



**Development Control – 10 July 2019**

**Application No. 19/01927/FB : Land Southwest Of Stoke Park Primary School Romney Avenue  
Bristol BS7 9SX**

**SUMMARY**

The National Planning Policy Framework states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. The Bristol Local Plan seeks to enable the provision of high quality accessible education service throughout Bristol and this school will assist in meeting the significant demand for secondary school places in the local area.

While the school will have an impact on the character of the area and surrounding neighbouring properties, the impact can be reduced by conditions to address noise issues and ensure that appropriate highway network improvements are implemented to ensure the highway network can accommodate this development and other committed developments in the area.

**SITE DESCRIPTION**

The site was formerly occupied by the Romney Avenue Junior School until it was demolished in 2007. Neighbouring the site to the north east is the Stoke Park Primary School. The site is bound to the west and the north by a number of residential properties along Brangwyn Grove, with Romney Avenue running along the southern boundary.

The existing site is broken into two parts. The northern side that is associated with Stoke Park Primary School, including a mown grass playing field and a hard asphalt two-court hard games court (designated as open space in the Local Plan). The southern side was the site of a former Junior School. The playing field, now overgrown scrub, was located on the eastern edge and the surface of the two-court hard games court still remains. A number of trees are located on site. This part of the site is allocated in the Local Plan for community use.

**APPLICATION**

Permission is sought to demolish the existing vacant caretakers house and construct a Secondary School. The proposal includes a Sports Hall facility; Floodlight Artificial Sports Pitch; Multi-Use Games Area; car, minibus and cycle parking; landscaping, access and associated highway works.

The site will be for use by 1,220 pupils (900 pupils Years 7 – 11) and 188 full time-equivalent (FTE) Staff; Inclusive of a Six Form Entry School (320 pupils);

The buildings range in height between 2 – 3 storeys for the school, with the sport hall proposed on the first floor to be built within the profile of the site;

100 car parking spaces are proposed with 9 visitor bays, 8 accessible car parking spaces and 3 minibus parking bays are to be provided on site;

294 spaces Cycle spaces are proposed, split as follows: Visitor Car Park (12 spaces for visitors and 38 for staff), Romney Avenue primary student access (92 spaces), and off Brangwyn Road as the secondary student access (152 spaces);

It is intended that the Cathedral Schools Trust will operate the school.

**COMMUNITY INVOLVEMENT**

The application includes a Statement of Community Involvement. This details the activities that have taken place (briefings with local ward members, exhibition boards, community event). These events gave opportunities for residents to provide feedback and raise issues. Local Ward Councillors have advised officers that a good level of public engagement has taken place.

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**RELEVANT HISTORY**

The application has been the subject of a pre-application discussion under a Planning Performance Agreement between the Local Planning Authority and the Applicants design team.

Planning permission has recently be granted for the erection of temporary classrooms at the adjoining Primary School to accommodate secondary school pupils over the next 3 years

**RESPONSE TO PUBLICITY AND CONSULTATION**

561 Neighbouring properties consulted by letter, site notice and also press adverts issued. 2 representations have been submitted from the public raising the following points-

Concerns with raised pavements and access to residents properties  
Concerns with secondary pupil access along footpath- this should be widened.  
Increase passing traffic  
Loss of trees  
Impact on street parking

Local Ward Councillors Kirk and Tincknell submitted a joint statement summarised below-

'We broadly welcome the building of the new CST Trinity Academy, a much needed secondary school both for Lockleaze and North Bristol. Many residents in the area have indicated that they are pleased to see the site put to use for a new secondary school adjoining Stoke Park Primary School. There has also been a good level of public engagement with opportunities for local residents to see the school plans and comment on the planning application. Representatives of the LEP, CST. BCC and Skanska have also made themselves available at community meetings at which residents were able to ask questions

- Impact on residents' parking on Brangwyn Grove and Romney Avenue.
- Increased traffic congestion on Brangwyn Grove, and the potential difficulty for some residents to access their own driveways.
- Concerns about the height of the acoustic fences and the potential impact of artificial lighting.
- Concerns about the amount of cycle storage .
- .
- It will be necessary to keep residents well informed at all stages of the construction process.
- The creation of a sports hall and an arts performance space will bring important amenities that the school has agreed to make available for community use.
- There has been some concern at the narrowness of the footpath access to the site from Brangwyn Grove.

**RELEVANT POLICIES**

National Planning Policy Framework – February 2019

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

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

**Equalities Impact Assessment**

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Overall, it is considered that the approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010. In this case the design and access to the development have been assessed with particular regard to disability, age and pregnancy and maternity issues.

**KEY ISSUES****A) PRINCIPLE OF DEVELOPMENT**

The NPPF places strong emphasis on Schools. Paragraph 94 states 'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.'

The majority of the site is allocated in the Bristol Local Plan for Community Use (a school). The location of the proposed sports pitch is on land that is allocated as Important Open Space.

The principle of development is therefore supported by the Local Plan allocation apart from the part of the development that is on allocated open space.

Policy DM19 of the Bristol Local Plan states that development on part, or all, of an Important Open Space as designated open space will not be permitted unless the development is ancillary to the open space use.

The location of the new sports pitch is on land that is currently used as a playing field, and the new sports pitch will continue to allow sports to take place. It is considered that the new use of the land is a continuation of the existing use of the 'open space' and is acceptable.

*Sport England*

Sport England was consulted as part of the assessment of this application they have advised that they will 'oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of:

- all or any part of a playing field, or
- land which has been used as a playing field and remains undeveloped, or
- land allocated for use as a playing field

-unless, in the judgement of Sport England, the development as a whole meets with one or more of five specific exceptions.'



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Having assessed the application Sport England are satisfied that the proposed development meets exception 5 of our playing fields policy, in that:

- E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

Sport England has also advised that community use is essential which the School are proposing and this will be secured by condition.

Based on the above the proposal is considered acceptable in principle and would provide sufficient benefit to sport in the area.

**B) DESIGN**

Policies BCS21, DM26 and DM29 require development should contribute positively to an area's character and identity, creating or reinforcing local distinctiveness.

The new school building will have a visual impact on the area due to its overall size and the design – 3 storey flat roof building consisting of metal cladding.

Due to limited space on site and size of building required for the number of pupils, there are limited options to reduce the overall impact of the building therefore it is important to ensure that the overall appearance and detailed design of the building is of good quality

The Design and access statement explains that the 'brief was to design a building which responded to the educational vision and the characteristics of the site to provide cost efficiency through the building typology, inspirational flexible learning spaces, and allow for easy adaption to suit changes in pedagogy.'

The Cathedral School Trust design vision states that the facility shall 'Inspire learning and be seen as a beacon for excellence to raise aspirations for all students - the design must be distinctive and feel safe, welcoming and professional to students.'

The external appearance of the building is dominated by the metal panel cladding with the applicants preference for a shimmering gold like appearance to provide what they consider would be a 'prestigious presence and uplifting the surroundings and creating a prominent and positive identify within the Local Community' .

The materials proposes are considered to give a strong design concept for the building but are also noted to be cost effective for the applicant and low maintenance.

The City Design team have reviewed the proposal and they do not have any significant concerns over the overall design and scale of the development but have minor concerns with two elements -the main entrance and the overall elevations of the building. The Design officers consider that the main entrance is weak and does not portray the stature that will be fitting for a civic building they would also like to see a wider pavement at the entrance to reinforce the civic presence.

In terms of the overall elevations, City Design considers the proposed building is monotonous akin to standard modular buildings seen in business parks. They feel it needs some special design element as a minimum design upliftment as the school is designed to house over 1200 students and every effort needs to made to portray some sense of uniqueness and pride in its design and appearance.

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The applicant has responded to these points but has made no changes to these two elements. They consider that previous design changes made to the entrance ( increase height and width of the feature, incorporation of glazed panels and a wrap around feature) will create an appropriate entrance for this civic building.

Regarding the elevations the applicant states that the 'external expression of the proposed facility is driven by the nature of the building as well as the limitations imposed by the constrained nature of the site. The proposed design maximises a valuable external wall space of the building by locating all main teaching accommodation on the external perimeter. This is driving the external expression of the building with large window pattern designed to maximise natural light into the teaching spaces, as well as views in and out. The punctured windows are set well back from the façade face and the reveals are finished in contrasting aluminium cladding to emphasise the depth, add interest and provide degree of solar protection.' In their view more elaborate treatment to the window reveals would be out of context as well as reduce valuable window area and impact on daylighting levels.

In response to the issues raised by City Design Team, officers do not consider that these two elements of the scheme should require any further revision and are not fundamental to the acceptance of the scheme and the visual impact on the area. Ultimately it is considered that the building will have an impact on the street scene and the area this is mainly due to the constrained nature of the site and the size of building required to accommodate the number of pupils and facilities that are necessary to deliver a high quality teaching environment. The incorporation of tree planting along the street frontage will help reduce the visual impact and assimilate the development into the streetscene and area.

It is considered that in the future will contribute to the character of the area and comply with BCS21, DM26 and DM29.

**C) IMPACT ON RESIDENTIAL AMENITY**

Policy BCS21 sets out criteria for the assessment of design quality in new development. Development will be expected to safeguard the amenity of existing developments and create a high-quality environment for future occupiers. Policy DM30 in the Site Allocations and Development Management Policies (2014) also expresses that alterations to buildings should safeguard the amenity of the host premises and neighbouring occupiers.

During the detailed pre-application discussion and the assessment of the application officers were concerned about the relationship of the sports pitch and MUGU with neighbouring residential properties. The sports pitch is to the rear of gardens of the Brangwyn Grove properties. Officers have raised concerns with the relationship of the sports pitch and the neighbouring gardens due to change in levels between these gardens and the new pitch.

*Noise impact-*

The sports pitch section drawing shows the relationship of the pitch with the first group of houses garden level below the pitch level. To address potential issues of noise the application includes a noise impact assessment which sets out the inclusion of an acoustic fence which will be positioned next to the existing boundary fences. In order to ensure that the fence has the necessary effect as an acoustic barrier the fence will have a height of 3m to the rear of 56-58 Brangwyn Grove.

The noise report sets out that the noise level from the pitches is predicted as having a slight impact during the day being 3 dB above the prevailing noise level during the day and a moderate impact at some properties in the evening being 5 dB above the prevailing noise level at this time. The evening level drops to 3-4 dB with the inclusion of an acoustic barrier.

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The Pollution Control team consider that noise from sports pitches at a school is likely to be accepted by local residents during the school day, but in their experience it is less accepted or tolerated outside of normal school hours. Whilst there is a requirement for community use the use of the sports pitch until 10 pm (as requested by the applicant) would be likely to generate complaints from local residents and officers consider that use until 9pm would be more appropriate and much less likely to generate complaints.

*Impact of fencing-*

In terms of the impact of the proposed fencing there will be some impact by virtue of the acoustic fencing being 3m in height. This is a metre taller than a standard garden fence that can be erected without planning permission. The fence would be constructed of timber and therefore the overall visual impact would be reduced by the choice of materials. The submitted plans show the impact on lighting (shadow cast) and there would be shadowing with the impact greatest during the winter months. Officers consider that the gardens will continue to receive a good level of sunlight throughout the year.

*Impact of floodlights-*

3 floodlights are proposed along the side of the pitch next to neighbouring gardens.

In order to assess the impact of the flood lights the application includes a LUX plan and external lighting assessment.

The sports pitch lighting has been designed in accordance with CIBSE Lighting Guide 4 and Sport England Design Guidance Note. The illumination levels achieved meet the requirements for under- 15 and under 16, 11 and 5 a-side football.

The lighting will comprise of high efficiency LED floodlights mounted on 15 metre galvanised steel columns. The sports pitch lighting will be for both school and community use and will be controlled from a pitch side electrical feeder pillar. The applicant requested that the operational hours for the pitch lighting will be up to 2200 hours for the academy and community use, but as stated above Pollution Control have requested that this will be restricted to 2100 hours.

The submitted LUX (a measure of illuminance) plan shows that the light spill as a worst case will be between the 2 and 5 lux contours, confirming the level will be well beneath the maximum allowable level of 10 lux at the rear of these properties. The External Lighting lux plot drawing does not take into account any boundary treatment (fencing) as it is not thought this will add any significant benefit with regard to the pitch lighting.

Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011 does not have any guidance on light levels within gardens but does set out parameters for light pollution on windows and the LUX plan shows that the development meets the recommendations of this guidance (2-5 for a suburban and urban location). It is also noted that the floodlights will not be in use after 9pm.

With regard to the boundary fencing not adding any significant benefit, it is worth noting the tree planting and its shading effect with regard to light spill to gardens generally is not included within the lux plans (meaning a conservative approach) and this will offer some benefit in further reducing any light spill from those shown, however this may vary seasonally and is therefore not considered - demonstrating a worse case approach.

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The proposal will have an impact on neighbouring properties, but it is considered that the overall impact can be reduced and controlled (operating hours of pitches/floodlights, use of acoustic fencing) to reduce the overall impact.

**D) TRANSPORT AND MOVEMENT ISSUES**

Policy BCS10 and DM23 seek to ensure that development will not give rise to unacceptable traffic conditions. The proposal has been reviewed by the Highways Development Management Team and their comments are incorporated below.

*Summary*

The proposal will increase trips in the local area associated with school users. This is accepted on the basis that the proposals undertake a package of highway measures to increase sustainable travel and reduce the impact of vehicular trips to the new school. The applicants have submitted a Travel Plan and further monitoring and review can build on this to further reduce vehicular trips on the highway network.

*Principle*

The site was historically in use as a school. The principle is therefore established. The proposals add considerably more pupils into the area, and measures to enable pupils and staff to reach the site safely, healthily and to minimise the use of the private car for journeys are necessary to reduce the impacts of this on highway congestion, safety and public health.

*Trip Generation*

The number of trips generated has been calculated for the site when it is at full capacity. This was based on trip rates and mode shares for other local secondary schools, and local 'travel to work' data for staff. The mode share has been adjusted to reflect the relatively low provision at present for public transport accessibility related to the catchment area the school would serve. It is likely that there will be increased public transport provision in the area given the significant proposals for local housing and development to the north of the area, which may result in an increase in mode shift to bus use, but for robustness, this has not been taken into consideration in the predicted mode share at present.

As an indication of the impact on the network, the predicted number of additional vehicular trips to the site associated with the school is 264 in the morning (8-9am) peak, including staff. This will be the busiest time on the network. It is clear that this impact will be felt on the network, in particular in Romney Avenue.

Measures to reduce the impact of this include the provision of a crossing on Romney Avenue, improvements to the walking and cycling network in the area, improvements to bus infrastructure, school travel planning, and staggering the arrival times between the two schools.

*Local Conditions*

The proposed catchment area of the school is wide and not entirely centralised to the site, reaching from the city boundary to the north, but generally to the west of the site, and extending south west to the City Centre. The site is served by bus services passing directly along Romney Avenue, but presently these terminate in Southmead Hospital.

A Non-Motorised Users Audit was undertaken, which is submitted in support of the application. It identifies that footways in the area are generally of good quality, but there are barriers to movement by foot and cycle, particularly by the railway to the north-west of the site. The report identifies a

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number of measures which could be included to improve walking and cycling to the site. Following extensive discussions between the applicants and TDM, a series of measures has been identified to fill the gaps to create a high quality segregated pedestrian and cycle routes to and from the school to support the safe, sustainable and healthy travel to the site. These are outlined below:

*Romney Avenue*

School Warning Signs, speed tables on junctions in Romney Avenue, and a formal crossing are proposed. To allow for the school's new access and other measures on Romney Avenue it is necessary to remove traffic island, and these will be replaced by a zebra crossing. A zebra crossing is being installed outside the existing primary school separately - this being undertaken by others. Speed tables are to be provided at Romney / Brangwyn junction and Romney / Mulready Junctions on the approaches to the school to reduce traffic speeds. The northbound bus stop is to be relocated and bus shelter facilities are to be upgraded to support increases in bus provision and use into the future. Coach parking facilities are provided on-street, as constraints within the site meant that these facilities could not be provided internally. The existing redundant accesses would be reinstated.

It is noted that there is some concern about loss of parking directly outside properties on Romney Avenue and it is recommended that measures to reduce the impact of this on residents are considered, through the relocation of the bus stop or zebra crossing. This recommendation will be made to the design team and considered when the designs are more fully explored.

*Brangwyn Grove*

Buildouts to reduce pedestrian crossing distances are to be provided at the junctions of Cotman Walk and Landseer Avenue with Brangwyn Grove. These will be tracked for swept path movements when further design work is undertaken.

A buildout is proposed at the point of the secondary access, to allow for pupils to discharge from the site and cross easier. A concern has been raised about this preventing access to the opposite properties. The drawing submitted is indicative, and it does appear to be a very large buildout, and these concerns are recognised and fully understood. The proposals will be designed such that full access to these properties is retained, and further design work and consultation should allay these concerns.

*Station Lane*

A large proportion of pupils are predicted to come from Bishopston / Ashley Down area. These are likely to be reliant on access through Station Lane, which is currently not to a standard appropriate for this use. The applicants have agreed to fund improvements to Station Lane to make this more accessible. This street links to the wider strategic cycle network and to the proposed Ashley Down Station.

*Concorde Way*

Concorde Way is an off road walking / cycling route linking Lockleaze to the City Centre. A number of improvements are being delivered along its length, and work has been undertaken to investigate the potential to fill the off road gaps between Petherbridge Way and Bonnington Walk. The developers have agreed to implement the link between Constable Road and the railway bridge beside Dovercourt depot. A formal parallel (cycling and pedestrian) crossing to aid movement between the cycle path links on Constable Road is also to be provided.

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*Link from Cotman Walk*

A PROW currently runs between the recently upgraded railway bridge which was recently upgraded and Brangwyn Grove. This diverts through narrow passageways and round sharp bends and is not conducive to an environment which feels safe for pupils to use. An alternative route has been identified which would directly link the railway bridge and Cotman Walk, which will greatly improve the walking and cycling network to the school.

This would link up with the Concorde Way proposals, providing direct access to a network of high quality off-street walking and cycling routes.

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In addition to these measures, it is likely that a scheme of waiting restrictions in the vicinity of the site, in particular in Brangwyn Grove and Landseer Avenue will be required, to reduce footway parking and reduce traffic speeds in these streets.

These works will be secured through a Memorandum of Understanding between the relevant departments of the Council, and a preoccupation condition would be applied. This package of works would be delivered by the Council's Transport teams on behalf of the Local Education Partnership. Many of the measures will be subject to Traffic Regulation Orders, which will also have an associated statutory consultation process.

*Access*

The access to the site for pedestrians and cyclists is from two main points for pupils - the primary access to the site is from Romney Avenue. This directly accesses the playground and adjacent cycle / scooter parking facilities. A secondary access is from Brangwyn Grove, and enters into the rear of the site, also adjacent scooter and cycle facilities. The latter is relatively constrained, but the flow of pupils will be tidal, so whilst some congestion may occur, it is unlikely to lead to any significant conflict arising from travelling the opposite direction, and needing to pass.

The use of this access is to make provision for those pupils coming from the north west of the school, in particular via the proposed Concorde Way / Cotman Walk link, reducing the journey length by around 350m.

Vehicular access takes place to the south west of the site from Romney Avenue. Access will not be allowed to parents for dropping off. It is not within the best interests to allow formal drop off provision within school grounds as it does not significantly increase space for dropping off over and above that on the highway, and encourages driving to schools, as well as creating conflict within the school grounds.

*Layout*

The internal layout is arranged so that the car park is contained to the site, and will be screened to reduce the impact of the parking area. Servicing will be contained within the site and swept paths provided to show that servicing vehicles can adequately access the site. Refuse and servicing doors are located appropriately to allow for this to take place away from the highway and with minimal disruption. Although accessed to some of the car park will be blocked whilst this takes place, visitors will be able to access spaces when servicing takes place.

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*Parking*

In line with the maximum parking standards, car parking provision is provided at a level of 100 spaces. This allows for 1 per 2FTE staff, and additional visitor and disabled parking provision. 10 of these spaces will be allocated as apriority spaces for car sharers, to complement the Travel Plan. 6 parking spaces will be provided with passive provision for electric vehicle charging.

High quality accessible covered and secured cycle parking is provided at the two main pedestrian accesses in line with the minimum cycle parking requirement. 244 spaces are provided for pupils, and a further 48 spaces are to be provided for staff and visitors. Short stay visitors cycle parking is also provided beside the reception to the school.

Scooter parking is also provided. Scooting to school is encouraged as it allows children to make their own way to school quickly.

Motorcycle parking is also provided.

Coach parking is provided on-street in Romney Avenue as a number of site constraints would not allow access by coaches. There is ample facility for this on-street and formal provision has been provided.

*Travel Planning*

A School Travel Plan has been submitted. The school have worked with the Council's School Active Travel Officer and have proposed a number of measures to induce active and sustainable travel to school, including measures such as cycle training and promotion, promotion of walking, provision of high quality cycle parking, embedding travel behaviours and the links with health into the curriculum and learning offer of the school, and encouraging car sharing. Showers and changing facilities will be provided. Lockers will be provided to all pupils.

*Wider highway improvements for the area*

Highways Development Management Team have advised that the City Council has secured funding through the Housing Infrastructure Fund (HIF), around £5M of which has been allocated to transport improvements for Lockleaze to offset the impacts of the considerable development (this school and housing) proposed for the area. At present this is identified for bus transport corridor improvements along Muller Road, and improvements to the local cycling network.

A further business case is being made to WECA to bid for funding to deliver further transport related improvements for Lockleaze. It is currently anticipated that this will fund further works to Concorde Way, a full study has been undertaken on the feasibility of the provision of a fully segregated walking and cycling link from Petherton Way to Bonnington Walk.

The school is funding improvements to provide for a segregated cycle and walking link between the railway bridge at Dovercourt depot to Constable Road, to join with existing infrastructure, and an accessible link between the bridge and the school site in Romney Avenue.

They are also funding improvements on Station Lane to improve the walking link between Bishopston / Ashley Down Road and from Ashley Down Station, which is due to be reopened.

The traffic projection was based on the current travel patterns of local schools adjusted to show a lower proportion for bus use, given the relatively poor links provided to the area from the proposed catchments. The projected figures have not, however, been adjusted for any shift in travel modes



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associated with improved any of the improvements, to provide a robust assessment for the traffic junction modelling exercise. However, in the future, should all the proposed improvements go ahead, by the time the school is full, there will be:

- Bus priority on Muller Road and the bottom of Shaldon Road;
- A segregated active travel route between MoD / UWE and Petherbridge Way, linking directly to the school (Concorde Way);
- A new train station at Ashley Down, serving the main cross country line between Temple Meads / MoD / Parkway;
- Improved pedestrian links between the new station and Shaldon Road, and improved linkage to Ashley Down / Bishopston Area;
- Off road cycle link on Muller Road;
- Segregated active travel route to MOD / UWE / Purdown through Stoke Park;

And potentially, given the increase in housing in Lockleaze, there could also be a potential for increased public transport provision to serve the area (although this is outside of Councils ability to deliver, as it would be a commercial decision made by public transport operators).

Further to this, the school has submitted a Travel Plan which has concentrated on the provision of facilities and events to encourage a reduction in private car use, and have committed to further monitor and review this. It is compliant with current parking policy including cycle parking provision, showers, lockers and changing facilities on-site.

**E) AIR QUALITY**

DM23 requires any scheme that has the potential for significant emissions to the detriment of air quality should include mitigation measures.

Bristol is currently in breach of the European Air Quality Directive in respect of annual objective for nitrogen dioxide and probably the hourly objective. It is possible that objectives for particulates are also exceeded. In locations where pollution is highest it is largely attributed to motor vehicles. Air Quality Management Areas (AQMA) have been declared where objectives are not met. Most of the city centre and the main roads radiating out are within an AQMA, and the site is located next to the AQMA.

A recent High Court judgement has resulted in local authorities having to improve air quality in the shortest time possible where it falls below objectives.

The application includes an Air Quality Assessment which includes an assessment of the impact of the construction and the impact from vehicular traffic once the school is operating.

The construction phase has potential to impact on air quality through dust from development and emissions from construction vehicles.

During construction the most common impact are dust soiling and increased ambient PM10 concentrations due to dust arising from activities on the site. Dust soiling will arise from the deposition of particulate matter in all size fractions. With regards to the proposed development the potential for dust emissions is assessed for each activity that is likely to take place. The assessment procedure assumes no mitigation measures are applied. The conditions with no mitigation thus form the baseline or “do-nothing” situation for a construction site.

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The assessment focuses on demolition, earthworks, construction and track out activities at the site. The main impact will be from dust and the adverse impact occurring is correlated to wind speed and wind direction. As such, unfavourable wind speeds and wind directions must occur at the same time as a dust generating activity in order to generate an adverse impact.

The impact of dust soiling and PM10 can be reduced to negligible through suggested appropriate mitigation measures in the form of a good site management plan (i.e. Construction Environmental Management Plan).

In regards to vehicle traffic once the school is operational, the Air Quality team have raised objections as the assessment concludes that there will be a 'negligible to moderate' impact on a number of receptors at the Muller Road/Shaldon Road junction. The assessment states that the impact could be reduced through mitigation in the form of the provision for electric vehicle charging and car-sharing spaces on site. In addition to this, a Travel Plan to be produced and measures to offset the impact on the local highway have been agreed (which are discussed in the highway impact section of this report). These measures could potentially reduce the impact on air quality but this has not been measured (only the worst case scenario has been considered)

While the assessment concludes that the impact is acceptable, the City Air quality officer have raised objections to the proposals due to the negligible to moderate impact and the fact that the city is breaching the European Air Quality Directive.

In response to the objections raised by the Air Quality Team, officers have enquired whether measures promoted by the applicant (mitigation) would have any effect on the assessment or if the public transport improvements proposed at Muller Road would improve the air quality in the future.

In terms of highway improvements in the future, should all the proposed improvements go ahead, by the time the school is full, there will be:

- Bus priority on Muller Road and the bottom of Shaldon Road;
- A segregated active travel route between MoD / UWE and Petherbridge Way, linking directly to the school (Concorde Way);
- A new train station at Ashley Down, serving the main cross country line between Temple Meads / MoD / Parkway;
- Improved pedestrian links between the new station and Shaldon Road, and improved linkage to Ashley Down / Bishopston Area;
- Off road cycle link on Muller Road;
- Segregated active travel route to MOD / UWE / Purdown through Stoke Park;

Unfortunately this is not possible to feed any long term projected outcomes into any air quality modelling exercise, as we do not have a model of the forecast reduction in traffic associated with all of these measures. However, qualitatively, it is anticipated that this significant network of wider improvements will allow for a reduction in private vehicular trips associated with the developments, which may reduce the impact on congestion and associated air quality to the best extent.

The Air quality Team has advised that the measures above could be included in the transport assessment, which could adjust the traffic figures that are used to go into the air quality model. However, the Team consider that just because public transport is improved, this doesn't mean that car traffic (particularly for school drop offs and collection) would be reduced because parents might not use it. The transport assessment would need to be robust about the assumptions of mode shift under this scenario and the team consider that there would only be limited mode shift for this trip type.

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Officers consider that it is important to point out that the Air Quality assessment identifies that there will be an cumulative impact from all the future development within Lockleaze and the surrounding area by 2021 without the school (but the school will also increase the impact on those receptors identified) therefore it is anticipated that there will already be a negative impact on air quality before the school is in operation from other developments.

The above issues underlines the need to address air quality on a city wide basis employing other measures for future development to progress in the area (and the city as a whole). It is not considered that it would be appropriate to resist the current proposal on this basis.

This however remains a material consideration in the determination of the application and this must be considered in the determination of the application.

**F) TREES**

Policy DM17 requires all new development should integrate important existing trees. Where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard.

The application includes a tree survey and arboricultural impact assessment. 58 trees will be removed.

The site has significant level changes to the south of the site, therefore developing the centre of the site would not be possible without removing the trees through 'cut and fill' process. It has therefore been agreed that these trees in the centre of the site should be removed to facilitate the development.

The trees to be removed from the site to allow the development to take place result in a requirement of 192 trees to be replaced either on site or as offsite contributions in accordance with Bristol City Councils Trees Replacement Policy. To enhance the site and give immediate benefit to the school and development it has been proposed to provide Semi-mature trees on site in addition to heavy standard trees. It has been agreed with Bristol City Councils Tree Officers that they would accept reducing the number of mitigation trees on a ratio of 3 BTRS replacement trees to 1 larger replacement planted. Based on the following:

- Trees to be 20-25cm Girth

- Proposals to be accompanied by a thorough and detailed watering schedule.

- Other trees on site can be planted at 12-14cm Girth.

On this basis 43 trees of 20-25cm Girth and 63 trees of 12-14cm Girth are proposed at the development site – meeting the requirement to replace all the trees at the site, in line with Bristol City Councils Tree Officers recommendations .

The planting plan includes a mix of larger trees and standard 10-12cm girth trees. The proposed species composition is good, with a reasonable mix of potential tree size ranging from small ornamental fruit trees to trees with a larger mature height and long term contribution.

Subject to conditions the proposal is considered compliant with policy DM17.

**G) ECOLOGY**

The application includes an Ecological appraisal which confirms that the habitats on site include a mixture of semi improved grassland, most species poor, scrub, planted trees, hard standing and the built structure(existing school house). The report concludes that the site has negligible – low ecological value.

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The City Ecologist has reviewed the submission and raised no objections subject to standard conditions.

## **H) SUSTIANABILITY AND CLIMATE CHANGE**

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

As part of the Pre-application process the applicant has had a number of productive meetings with the Sustainable City officers and the application includes a Sustainability statement and Energy Strategy.

In line with Policy BCS14, the proposals incorporate heat pump and photovoltaic systems to provide the required reduction in residual carbon dioxide emissions. The proposals also have due regard to the LPAs heat hierarchy as much as technically and feasibly possible.

The project is being assessed against the current and most recent version of the BREEAM scheme, BREEAM New Construction 2018. This scheme was released by BRE in March 2018, and poses a significant change to the scheme compared to previous versions. Extensive work has been done to achieve as many BREEAM credits as possible, however, given the stringent nature of the 2018 BREEAM scheme, the project does not target an 'Excellent' rating with 'Very Good' being the optimum achievable rating. The applicant has focussed efforts on maximising credits that provide for the longer term sustainability of this important community asset. This approach has been agreed with the Council Sustainable City Officer.

During the assessment of the planning application the Sustainable City team are broadly comfortable with the approach to the relevant policies but have a question regarding the heat hierarchy in particular the potential to have heat pumps provide space heating to the classrooms in place of the proposed gas boiler should be explored further. There are also questions regarding whether these measures are sufficient to mitigate overheating risk as a result of climate change. Dialogue is continuing between officers and the applicant and an update report will be provided at committee if necessary.

## **CONCLUSION**

The application must be determined in line with s38(6) of the 2004 Act- determine the application in accordance with the Local Plan unless material considerations indicate otherwise.

The issues of this case have been carefully balanced and considered against local and national planning policy.

The NPPF requires that Local Planning Authorities give great weight to the need to create schools.

The proposal will provide a high quality learning environment for future pupils and will assist in addressing the significant demand for school places in the City.

The above report identifies that the proposal will have some impact on neighbouring properties (in particular the sports pitch and mitigation measures (acoustic fencing), but the potential impact will be mitigated by conditions.

The overall scale and design of the building will have an impact on the area but the scheme will hopefully create an appropriate civic building for the area.

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The proposal will likely increase vehicular movements in the area, but this impact will be addressed by a significant number of highway works (Secured by memorandum of understanding).

In respect of air quality, there is a predicted decrease arising from operational traffic from the development at small number of receptors at the Muller Road/Shaldon Road junction. A balanced decision must be made regarding this and the desirability of a delivering a secondary school for the area.

Therefore officers are recommending approval subject to the conditions listed at the end of this report and securing the highway works under a memorandum of understanding.

**RECOMMENDED GRANT subject to completion of Memorandum of Understanding and the following 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.

2. BREEAM

No development shall take place until evidence that the development is registered with a BREEAM certification body and a pre-assessment report (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 Very Good; has been achieved for this development unless the Local Planning Authority agrees in writing to an extension of the period by which a Certificate is issued.

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

3. Pre-commencement - Arboricultural method statement & Tree protection plan

Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of retained trees, in accordance with BS5837:2012, including a tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Methods of demolition within the root protection area (RPA as defined in BS5837: 2012) of the retained trees.

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- c) Details of construction within the RPA or that may impact on the retained trees.
- d) A full specification for the installation of boundary treatment works.
- e) A full specification for the construction of any roads, parking areas and driveways, including details of the no-dig specification and extent of the areas of the road, parking areas and driveways to be constructed using a no-dig specification. Details shall include relevant cross sections through them.
- f) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of a no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- g) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- h) A specification for scaffolding and ground protection within tree protection zones.
- i) Tree protection during construction on a TPP and construction activities clearly identified as a prohibited in this area.
- j) Details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well as concrete mixing and use of fires.
- k) Boundary treatments within the RPA.
- l) Methodology and detailed assessment of root pruning.
- m) Arboricultural supervision and inspection by a suitably qualified tree specialist.
- n) Reporting of inspection and supervision.
- o) Methods to improve the rooting environment for retained and proposed trees and landscaping.
- p) Veteran and ancient tree protection and management.

The development thereafter shall be implemented in strict accordance with approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with DM17 and pursuant to section 197 of the Town and country planning Act 1990.

4. Details of kitchen extraction/ventilation system

No development shall take place until details of ventilation system for the extraction and dispersal of cooking odours including details of the flue, method of odour control, noise levels and noise attenuation measures has been submitted to and approved in writing by the Council.

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

Reason: To protect the amenity of neighbouring occupiers.

5. Prior to the commencement of development (including demolition and site/vegetation clearance), written confirmation by a suitably qualified ecologist shall be submitted to and approved in writing by the local planning authority confirming that they will undertake an updated badger survey immediately prior (i.e. no more than 48 hours) to the commencement of development, demolition or commencement of site/vegetation clearance.

Reason: To protect badger setts from damage or disturbance during development operations bearing in mind that the animal and its sett are specially protected by law.

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6. Site Specific Construction Environmental Management Plan

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

- \* Procedures for maintaining good public relations including complaint management, public consultation and liaison
- \* Arrangements for liaison with the Council's Pollution Control Team
- \* All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:  
08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- \* Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- \* Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- \* Procedures for emergency deviation of the agreed working hours.
- \* Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- \* Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- \* Measures for controlling the use of site lighting whether required for safe working or for security purposes.

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

7. Sustainable Drainage System (SuDS)

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

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

8. Cotoneaster statement

Prior to commencement of development, a method statement for the control and removal of Cotoneaster, including confirmation that it will not be used in planting proposals shall be submitted to and approved in writing by the Local Planning Authority. Development shall be undertaken in accordance with the approved details.



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Reason: It is an offence under section 14(2) of the Wildlife and Countryside Act 1981 to "plant or otherwise cause to grow in the wild" any plant listed in Schedule 9 Part 2 of the Act.

## 9. Badgers

Prior to the commencement of development (including demolition and site/vegetation clearance), written confirmation by a suitably qualified ecologist shall be submitted to and approved in writing by the local planning authority confirming that they will undertake an updated badger survey immediately prior (i.e. no more than 48 hours) to the commencement of development, demolition or commencement of site/vegetation clearance.

Reason: To protect badger setts from damage or disturbance during development operations bearing in mind that the animal and its sett are specially protected by law.

## 10. Method statement slow worms

Prior to clearance of the site and/or commencement of development, a method statement shall be submitted to and approved in writing by the Local Planning Authority for the protection of slow-worms from killing or injury as a result of the development. The development shall be carried out in accordance with the statement or any amendment approved in writing by the Local Planning Authority. This shall include, as far as possible, pre-translocation survey and conservation management of the receptor site as required to provide a sufficient ecological carrying capacity and post-translocation monitoring of the receptor site. The method statement shall include the provision of at least two reptile hibernacula/refugia.

Reason: To protect legally protected slow-worms and their habitats

## 11. Noise from plant &amp; equipment

No commencement of use shall take place until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and approved in writing by the Council.

Reason: To protect the amenity of neighbouring properties.

## 12. Further details secondary pedestrian access

Notwithstanding the drawings submitted, prior to the commencement of work on the pupil access point, a fully resolved design of the landscape arrangement (including hard & soft landscaping, fencing etc.) of the access from Brangwyn Grove should be submitted and approved by the Local Planning Authority prior to commencement of construction.

Reason: To ensure the access is suitably landscaped and retains privacy for neighbouring properties.

## 13. Further details of before relevant element started

Detailed drawings (1:10 scale) of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a. Typical detail of junction between the ground floor material and the plinth
- b. Typical detail of junction between the two adjacent materials in the elevations
- c. Typical details of window reveal, sill and lintel

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- d. Typical detail of parapet details of each of the different materials.
- e. Large scale details of the entrance canopy at the main entrance including
  - i. The leading edge of the canopy and its relation with soffit and roof
  - ii. The leading edge of the vertical edge of canopy and its relation with the two adjacent faces.
  - iii. Typical details of junction between the canopy and the building
- f. Typical details of the boundary wall and fencing
- g. Full design and typical details of the entrance gates.

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

**14. Site Specific Construction Environmental Management Plan**

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

- \* Procedures for maintaining good public relations including complaint management, public consultation and liaison
- \* Arrangements for liaison with the Council's Pollution Control Team
- \* All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours:  
08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and; at no time on Sundays and Bank Holidays.
- \* Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above.
- \* Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- \* Procedures for emergency deviation of the agreed working hours.
- \* Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment.
- \* Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.
- \* Measures for controlling the use of site lighting whether required for safe working or for security purposes.

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

**Pre occupation condition(s)**

**15. Noise from plant & equipment affecting residential**

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

Reason: To protect the amenity of neighbouring residents.

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## 16. Outdoor Area Management Plan

No development shall take place until there has been submitted to and approved in writing, by the Council, an Outdoor Area Management Plan, setting out details of times the areas will be used, numbers of children that will use specific areas at any one time, how the areas will be supervised and how any complaints of noise will be dealt with. The plan shall include the use of the MUGA for community use outside of normal school hours.

Reason: To ensure the amenity of neighbouring properties is protected.

## 17. Acoustic barrier

No commencement of use shall take place until there has been submitted to and approved in writing by the Local Planning Authority details of the specification for the acoustic barrier to the MUGA

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

Reason: To ensure the fencing protects residential amenity and is visually appropriate.

## 18. Bat and Bird Boxes

Prior to occupation of the development details provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include eight built-in bird boxes to include at least four house sparrow boxes (not terraces), four built-in bat boxes and four insect boxes. Development shall be undertaken in accordance with the approved details.

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

## 19. Reporting of Unexpected Contamination

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

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 1.

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.

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20. Implementation of Approved Remediation Scheme

No occupation of the development, other than that required to be carried out as part of the approved scheme of remediation refers, shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing by the Local Planning Authority.

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

21. Tree planting

Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped strictly in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner. Details shall include:

- 1) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- 2) Details of weekly watering requirements for each planted tree.
- 3) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- 4) types and dimensions of all boundary treatments

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Unless required by a separate landscape management condition, all soft landscaping shall have a written five year maintenance programme following planting. Any new tree(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced. Unless further specific permission has been given by the Local Planning Authority, replacement planting shall be in accordance with the approved details.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with DM15 and DM17.

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

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

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

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23. Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority. This should include:

- 1) location, type and materials to be used for hard landscaping including specifications for:
  - a. permeable paving/ hard surfacing
  - b. underground modular systems or Stockholm Solution
  - c. Soil aeration vents
  - d. Structural soil type, organic matter and clay composition
  - e. Sustainable urban drainage integration through root zone
  - f. use within tree Root Protection Areas (RPAs);
- 2) A table illustrating the following details:
  - a. The soil volume available for each tree.
  - b. The soil volume required for each tree, when fully grown / mature.

Reason: Required to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and bio-diversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality in accordance with DM15 and DM17.

24. Completion and Maintenance of Car/Vehicle Parking - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

25. Completion and Maintenance of Vehicular Servicing facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.

Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

26. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans

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

Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within

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the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

**27. Completion of Vehicular Access - Shown on Approved Plans**

No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure that the vehicular access point is safe and includes adequate drainage.

**28. Completion of Pedestrians/Cyclists Access - Shown on approved plans**

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

**29. Submission and Approval of Landscaping Scheme**

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

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

**Post occupation management**

**30. Travel Plan - Submitted**

Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority.

The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan to the satisfaction of Local Planning Authority unless agreed in

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writing by the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

31. Use of flood lights and pitches

The floodlights shall only be operated between the hours of 6.30pm - 9pm daily, plus 9am - 6pm Saturdays, and 9am- 6pm Sundays

32. Artificial Lighting (external)

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

reason: To protect the amenity of neighbouring properties.

**List of approved plans**

33. List of approved plans and drawings

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

TCST-BDP-XX-XX-PL-A-911001 P03 Site location plan, received 25 April 2019  
 TCST-BDP-XX-XX-PL-A-911002 P02 Block plan, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-900001 P02 Existing site plan, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-900011 P02 Existing site plan - South West, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-900012 P02 Existing site plan - North East, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-903002 P05 Illustrative site plan, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-903001 P08 Proposed site plan, received 25 April 2019  
 TCST-BDP- 01-00-PL-A-200001 P07 Proposed ground floor plan level 00, received 25 April 2019  
 TCST-BDP- 01-01-PL-A-200001 P08 Proposed first floor plan level 01, received 25 April 2019  
 TCST-BDP-01-02-PL-A-200001 P09 Proposed second floor plan, received 25 April 2019  
 TCST-BDP-01-03-PL-A-200003 P06 Proposed roof plan, received 25 April 2019  
 TCST-BDP-01-XX-SK-A-201508 P01 GIA area plans, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-900002 P02 Illustrative existing plan, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-901010 P02 Demolition plan, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-901501 P02 Tree removal plan, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-903011 P10 General arrangement plan - South West, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-903012 P10 General arrangement plan - North East, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-903021 P02 Boundary treatment plan, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-905011 P04 Planting plan - South West, received 25 April 2019  
 TCST-BDP-02-XX-PL-L-905012 P04 Planting plan - North East, received 25 April 2019  
 TCST-BDP-02-XX-RP-L-908001 Sport England report, received 25 April 2019  
 TCST-BDP-XX-XX-VS-A-011401 P02 3D View - External view 1, received 25 April 2019  
 TCST-BDP-XX-XX-VS-A-011402 P03 3D view - Aerial view, received 25 April 2019  
 TCST-BDP-XX-XX-VS-A-011405 P01 3D View - External view 2, received 25 April 2019  
 TCST-BDP-XX-XX-VS-A-011406 P01 3D View - Main entrance, received 25 April 2019



**Development Control – 10 July 2019**

**Application No. 19/01927/FB : Land Southwest Of Stoke Park Primary School Romney Avenue  
Bristol BS7 9SX**

TCST-JKP-02-ZZ-DR-E-630500 P02 External lighting Isolux plot sheet 1 of 1, received 25 April 2019  
 TCST-JKP-02-ZZ-DR-E-630501 P02 External lighting Isolux plot sheet 2 of 2, received 25 April 2019  
 TCST-JKP-02-ZZ-DR-ME-960500 P02 External incoming utilities layout, received 25 April 2019  
 TCST-STL-XX-XX-DR-D-982001 P01 Existing permeable areas, received 25 April 2019  
 TCST-STL-XX-XX-DR-D-982002 P02 Proposed permeable areas, received 25 April 2019  
 TCST-STL-XX-XX-DR-D-982101 P02 Proposed drainage layout sheet 1 of 2, received 25 April 2019  
 TCST-STL-XX-XX-DR-D-982102 P02 Proposed drainage layout sheet 2 of 2, received 25 April 2019  
 TCST-BDP-01-XX-EL-A-200002 P06 Proposed C-C and D-D elevation, received 25 April 2019  
 TCST-BDP- 01-XX-SE-A-200001 P05 Proposed sections A-A and B-B, received 25 April 2019  
 TCST-BDP- 01-XX-SE-A-200005 P04 Proposed sections C-C and D-D, received 25 April 2019  
 TCST-BDP-01-XX-SE-A-213001 P03 External wall section 1, received 25 April 2019  
 TCST-BDP-01-XX-SE-A-213002 P02 External wall section 2, received 25 April 2019  
 TCST-BDP-02-XX-SE-L-903501 P03 Site sections 01 - existing and proposed, received 25 April 2019  
 TCST-BDP-02-XX-SE-L-903502 P03 Site sections 02 - existing and proposed, received 25 April 2019  
 TCST-BDP-02-XX-SE-L-903503 P03 Site sections 03 - existing and proposed, received 25 April 2019  
 TCST-BDP-02-XX-SK-L-902004 P02 Sports pitch sections, received 25 April 2019  
 TCST-BDP-XX-XX-VS-A-011403 P03 3D view - perspective section, received 25 April 2019

Reason: For the avoidance of doubt.

**Advices**

1 Bat and Bird Boxes

Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bird boxes should be erected out of the reach of predators and at least 3.5 metres high on publicly accessible sites. For small hole-nesting species bird boxes should be erected between two and four metres high. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings should be placed as close to the eaves (if present) as possible.

House sparrows

House sparrow boxes should be grouped together because they nest communally. Please note that the RSPB does not recommend the use of house sparrow terraces in new build projects because they are seldom used by more than one pair of birds. Instead house sparrow nesting boxes should be used which should be located at least 1.5 metres apart. Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bird boxes should be erected out of the reach of predators. House sparrow boxes should be erected between two and four metres high. The house sparrow boxes should be positioned high up under the eaves if possible

**Development Control – 10 July 2019**

**Application No. 19/01927/FB : Land Southwest Of Stoke Park Primary School Romney Avenue  
Bristol BS7 9SX**

**2 Works on the Public Highway**

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.

Contact the Highway Authority's Transport Development Management Team at [transportDM@bristol.gov.uk](mailto:transportDM@bristol.gov.uk) allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:

- I. Drafting the Agreement
- II. A Monitoring Fee equivalent to 15% of the planning application fee
- III. Approving the highway details
- IV. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.

**3 Highway Condition Survey**

The development hereby approved includes the carrying out of a Highway Condition Survey. To agree the extent of the area to be surveyed contact the Highway Authority's Transport Development Management Team at [transportDM@bristol.gov.uk](mailto:transportDM@bristol.gov.uk)

**4 Impact on the highway network during construction**

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at [traffic@bristol.gov.uk](mailto:traffic@bristol.gov.uk) before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

**5 Traffic Regulation Order (TRO)**

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections.

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management

**Development Control – 10 July 2019**

**Application No. 19/01927/FB : Land Southwest Of Stoke Park Primary School Romney Avenue  
Bristol BS7 9SX**

Team at [transportdm@bristol.gov.uk](mailto:transportdm@bristol.gov.uk)

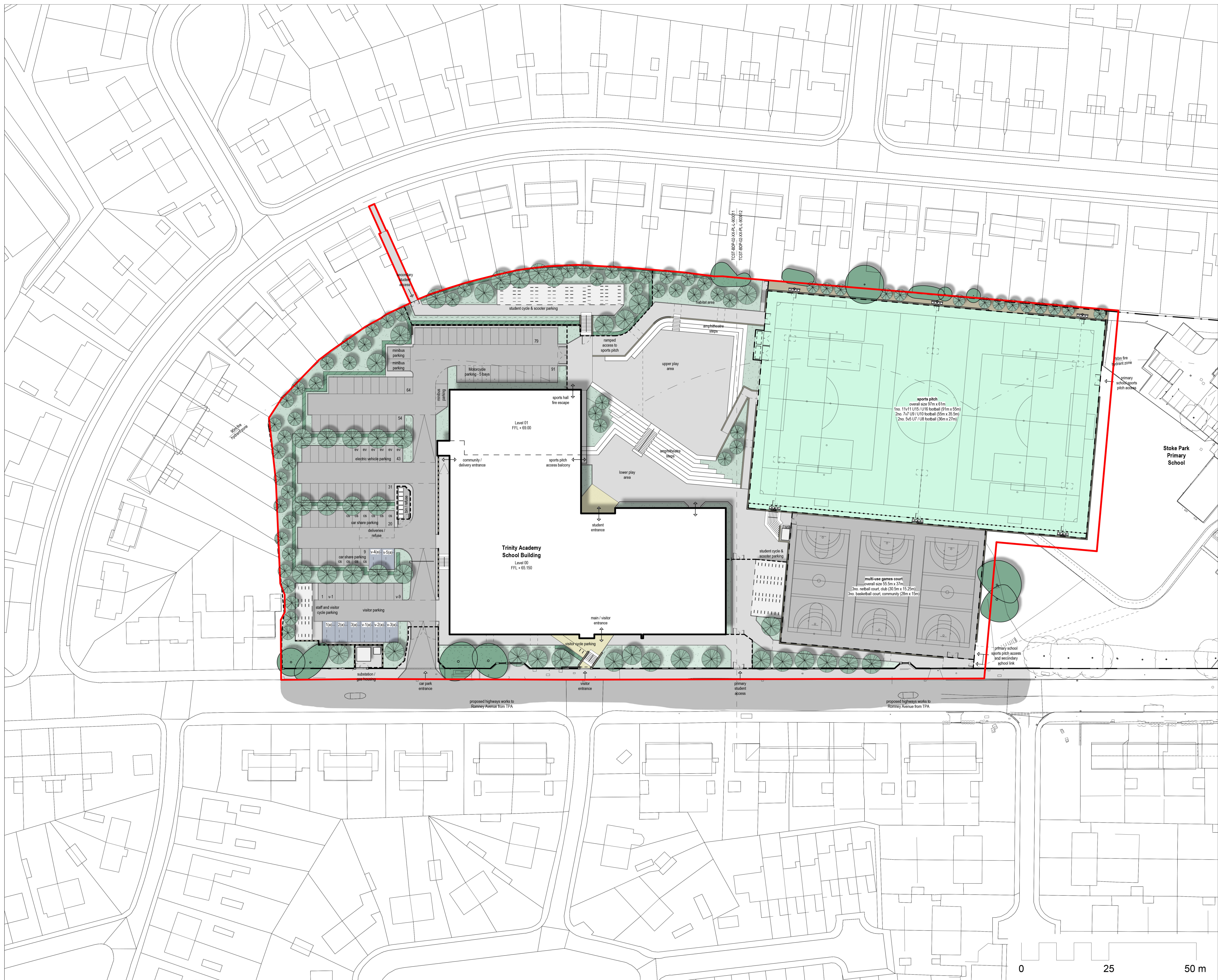
N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

## **Supporting Documents**

### **3. Land Southwest Of Stoke Park Primary School, Romney Avenue.**

1. Site plan
2. Sports pitch sections
3. 3D – Aerial view
4. 3D view – External view 1
5. 3D view – External view 2
6. Lux lighting plan



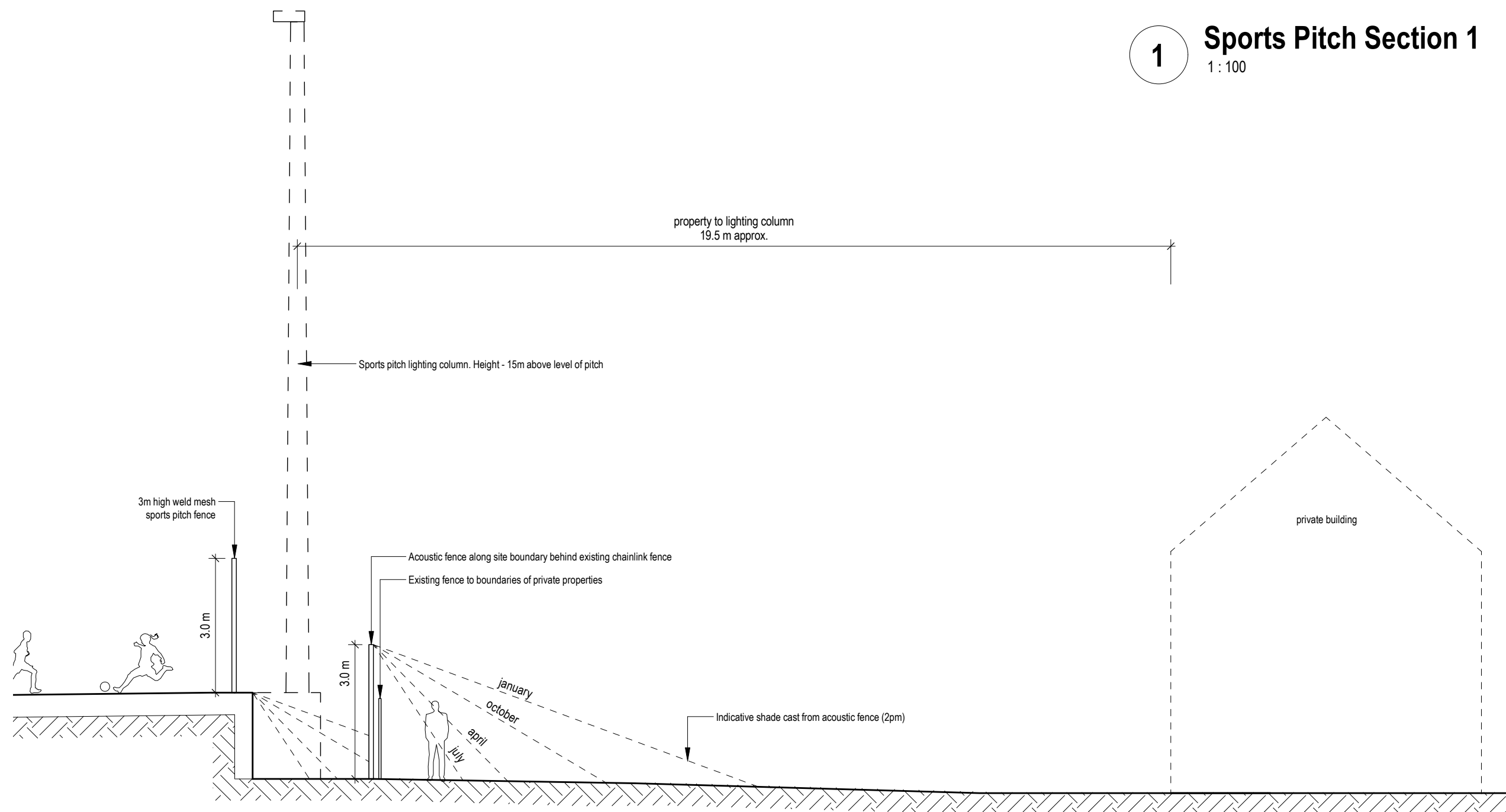


**Illustrative Site Plan**  
Bristol Schools, Trinity Academy  
Cathedral Schools Trust

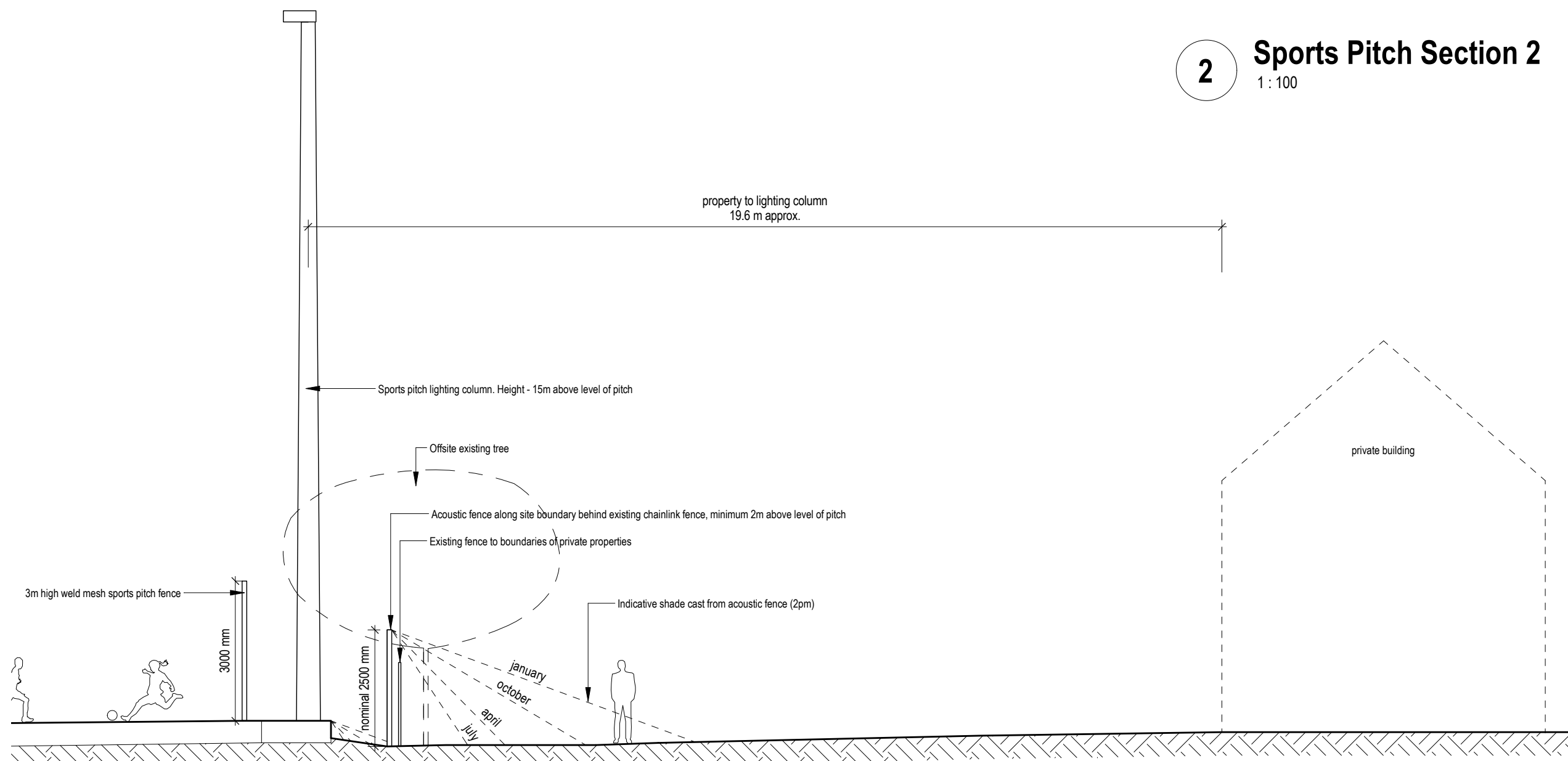
TCST-BDP-02-XX-PL-L-903002  
S2 - Suitable for Information  
29.03.19 P05  
1:500 @ A1

**BDP.**

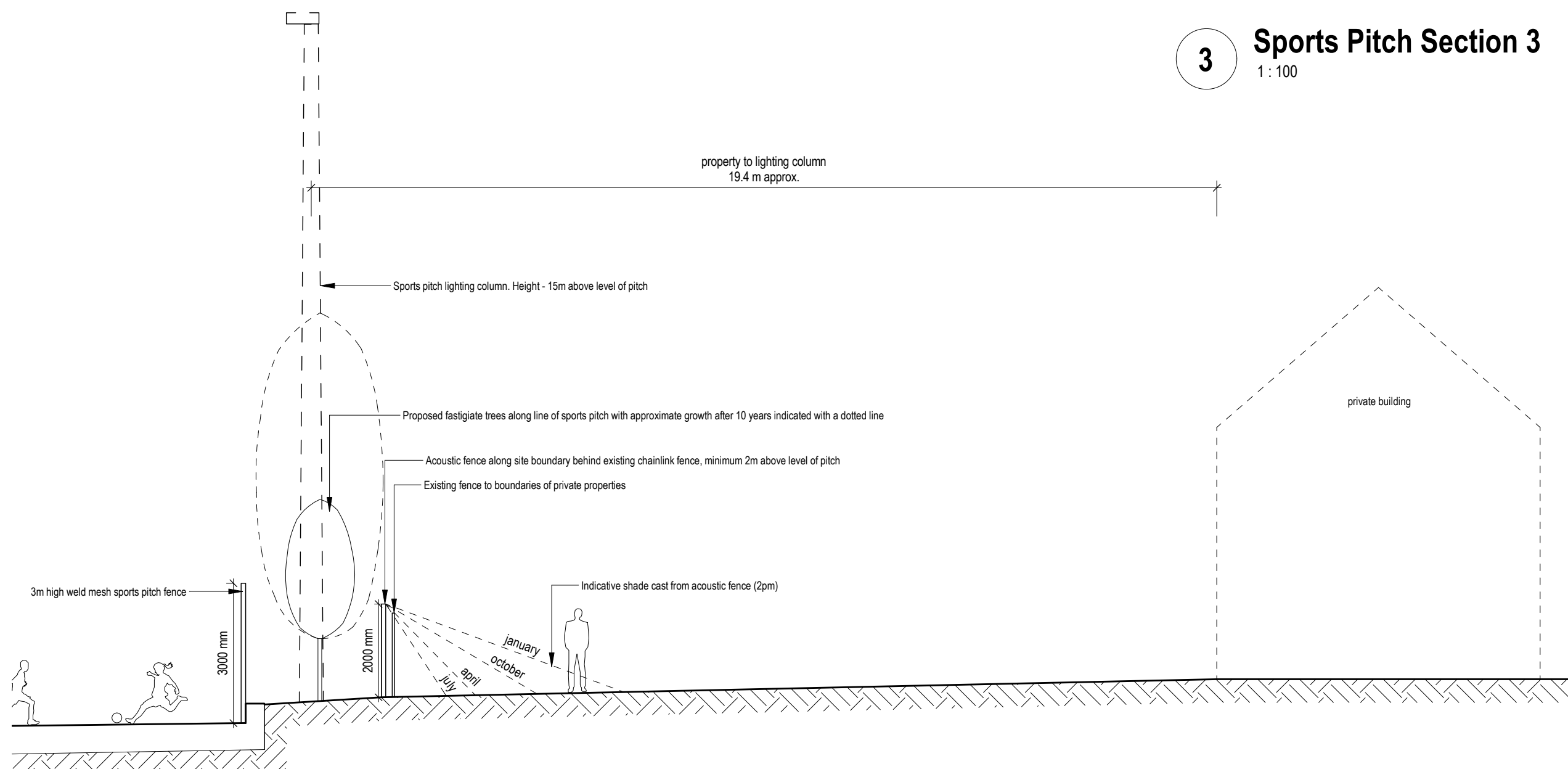




1 Sports Pitch Section 1  
1:100



2 Sports Pitch Section 2  
1:100



3 Sports Pitch Section 3  
1:100

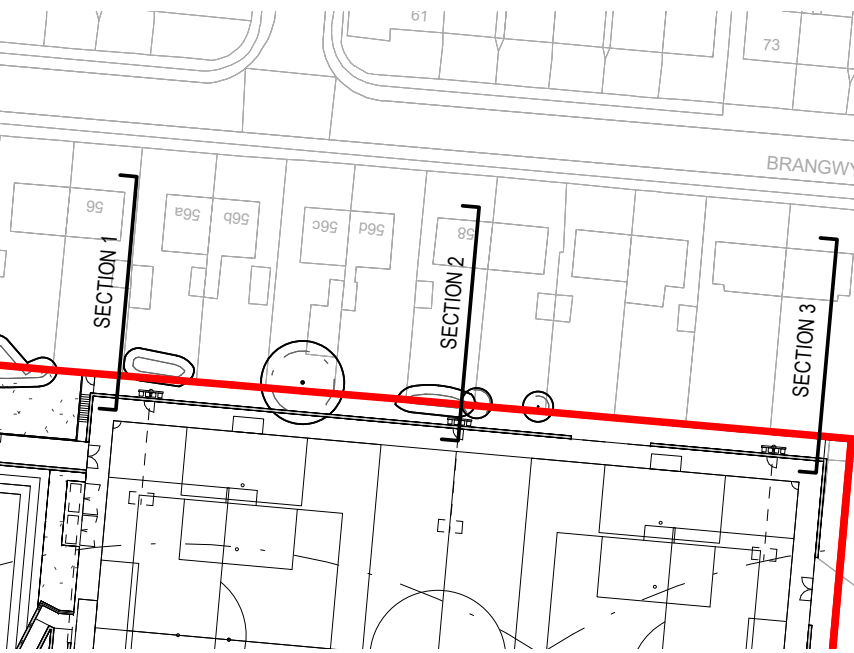


Indicative acoustic timber fencing

The Integrated Education & Capital Strategy

Project: Bristol Schools

- Notes:
1. Do not scale from this drawing
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  3. Report all discrepancies to the Drawing Originator immediately
  4. This drawing is to be read in conjunction with all relevant documents and drawings
  5. This document is a briefing tool aimed at illustrating the required design intent for a Skanska project. Design responsibility remains with the design team and all information should be checked for suitability on a project by project basis.
  6. Drawings shall be read in conjunction with the following before work commences:
    - The BDP CDM Design Issues Risk Register - TCST-BDP-XX-XX-SH-A-090001
    - The CDM/Risk Series of Drawings - TCST-BDP-XX-XX-PL-A-097777
    - The Project CDM Risk Register - TCST-SUK-XX-XX-SH-W-090001



Sports Pitch Section Locations

P02	05.04.19	Dimensions and sun path added	MH	MH
P01	26.02.19	First issue	MH	MH
Rev	Date	Description	Drawn	Check
Revision Schedule				

**SKANSKA**  
240 Park Avenue  
Aldersley  
Birmingham  
B47 9JY  
United Kingdom  
T +44 (0)121 792 9861

Drawing Originator  
**BDP.**  
www.bdp.com

7 Hill Street  
Bristol  
BS1 5RW  
United Kingdom  
T + 44 (0)117 929 9861

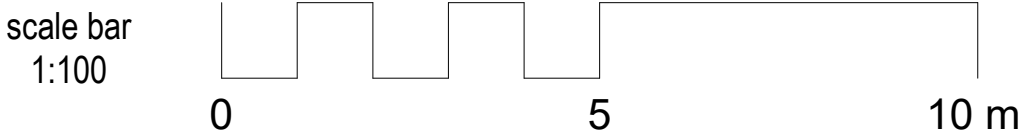
Drawing status - code and description  
**S2 - Suitable for Information**

Project Name **Trinity Academy**

BDP Project Number P2008477	Date First Issued 01/23/19	Scale As indicated
--------------------------------	-------------------------------	-----------------------

Title  
Original drawing sheet is A1

Sports Pitch Sections



PROJECT	ORIGIN	VOLUME	LEVEL	TYPE	DESCR	NUMBER	REVISION
TCST-BDP-02-XX-SK-L-902004						P02	





The Integrated Education & Capital Strategy

Project:  
Bristol Schools

Notes:

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- 6. Drawings shall be read in conjunction with the following before work commences:
  - The BDP CDM Design Issues Risk Register - TCST-BDP-XX-XX-SH-A-090001
  - The CDM Risk Series of Drawings - TCST-BDP-XX-77-PL-A-097777
  - The Project CDM Risk Register - TCST-SUR-XX-XX-SH-W-090001

P03

04.04.19

Changes to reflect comments

JS

SS

P02

29.03.19

Issue for Planning

JS

SS

P01

07.12.18

First Issue

JS

SS

Rev	Date	Description	Drawn	Chkd
Revision Schedule				

SKANSKA

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Almondsbury  
Bristol  
BS32 4SY

SKANSKA

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B3 2HB  
United Kingdom  
T +44 (0)121 212 3553

S2 - Suitable for Information

Project Name Trinity Academy

BDP Project Number	Date First Issued	Scale
P2008477	07/12/18	
Title		

3D View - Aerial View

Original drawing sheet is A1

PROJECT	ORIGIN	VOLUME	LEVEL	TYPE	DISCP	NUMBER	REVISION
TCST-BDP-XX-XX-VS-A						011402	P03

NOT REPT





The Integrated Education & Capital Strategy

Project:  
Bristol Schools

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    - The CDMRisk Series of Drawings - TCST-BDP-XX-77-PL-A-097777
    - The Project CDM Risk Register - TCST-SUK-XX-XX-SH-W-090001

P02	29.03.19	Issue for Planning	JS	SS
P01	07.12.18	First Issue	JS	SS
Rev	Date	Description	Drawn	Chkd
Revision Schedule				

SKANSKA

240 Park Avenue  
Aston West  
Almondsbury  
Bristol  
BS32 4SY

Drawing Originator

**BDP.**  
www.bdp.com



158 Edmund Street  
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United Kingdom  
T +44 [0]121 212 3553

Drawing status - code and description  
S2 - Suitable for Information

Project Name  
Trinity Academy

BDP Project Number	Date First Issued	Scale
P2008477	07/12/18	
Title		
Original drawing sheet is A1		

3D View - External View 1





# The Integrated Education & Capital Strategy

Project:  
Bristol Schools

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    - The Project CDM Risk Register - TCST-SUK-XX-XX-SH-W-090001

P01		29.03.19	Issue for Planning	JS	SS
Rev	Date	Description		Drawn	Chkd
Revision Schedule					

SKANSKA

240 Park Avenue  
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BDP.

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158 Edmund Street  
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Drawing status - code and description

S2 - Suitable for Information

Project Name Trinity Academy

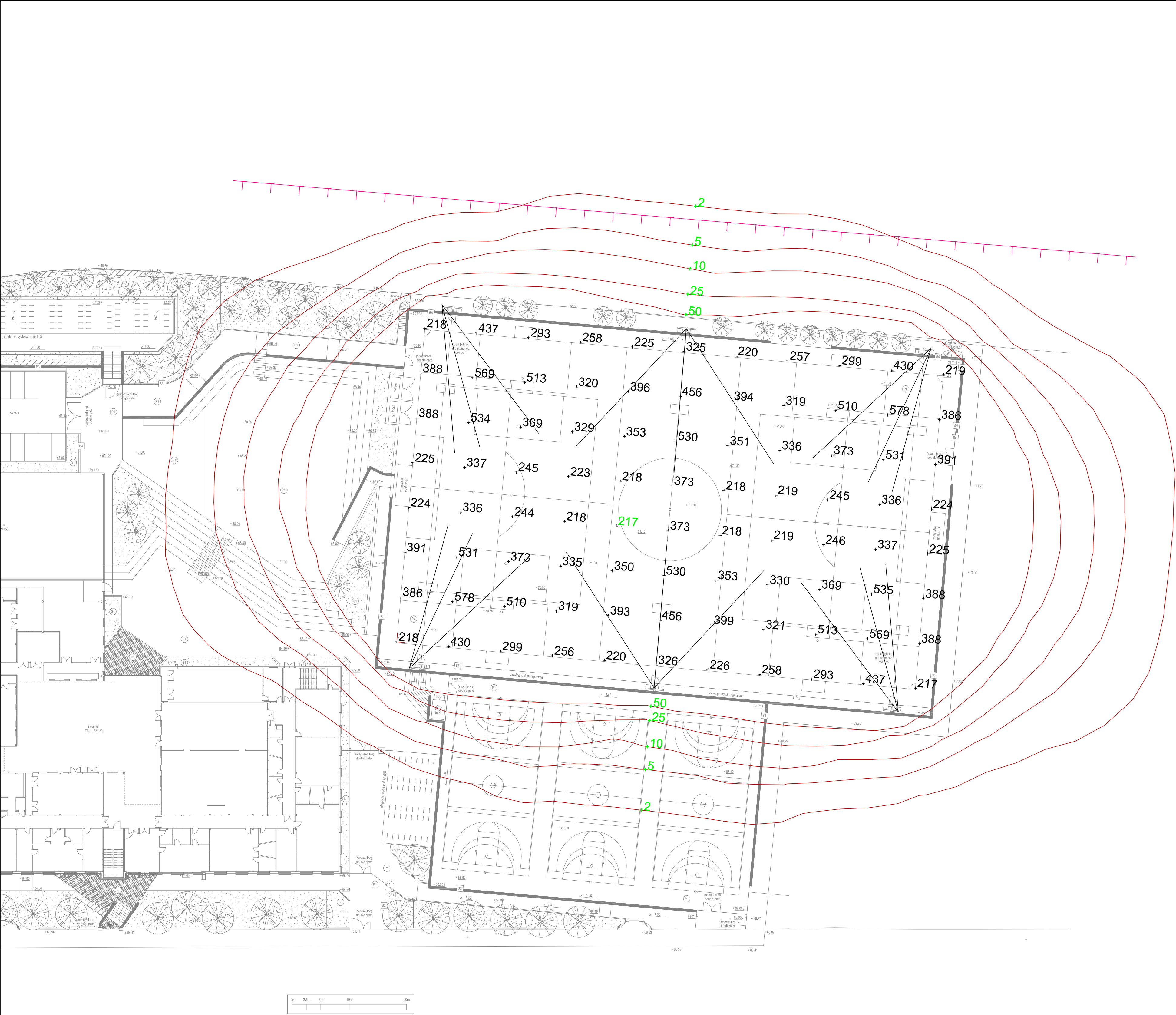
BDP Project Number	Date First Issued	Scale
P2008477	03/15/19	

Title

Original drawing sheet is A1

3D View - External View 2





FLOODLIGHTING EQUIPMENT:  
6 x 15M MASTS (MI-M6)  
MI-M6.....3 x WS200/I550W/LED/SB

ILLUMINANCE LEVELS:  
SPECIFIED LEVELS  
MAINTAINED  
E.M.AVE = 200 LUX

UNIFORMITY  
EMIN/EAVE = 0.6

CALCULATED LEVELS  
MAINTAINED  
E.M.AVE = 313 LUX

UNIFORMITY  
EMIN/EAVE = 0.62

MAX GLARE RATING = 50

GRID VALUES IN LUX  
GRID = 88 POINTS  
CONTOUR VALUES IN LUX  
CONTOURS 2,5,10,25,50 LUX

MAINTENANCE FACTOR: 0.90  
BASED UPON:  
- LUMINAIRES DEPRECIATION DUE TO DIRT  
- MEDIUM POLLUTION  
- PRE-SEASON CLEANING OF FLOODLIGHTS  
- LED LIFETIME: 35,000HRS

PLEASE NOTE: THIS DESIGN HAS BEEN PRODUCED AS AN FLAT OPEN AREA

**Obtrusive Light - Compliance Report**

CIE 150:2003, Pre-Curfew, E3 - Suburban  
Filename:  
20/11/2018 14:35:43

**Illuminance**  
Maximum Allowable Value: 10 Lux

Calculations Tested (2):	Test
Max.	
Calculation Label	
Results Illum.	
BRANGYWN GROVE_III_Seg1	PASS
5	
ROMNEY AVENUE_III_Seg1	PASS
1	

**Luminous Intensity (Cd) At Vertical Planes**  
Maximum Allowable Value: 10000 Cd

Calculations Tested (2):	Test
Calculation Label	
Results	
BRANGYWN GROVE_Cd_Seg1	PASS
ROMNEY AVENUE_Cd_Seg1	PASS

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Project:  
Bristol Schools

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KEY CDM RESIDUAL DESIGN AND ENVIRONMENTAL RISKS
IN ACCORDANCE WITH THE CONSTRUCTION DESIGN MANAGEMENT REGULATIONS 2015, THE DOCUMENT ORIGINATOR HAS UNDERTAKEN A DESIGN RISK ASSESSMENT FOR THE ELEMENTS SHOWN ON THIS DOCUMENT. THE ABOVE ARE ONLY THE KEY RISKS THAT WERE IDENTIFIED DURING THE RISK ASSESSMENT. FOR A COMPREHENSIVE LIST PLEASE REFER TO THE DESIGN RISK ASSESSMENT.

SKANSKA  
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JKP Jones King  
CONSULTING ENGINEERS  
Quayside 40-58 Hotwell Road  
Bristol BS8 4UQ  
t 01179221681  
e office@jonesking.com  
www.jonesking.com

Drawing status - code and description  
S2 - SUITABLE FOR INFORMATION

Project Name  
TRINITY CATHEDRAL SCHOOLS TRUST

Approved by	Approved Date	Scale
		1:400@A1

Title  
EXTERNAL LIGHTING  
ISOLUX PLOT  
SHEET 2 OF 2

PROJECT	ORIG	VOLUME	LEVEL	TYPE	DISC	NUMBER	REVISION
TCST	JKP	02	ZZ	DR	E	630501	P02