subject to development and completion of Engine Shed 2 by Skanska.

Lawyers are engaged on finalising the terms of the Agreement for Lease (AfL). The AfL falls under the Joint Development and Land Agreement with Skanska.

The Council propose to enter the AfL after entering the JD&LA with Skanska and securing approval of the Full Business Case for funding from the West of England Joint Committee, further details of which are detailed in section 4 of this report.

September 2016 – Decision 2

Agreed that the Council will also enter into an agreement to grant a sub-lease to an incubator manager for them to manage and operate Engine Shed 2. Commitment on these two agreements for lease will be managed on the basis that there is no net revenue cost to the Council from the rent commitments over the length of the sub-lease.

As reported within the September 2016 Cabinet paper, the Council intends to lease the Engine Shed 2 to Science Research Foundation (SRF), part of the University of Bristol for its operation. Lawyers are engaged on finalising the terms of the agreement to sub-lease with SRF. It is proposed that the agreement to sub-lease would be entered contemporaneously with the AfL with Skanska.

September 2016 – Decision 3

Authorised for the Strategic Director: Place to approve the detailed terms of the agreement for lease and sub-lease following briefing of the Cabinet Member for Place, and to approve completion of the agreements.

A briefing on the detailed terms of the agreement for lease and sub-lease will be provided to Deputy Mayor Craig Cheney, who has taken on the relevant responsibilities previously held by the Cabinet Member for Place.

Colin Molton as interim Executive Director Growth and Regeneration has subsumed the roles and responsibilities previously held by the Strategic Director: Place and following a briefing to Cllr Cheney will approve the detailed terms of the agreement for lease and sub-lease.

5. FINANCE AND FUNDING

- 5.1 Summary details of finance and funding are provided below. More detailed financial information, incorporating commercially sensitive information is provided in exempt appendix J.

Engine Shed 2

- 5.2 Skanska will develop Engine Shed 2 in accordance with agreed plans, which following completion the Council will then lease on a 35 year term. As a land transaction the Council are not contributing any capital costs to this development.
- 5.3 A grant of £2.2m was received from the Homes and Communities Agency (HCA), now Homes England (HE) for the purchase of the George and Railway Hotel. The Council is required to repay the grant from any proceeds received from the sale of the property to Skanska at market value, less asset management costs relating to the Property. Under the grant agreement the Council will produce a Market Value Business Plan detailing the basis on which market value will be secured through the JD&LA with Skanska.
- 5.4 The Council has secured outline agreement for £4m of Local Growth Fund round 2 funding from the West of England Local Economic Partnership (LEP) and Government to support the project delivery, including fit out works required for the development and project management, design and consultancy costs. Discussions with the LEP will determine the best funding stream for the project objectives and programme, with particular consideration of substitution for Economic Development Fund (EDF). A Full Business Case is being developed which will be submitted to the West of England Joint Committee, with a target date for approval of 30th November 2018. Cabinet are asked to approve a budget on the Capital register of up to £4m for Engine Shed 2, subject to confirmation of funding by the Joint Committee.

- 5.5 In progressing the project and entering the head lease, the Council will incur costs not covered by the grant funding. These may include; BCC staff and Consultancy costs, rental payments during the fit out of works required for Engine Shed 2; duties as landlord during Operation and activities required to re-market the property at the end of the Lease. To this end there will be rental differential between the head and under lease, calculated so that over the length of the sub-lease the Council will achieve an aggregate position on rents received against costs incurred including rents paid that involves no net revenue costs.

Temple Square Finance Requirements

- 5.6 There are estimated costs of £6.86m associated with fulfilling the Council's obligations under the JD&LA with Skanska; and for public realm and meanwhile uses which will need to be expended in advance of any sale of the Temple Square plots to Skanska (and thus any capital receipts). The total of these costs includes contingency sums and prudential borrowing costs. A summary of the cost items are detailed below:

5.6.1 Grosvenor Hotel

The costs associated with the acquisition of the Grosvenor Hotel, including those associated with the progression of a Compulsory Purchase Order. The estimates of costs associated with the CPO, including an estimate of market value and contingency allowances are detailed within exempt appendix J.

5.6.2 Temple Gate Utility Diversion Works

In order to enable the Temple Square development site the Council has agreed to free the land of services, including a deep sewer that runs beneath the site. The identified services to be diverted are telecommunications cables (BT), a water main (Bristol Water), and a sewer line (Wessex Water). For reasons of efficiency and economy it was agreed that these services would be diverted as part of the Temple Gate scheme. The estimated value of these infrastructure works is £2.1m, the cost of which it is recommended is covered by the use of strategic Community Infrastructure Levy.

5.6.3 Deferred Temple Gate Works

The cost of works that it will not be possible to complete as part of the Temple Gate highway works, due to site constraints relating to scaffolding on the Grosvenor Hotel and George and Railway Hotel. If the Council does not undertake these works the cost may be deducted from the land value, with Skanska then undertaking them as part of the Temple Square and Engine Shed 2 developments. The estimated value of these works is £160,000.

5.6.4 Meanwhile Uses

The Temple Square development site will be finished with a self-binding aggregate as a temporary surface finish to allow public use and meanwhile uses following the completion of the Temple Gate highway works. The site will be available for public and meanwhile uses up until Skanska enact an option to purchase the land under the JD&LA. The site's size and key city centre location will make it ideal for various meanwhile uses and it is therefore proposed to set up a budget of £100,000 to cover the costs of establishing these, including any infrastructure works, such as temporary power or water connections.

5.6.5 Public Realm, including Temple Square Plaza

The delivery of the Temple Square Plaza is expected to be via a planning condition or obligation of the Temple Square development. An allowance for the Council undertaking any interim or permanent public realm works has been included as a call on receipt of the land value secured from the future sale of the Temple Square plots.

Station Approach Finance Requirements

- 5.7 Station Approach is a key location being considered within the masterplanning exercise for Temple Meads Station. The JD&LA to be entered with Skanska will provide the Council with effective control of any decision to instigate development of Station Approach and a right to acquire the site at Market Value if it considers that appropriate.
- 5.8 CBRE will produce a valuation appraisal of the market value of Station Approach, for the agreement with Skanska of the market value of the site. Once agreed the market value will be fixed for two years within the proposed JD&LA; if the Council exercise the option after this period a new valuation will be required.
- 5.9 The option to purchase Station Approach will be available for six months following satisfaction of the pre-conditions for its enactment. To allow for this to be exercised during this option window it is recommended that Cabinet authorise the Executive Director: G&R to exercise the Option under the proposed JD&LA with Skanska UK Ltd for the purchase of the Station Approach site based on an externally validated market valuation.

Temple Square and Station Approach Funding

- 5.10 The 4 August 2015 Cabinet approved prudential borrowing of up to £5,000,000 from capital to be available for the purchase of properties within the Bristol Temple Quarter Enterprise Zone. This funding would be used in the instance that

the Council exercised the purchase Option for Station Approach under the proposed JD&LA with Skanska.

- 5.11 This report recommends the allocation of £2.1m of strategic Community Infrastructure Levy towards the cost of utilities diversion infrastructure (as described in section 5.65) that are required to bring forward the regeneration and development of the Temple Square land. It is recommended that the £2.1m is reallocated from the £8m of CIL previously prioritised by Cabinet in March 2016 for infrastructure works associated with the Bristol Arena.
- 5.12 CBRE have produced a development appraisal that identifies a market value that could be realised through the future sale of the Temple Square land to Skanska under the JD&LA, further details of which are provided in Appendix J. Costs outlined in section 5.6 of this paper, associated with fulfilling the Council's obligations under the JD&LA with Skanska; and for public realm and meanwhile uses will need to be covered in advance of securing this receipt and will therefore need to be covered by prudential borrowing (except for utilities diversion works that it is proposed should be covered by CIL). The forecast borrowing costs are detailed in appendix J.
- 5.13 Cabinet should note that Skanska have the option to call down the land in separate plots, so the income received from the land sale(s) may be spread over several years. For this reason the use of CIL for utility diversion infrastructure works has been recommended to reduce prudential borrowing requirements and mitigate risks of the Council not securing sufficient income to repay borrowing within the forecast repayment period.

6. FURTHER DETAILS AND BACKGROUND IN SUPPORT OF THE USE OF CPO POWERS

6.1 Proposals for use of CPO powers – Background

- 6.1.1 The site is located in the Bristol Temple Quarter Enterprise Zone, and is identified in the Spatial Framework as being a key site for generating the economic benefits associated with the Enterprise Zone. The site is also considered important in respect of delivering improvements to pedestrian and cycle links and to the public realm in what is clearly an important gateway to the city.

- 6.1.2** As has been explained above, the Cabinet has on several occasions now indicated its potential consideration of positive land assembly powers to bring forward suitable development at this key site for the city.
- 6.1.3** Whilst some of the land identified on the plan 2 of Appendix I to be included in compulsory purchase processes is held by the Council, other areas of land are in third party ownership or ownership is unclear. Land is also subject to occupation by other parties including statutory utilities.
- 6.1.4** Whilst the Council will continue to seek to acquire all interests required by agreement where possible, it is inevitable that compulsory powers will be acquired to allow for comprehensive land assembly with certainty of title that provides comfort to developers and funders to proceed with development.
- 6.1.5** The Council has compulsory purchase powers in s226 of the Town and Country Planning Act 1990 to acquire land necessary for the development, redevelopment or improvement of land in its administrative area. The Council when promoting compulsory purchase must be satisfied that the use of the powers would be for one or more of the purposes of the Council's economic, social or environmental wellbeing purposes. Section 226(3) of the 1990 Act also allows the Council to acquire land that is required to facilitate or is incidental to the development of other land. Section 227 of the 1990 Act allows acquisition of land by agreement for the Council's planning purposes.
- 6.1.6** If appropriate, s13 of the Local Government (Miscellaneous Provisions) Act 1976 allows the Council to acquire new rights over land rather than freehold. Officers will seek legal advice as to whether the acquisition of new rights rather than freehold would be proportionate and appropriate in the current circumstances. At the current time it is anticipated that all acquisitions will be by way of freehold title acquisition.

6.2 Description of the Order Land

- 6.2.1** The Order Land contained within the redline at plan 2 of Appendix I principally consists of highway and verge land. Works to the Temple Circus Gyratory mean that the carriageways for the highways in this area have been altered, which

frees up areas of land for redevelopment, subject to any title issues, utility diversions and stopping up where highway status still exists.

- 6.2.2** Historically the area has been subject to positive land assembly in the past, most notably for the proposals by the Council to establish the former inner ring road. Prior to this statutory intervention by the Council much of Temple Street was used for residential and occupational purposes and the title pattern largely reflects this.
- 6.2.3** Also as a result of the previous land assembly processes, much of the title is already in the Council's ownership. To ensure that no historic third party interests exists, it is proposed that all of the land shown in plan 2 of Appendix I will be included in the compulsory purchase processes to allow for an unencumbered title to be provided to the developer.
- 6.2.4** Immediately to the north of Portwall Lane East is the Grosvenor Hotel. This is the only structure within the Order Lands. Grosvenor Hotel is the well-known and much criticised derelict building which does not present an appropriate gateway for those arriving into the city from Temple Meads Station or from the Metrobus route.
- 6.2.5** The occupation of the Grosvenor Hotel ceased many years ago. The site has been the subject of much discussion and indeed applications for planning permission by the existing owners. The Council is aware of plans being put forward on the market (but not to the Council as planning authority) for the refurbishment of the Grosvenor Hotel. This is considered further below.

6.3 The interests in the Order Land to be acquired

- 6.3.1** As is discussed above, most of the Order Land is either held freehold by the City Council or is in unknown ownership. The land comprising the former Grosvenor Hotel is owned by a private company (Earlcloud Limited). Discussions with Earlcloud have been attempted at numerous points in the past but agreement for acquisition has not been forthcoming. Discussions will continue with Earlcloud Limited, but for the reasons outlined in this Report, the Council now believes that development will not proceed within a reasonable time without the promotion of compulsory acquisition powers.

6.3.2 Recent market activity has led to a number of parties registering an interest in the Grosvenor Hotel site. The effect of these interests being added to the land registry title is that a significant number of parties must now be included in the compulsory purchase process so they have notice of the Order if made and could in due course seek to justify a claim for compensation under the compensation code. The existence of these many interests makes it more important that the Council has compulsory powers available so that the much needed comprehensive development of the Order Land is not delayed by one or more parties seeking to hold out against the development proposals and for the development to be delayed by legal argument or proceedings to determine the nature of those interest that have been registered.

6.3.3 In addition to the freehold ownerships, there is a complicated pattern of the use of the land by statutory utilities. Discussions with the utilities will proceed with both the City Council and the developer engaging with the relevant utilities to work on the necessary diversions to allow development to proceed.

6.4 The Planning position

6.4.1 The Government's latest National Planning Policy framework was issued in July 2018. In part 11 of that document entitled "Making effective use of the land" the NPPF states:

"119 local planning authorities or... should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on Brownfield registers or held in public ownership, using the full range of powers available to them. This should include identifying opportunities to facilitate land assembly, supported where necessary by compulsory purchase powers, where this can help bring forward land for meeting development needs and/or secure better development outcomes".

6.4.2 It is the Council's view that the use of compulsory land assembly powers, including the Grosvenor Hotel, will bring forward a better development, facilitated by the planning permission sought by the Developer, to allow for the development needs in this key city centre site to be brought forward now. The history of the site and the number of actual and purported interests in the land, as well as land in unknown ownership, indicates that, without compulsory land assembly powers, it is unlikely that development will occur at all or, if others are able to bring forward development without land assembly powers, that the

development would be as suitable for this site as the proposals brought forward by the Developer and subject to the current resolution to grant planning permission.

The local plan position

- 6.4.3** The Order Land is located within the Temple Quarter Enterprise Zone and as such policy BCAP 35 of the Bristol Central Area action plan applies. This establishes the aims for the Temple Quarter Enterprise Zone as an employment led mixed use regeneration area. The policy allows for considerable flexibility in the development proposals to come forward in the Zone whilst establishing a minimum provision for office floor space and maximum provision for residential accommodation.
- 6.4.4** Whilst historically the Order Land has been used in part for hotel, leisure use and for highways use there are previous permissions for office development on part of this land and this is fed into the policy designation. The policy also requires the development to reflect the spatial framework for the Enterprise Zone.
- 6.4.5** The spatial framework sets out a strategy and framework for meeting the policy aims of BCAP 35. Whilst it does not afford the weight of adoptive planning policy for the purposes of s38(6) of the Planning Compulsory Purchase Act 2004 it is a material consideration for the Council in considering whether or not to exercise its powers under the 1990 Act including compulsory purchase. The Order Land and surrounding area is indicated as being suitable for Business Emphasis Development (B1) use. The proposals put forward by the Developer therefore will be in accordance with that framework. The framework also calls for the provision of an area of public open space together with improvements to pedestrian and cycle routes in the vicinity. The proposals put forward by the Developer would accord with this strategy.
- 6.4.6** The planning application was considered by members in both November 2017 and March 2018, with a recommendation from officers in the 2017 Committee for refusal based on heritage impacts. This was subsequently reconsidered by members before a resolution to grant planning permission was made in March 2018. It remains appropriate for members to consider, when exercising their compulsory power, the relevance of s66 of the Planning (Listed Buildings and

Conservation Areas) Act 1990 in relation to the impact on the setting of listed buildings resulting from the proposed development. The National Planning Policy Framework also indicates that significant weight should be given to the conservation of assets with harm or loss requiring clear and convincing justifications and that the harm must be weighed against the public benefits that would accrue from the relevant planning decision.

6.4.7 Planning Policy BCS 22 of the core strategy requires development to safeguard and enhance heritage assets including historic buildings. Relevant considerations here are the impacts on the George and Railway Hotel, Bristol Temple Meads Railway Station and the Redcliffe and City Docks conservation areas, including St Mary Redcliffe Church.

6.4.8 Members of the Planning Committee have previously considered these issues and resolved to grant planning permission subject to the entering into of the s106 Agreement. Members will also wish to consider the viability of the Developer's proposals and the condition of the site as it currently is.

6.4.9 In relation to the Grosvenor Hotel, the existing structure is not provided with protection by way of statutory listing. Whilst the National Planning Policy Framework does indicate that significance of non-designated heritage assets should be taken into account in determining planning decisions, a balanced judgement is required having regard to the scale of harm or loss and the significance of the relevant asset.

6.4.10 Balanced against this are the benefits of the development to achieving the Council's aims within the Enterprise Zone and the enhancement that the proposals for the Order Lands would contribute to this general policy.

6.4.11 In addition, Policy BCS 21 of the core strategy promotes high quality design, requiring development to contribute positively to areas of character, accessibility and permeability together with other environmental and public realm advantages.

6.4.12 Members will need to consider the details provided by the developers in relation to scheme design and whether or not the development will provide a positive enhancement to the area or unacceptably impact on the amenity of the area.

6.4.13 Policy BCS 10 of the development plan also requires schemes to reflect transport user priorities outlined in the joint local transport plan. In addition policy DM23 requires the Department to provide safe and adequate access to new developments.

6.4.14 It is considered that the proposals represent development in a sustainable location with easy access to the city centre and Bristol Temple Meads Station.

Flood risk

6.4.15 The Order Lands lie partly in flood zone 2 identified by the Environment Agency. Policy BCS16, in support of the National Planning Policy Framework policies regarding flood risk require a sequential approach to the location of the development, but a site is also allocated for development by virtue of BCAP 35 and that allocation itself has been sequentially tested, it is suggested that the Order Lands are suitable for under the proposed development in sequential flood risk terms.

6.4.16 Policies BCS13, 14, 15 and 16 of the adopted core strategy provides sustainability standard guidance. A sustainability statement is not yet available as detailed design has not yet been considered. It is anticipated that when detailed design emerges the opportunity for the Council to work with the developer to achieve appropriate sustainability standards will be possible.

Conclusions on policy grounds

6.4.17 It is the officers' view that the Council can be satisfied that the proposals for compulsory acquisition of the Order Land is appropriate in the context of both national and local planning policy.

6.5 The current Planning Application

6.5.1 The developer has sought planning permission in a "hybrid" application for the wider site, with outline permission sought for the Order Land. The description of the development proposed is:

16/06828/P | Hybrid planning application and Outline application for the redevelopment of the Temple Circus site - part demolition, extension and change of use of the former Grade II Listed George and Railway Hotel, demolition of the

Grosvenor, to provide 5,630 sqm (GEA) of creative office space (B1) with ancillary cafe/restaurant uses at ground floor level (A3/A4) and cycle parking. 2) Outline Consent for the refurbishment of the remainder of the site to provide up to 27,200 sqm of new office accommodation (B1), including up to 2,550 sqm of retail uses (A1-A5), public realm and landscaping works as well as site servicing and car parking (Major Application). | Land At Temple Circus Bristol

6.5.2 These applications were approved at Planning Committee on 8th November 2017. A planning decision notice will be issued following Skanska entering a Section 106 Agreement, which is contingent on them having an interest in the site following the Council entering the JD&LA.

6.5.3 It is not therefore anticipated that there are any planning impediments that would prevent the scheme from proceeding.

6.6 Appropriation of land to Planning Purposes

6.6.1 Where the land within the Order land is held by the City Council, it is held for its highway purposes. As the carriageways have been altered, using the Council's highway and traffic powers, to divert the carriageways from the Council's land. The former carriageway is no longer required for highway purposes.

6.6.2 The Order land will therefore be acquired for or be appropriated for, the Council's planning purposes, save where that land will remain subject to highway rights following the making of the proposed stopping up order referred to below.

6.6.3 As a result of the acquisition or appropriation to Planning, S203 of the Housing and Planning Act 2016 will apply to the Order Land. This will allow the council to exercise its powers to facilitate development by providing to itself and its successors in title the ability to extinguish or override any existing easements, rights to light or covenant that may exist in the Order land. The Council will be liable to pay compensation if the existing rights are breached by the proposed development. Compensation would be calculated on the basis of the diminution in value of the land benefiting from the affected right. Injunctions or damages in lieu of injunction would not be available to the affected party.

6.6.4 Officers have factored the use of the 2016 Act powers in to their consideration of the likely overall costs and compensation due as a result of the land assembly

process. It is considered that sufficient funds are available to cover the anticipated liabilities.

6.7 Funding

6.7.1 The costs associated with the acquisition of the Order Land, including those associated with the progression of a Compulsory Purchase Order will be borne by the Council; details of these are included in Section 5 of Appendix A and in Exempt Appendix J.

6.7.2 Officers believe that sufficient funding for the liabilities resulting from the exercise of compulsory powers, including blight, advance payments of compensation and all liabilities to third parties under the compensation code will be capable of being funded within the allocated funds.

6.8 The Compelling case in the public interest.

6.8.1 For the Council to make the Order, and for the Secretary of State to confirm it, there must be a compelling case in the public interest for compulsory purchase powers to be made available to the Council. All of the topics reported in this report form part of the overall consideration of whether that compelling case exists.

6.8.2 The Council must be satisfied the exercise of powers to acquire land would be within its legal powers, here being Section 226 (1)(a) and S226(3)(a) of the Town and Country Planning Act 1990 together with powers to acquire new rights under S13 of the Local Government (Miscellaneous Provisions) Act 1976.

6.8.3 For S226 (1) (a) to apply, the Council must:

"think that the acquisition will facilitate the carrying out of development, re-development or improvement on or in relation to the land"

6.8.4 Acquisition of the Order land will enable the developer to bring forward development of that land in accordance with the planning permission that is shortly to be issued and which is reported on above.

6.8.5 Further the Council:

"must not exercise the power under paragraph (a) of subsection (1) unless they think that the development, re-development or improvement is likely to

contribute to the achievement of any one or more of the following objects—

(a) the promotion or improvement of the economic well-being of their area;

(b) the promotion or improvement of the social well-being of their area;

(c) the promotion or improvement of the environmental well-being of their area"

- 6.8.6** This Scheme will lead to, at least, the "promotion or improvement of the economic well-being" of the Council's area given its benefits in reverting to productive economic use the Order Land in accordance with the anticipated planning permission and facilitating the objectives the Council holds for the Enterprise Zone.
- 6.8.7** Section 226(3) (a) allows an authority to include in a CPO land which adjoins the land on which works are to be executed for facilitating its development. Similarly S13 of the 1976 Act allows acquisition of new rights rather than freehold, where this is appropriate, for instance where access to land is required for maintenance purposes.
- 6.8.8** Having satisfied itself that it has the powers to promote compulsory powers, and having considered its Equalities Act and Human Rights Act duties (for which see below) the Council should then consider whether a compelling case exists in respect of the other key considerations that the Secretary of State will wish to consider. Overall the Secretary of State will need to be satisfied that the public benefit accruing from powers of expropriation outweigh the impacts on the private interests of the persons affected, and that compensation will be available to compensate affected persons for their loss in accordance with the established compensation code.
- 6.8.9** For the proposed Order, resolution to grant permission exist and planning permission will shortly be issued. The Enterprise Zone Status, supported by existing and emerging policy indicate the Council has policy backing for the use of land assembly powers. No planning impediments exist that would be reasonably seen to prevent delivery of the proposals within a reasonable timeframe.
- 6.8.10** Attempts at negotiation have been made with those persons interested in the required land and have proved unsuccessful. It is anticipated that negotiations with the holders of remaining interests will continue. It is not anticipated that suitable and as satisfactory a development could proceed without the use of

compulsory powers to assemble the Order Land in to the Council's ownership. The developer has a clear understanding of its proposed use of the Order Land and the Council is satisfied that in overall planning terms it is more appropriate that a comprehensive approach to development of the Order Land is made possible by the use of its land assembly powers.

6.8.11 Officers therefore believe that members can be satisfied a compelling case in the public interest exists and that the Secretary of State may be asked to confirm the Order.

6.9 Other consents required

6.9.1 The Council or developer will seek to apply to stop up the highway lands no longer subject to carriageway, under S247 of the town and Country planning Act 1990. This requires an application to the Secretary of State for a stopping up order. Whilst this application will need to be considered by the Secretary of State on its own merits and will require sufficient evidence to be submitted to the Secretary of State it is not anticipated this process is an impediment to make it unlikely the proposed development will proceed.

6.10 Equality Implications

6.10.1 During the determination of the planning application due regard was 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.

6.11 Human Rights Considerations

- 6.11.1** The Human Rights Act 1998 incorporated into UK domestic law the European Convention on Human Rights (the Convention). The HRA 1998 makes it lawful for a public body to act in contravention of the Convention.
- 6.11.2** The Convention includes provisions in the form of Articles, the aim of which is to protect the rights of individuals (including companies). In resolving to submit the DCO the Council has to consider the rights of those affected, principally property owners under the Convention. The relevant provisions are:
- (A) Article 1 of the First Protocol – this protects the rights of the owner and the peaceful enjoyment of possession – no-one can be deprived of possession except in the public interest and subject to relevant international and national law.
 - (B) Article 8 – this protects the private and family life, home and correspondence. No public authority can interfere with these works except in accordance with the law or necessary in the interest of public security, public safety or the economic wellbeing of the country, for the prevention of disorder or crime or for the protection of health or morals or the rights or freedom of others;
 - (C) Article 6 – the right to a fair hearing;
 - (D) Article 14 – the enjoyment of the rights of freedoms in the convention shall be secured without discrimination on any grounds such as sex, race, colour, language, religion, political or other opinion – nor social origin, associated national minority, property, birth or other status.
- 6.11.3** In the case of each of the above Articles (and the convention in general) the Council must be conscious of the need to strike a balance between the rights of the individual and the interests of the public. In the light of the significant public benefit that will arise from the Project being taken forward it is considered appropriate to make the Order and seek compulsory acquisition powers. It is not considered that any unlawful interference with an individual's rights will occur as the interference will be in accordance with the law and, where property interests are affected directly, the Compulsory Purchase Compensation Code will apply.
- 6.11.4** Further representations will be possible before the Order can be confirmed. In addition, objections will be heard if necessary by an inspector appointed to recommend whether or not the Order as made by the Council should be confirmed by the Secretary of State. In additions, the fact that compensation will be available to parties whose interest in land is directly affected through acquisition of land or new rights mean that human rights will not be infringed as

the Council and Secretary of State will be following a process prescribed by law and from which a right to compensation arises if land is taken.

7. DETAILED RECOMMENDATIONS FOR THE PROGRESSION OF THE COMPULSORY PURCHASE ORDER(S)

- 7.1 Officers are authorised to make Compulsory Purchase Order(s) for the acquisition of the land shown edged red on the draft Order Map attached to this report as plan 2 of Appendix I ("Order Land") pursuant to powers under section 226(1)(a) and section 226(3) of the Town and Country Planning Act 1990 ("the 1990 Act"), together, if so advised, with new rights over that land under section 13 of the Local Government (Miscellaneous Provisions) Act 1976 and the Acquisition of Land Act 1981 to enable the comprehensive redevelopment and improvement of that land;
- 7.2 To authorise the Executive Director Growth and Regeneration, in consultation with the Deputy Mayor for Finance Governance & Performance, to draft the Order and undertake all relevant and necessary steps to secure confirmation and delivery of the Order, including but not limited to:
 - 7.2.1 Undertake diligent inquiry, including title due diligence, service of requisitions for information on owners, occupiers and other holders of interests in the Order land, posting site notices and making all other reasonable inquiry to ascertain the nature of interests in land and identity of the persons holding those interests.
 - 7.2.2 take all steps to seek to acquire the necessary interests in land by agreement including negotiation of headline terms, agreements, undertakings, transfers and any new rights required, with interested parties or by utilising compulsory acquisition powers;
 - 7.2.3 make subsequent technical amendments to the boundary of the Order Map prior to the Order being made;
 - 7.2.4 agree with relevant landowners if appropriate the removal of land from the Order once made;
 - 7.2.5 publish and advertise the Order(s), serve all appropriate notices in relation to the making of the Order and submission of the Order and all relevant accompanying documents to the Secretary of State for confirmation;
 - 7.2.6 give authority under Section 6(4) of the Acquisition of Land Act 1981 to dispense with individual service of notices in respect of areas of land where the Council is

satisfied that it has not been possible following proper enquiry to establish the ownership of the land in question and for the service of notices in the manner set out in Section 6(4) of the Acquisition of Land Act 1981;

- 7.2.7 if the Secretary of State authorises the Council to do so, to confirm any Compulsory Purchase Order made if there are no remaining objections;
 - 7.2.8 instruct counsel, experts, and the Council's own officers to prepare evidence for, and to present the Council's case for compulsory acquisition at any inquiry or hearing or in any written representations processes required to inform the Secretary of State whether or not to confirm the Order;
 - 7.2.9 following confirmation of the Order, the publication and service of all appropriate notices in relation to the confirmation of the Order;
 - 7.2.10 utilise, where appropriate, the General Vesting Declaration procedure under the Compulsory Purchase (Vesting Declarations) Act 1981 or the notice to treat procedure under Section 5 of the Compulsory Purchase Act 1965 or section 20 of the Compulsory Purchase Act 1965 in respect of the Order Land;
 - 7.2.11 removal of all occupants from the Order land subsequent to the Order if required;
 - 7.2.12 appoint (in conjunction with the Monitoring Officer and S151 Officer) relevant external professional advisors and consultants to assist in facilitating confirmation of the Order and addressing any wider claims/ disputes related to the process and make appropriate arrangements for presenting Council's case at inquiry and in the determination of the appropriate compensation due to affected parties; and
 - 7.2.13 take all steps in relation to any legal proceedings relating to the Order, including defending or settling claims referred to the Upper Tribunal (Lands Chamber) and/or applications made to the Courts and any appeals.
- 7.3 To authorise the Executive Director Growth and Regeneration to acquire additional interests in the Order Land which may arise if so advised and if satisfied it is necessary to do so and that the human rights and equalities duties for the Council are not infringed;
- 7.4 Authorise the acquisition by agreement of all existing interests in and over the Order Land under Section 227 of the 1990 Act before and after confirmation of the Order and in respect of any new rights required for the development or use of the Order Land;

- 7.5 To authorise the use by the Council of its powers under sections 203-205 of the Housing and Planning Act 2016 to override third party rights and covenants within the Order Land on the basis that the land is required for the Council's planning purposes and, where land is already held by the Council, it is no longer required for its existing purpose;
- 7.6 To note that the equalities and human rights implications have been assessed arising from the potential impacts of the proposed Order and that the Council is content to proceed with making of the Order.

8. PROJECT TIMELINES

- 8.1 An outline of the estimated project timelines for Engine Shed 2, Temple Square and Station Approach are provided below:

Milestone	Dates
Target date for Joint Committee approval of Engine Shed 2 Full Business Case.	November 2018
Finalisation of negotiations to secure purchase of Grosvenor Hotel by agreement.	November 2018 – December 2018
JD&LA entered with Skanska	December 2018 – January 2019
Skanska commence RIBA Stage 3 design work for Engine Shed 2	December 2018 – January 2019
CPO period for Grosvenor Hotel (if not secured by negotiation) and unregistered highway land.	December 2018 – December 2019
Engine Shed 2 agreement for lease entered with Skanska and agreement for under lease with SRF	December 2018– January 2019
Demolition works to George and Railway Hotel by Skanska	Late Spring – Summer 2019
Engine Shed 2 Construction works by Skanska	Summer 2019 – Autumn 2020

Completion of all BCC obligations under the JD&LA, including Temple Gate highway works and acquisition of Grosvenor Hotel	Winter 2019
Option period for BCC to purchase Station Approach	Winter 2019 – Spring 2020
Option Period for Skanska to purchase Temple Square, including the Grosvenor Hotel site (or a plot of land within the overall site).	Winter 2019 – Winter 2024
Fit out and occupation of Engine Shed 2	Autumn 2020 – early 2021
Further Option Period for Skanska to purchase any remaining plots at Temple Square (if full site was not drawn down under 1 st option notice)	2024 – 2029 (5 year period commencing from date of 1 st purchase of a Temple Square Plot)

9. FURTHER INFORMATION FROM KEY OFFICERS

Land / Property Implications

- 9.1 The majority of the land in the proposed Compulsory Purchase Order (CPO) land is owned freehold by BCC. The ownership of the remainder is in unknown or within third party ownership but not registered at the Land Registry. In part the land is used as Highway Land.
- 9.2 The proposed CPO is essential to secure the comprehensive development of the sites and their surroundings which in turn supports the aims of the BTQEZ and the emerging spatial framework. Under the proposed development agreement with Skanska the Council would be responsible for land assembly including securing ownership of the Grosvenor Hotel which is in a private freehold ownership. The Council has been seeking to achieve a negotiated solution to the purchase of the Grosvenor as well as other third party ownerships. If it is not possible to secure early commitment to such a negotiated sale and purchase, the Council proposes to make a Compulsory Purchase Order for the Grosvenor Hotel and the other unregistered highway land. This is crucial to creating the certainty of site assembly for both BCC and Skanska to proceed with development agreements and to ensure an early development delivery timetable.

9.3 Property advisers have been appointed and are assisting the Council in ensuring best value is secured in the proposed development agreements with Skanska and the proposed underletting to SRF. They will also be appointed to assist in acquiring the unknown and third party land, including the Grosvenor Hotel. Where possible acquisitions will be delivered through negotiated agreement and failing that will be made using CPO powers with compensation being paid to the owners in accordance with the compensation codes. It is a requirement of Skanska that the Council is able to use its CPO powers to successfully assemble all the land proposed for a deliverable single redevelopment with Skanska. All essential controls need to be obtained to ensure the redevelopment of Engine Shed II and the development land adjacent can proceed. Without such a commitment from the Council the proposed development agreement with Skanska would be prejudiced.

Officer Giving Advice: Joe Jeffrey, Service Manager – Property.

Date of Advice: 07.09.2018

Eco Impact Assessment - Summary of impacts and Mitigation

9.4 This proposal will create short term negative impacts from construction, and some long term negative impacts from travel to and use of the buildings when developed. A range of effective mitigation measures is proposed to address construction, energy and travel, and positive impacts will arise from bringing prominent currently derelict areas into use.

9.5 The significant impacts of this proposal are:

- Short-term increase in environmental impacts through the consumption of fossil fuels and raw materials in constructing the developments. Longer term, there will be on-going consumption of energy for heat and power, generation of waste and travel to the site.
- Significant potential exists for mitigating the negative impacts of this proposal, and also for positive effects.
- The proposals will also have positive impacts. The currently derelict sites will be developed and will include new city centre public realm created on a prominent gateway site into the city, alongside the Brunel Mile. Any future remediation works will reduce contamination and improve the sites. The operation of Engine Shed 2 will encourage proposed new incubators in Sustainability based technologies, for example Clean Energy and Social Innovation and will support the growth of low

carbon businesses and those involved in developing cross cutting technologies to develop a positive long term impact on sustainability.

- The proposals also include opportunities for low carbon energy generation via connection to the Bristol heat network and installation of solar PV on the Engine Shed 2 roof.

9.6 The proposals include the following measures to mitigate the impacts:

- Mitigation measures have been considered throughout the design and planning process, which included a Sustainability Assessment. The planning process has involved thorough consultation with internal BCC teams including transport, planning, contamination, flood risk, economic development and ecology as well as external organisations such as the Environment Agency and Historic England.
- The site is located adjacent to Temple Meads train station and is served by multiple bus routes that link both the north and south of the city. This provides for significantly reduced travel impacts, maximising sustainable travel options and reducing reliance on private car use. To further mitigate air pollution and traffic congestion impacts from staff and visitor travel, a Travel Plan will be operational once the Engine Shed 2 building opens and it is expected similar plans will be developed for the Temple Square and Station Approach developments when bought forward.
- The sites are located within walking and cycling distance from numerous residential areas of the city, improving its resilience, making it less vulnerable to disruption from bad weather and accessible via sustainable means of transport from the central, south and northern areas of the city.
- Waste generation will be managed and minimised during construction via environment management controls and during operation by a Waste Management Scheme.
- As part of its core business Engine Shed 2 will support the growth of low carbon businesses and those involved in developing cross cutting technologies to develop a positive long term impact on sustainability. This impact will also be capitalised through business interaction taking place in the meeting rooms and collaboration spaces designed within ES2, allowing work with occupiers to look at and learn about how they can integrate sustainability into their business models.

- Engine Shed 2 will encourage the proposed new incubators in Sustainability based technologies, for example Clean Energy and Social Innovation to become part of Engine Shed 2.
- To help mitigate impacts from consumption of non-renewable resources, the Engine Shed 2 development will be connected to the Bristol heat network, providing resilience to any future resource scarcity and supporting local energy centres, thus contributing towards Bristol's target to become carbon neutral by 2050. On site renewables, such as solar PV, will reduce carbon emissions from the building's energy demand by more than 20%. Similar measures will be in place for the Temple Square and Station Approach developments when bought forward.
- The developments will target BREEAM 'Excellent' in accordance with planning requirements to improve energy efficiency and reduce consumption of resources.

9.7 The net effects of the proposals are:

- Positive as negative impacts can be mitigated and the proposals provide multiple opportunities for positive impacts.

Eco Impact Summary completed by Oliver Roberts, Project Manager and Verified by Nicola Hares, Environmental Project Manager.