

WARD: Central **CONTACT OFFICER:** Peter Westbury
SITE ADDRESS: Avon Fire And Rescue Service Headquarters Temple Back Bristol BS1 6EU

APPLICATION NO: 19/01255/F Full Planning

DETERMINATION DEADLINE: 28 September 2019

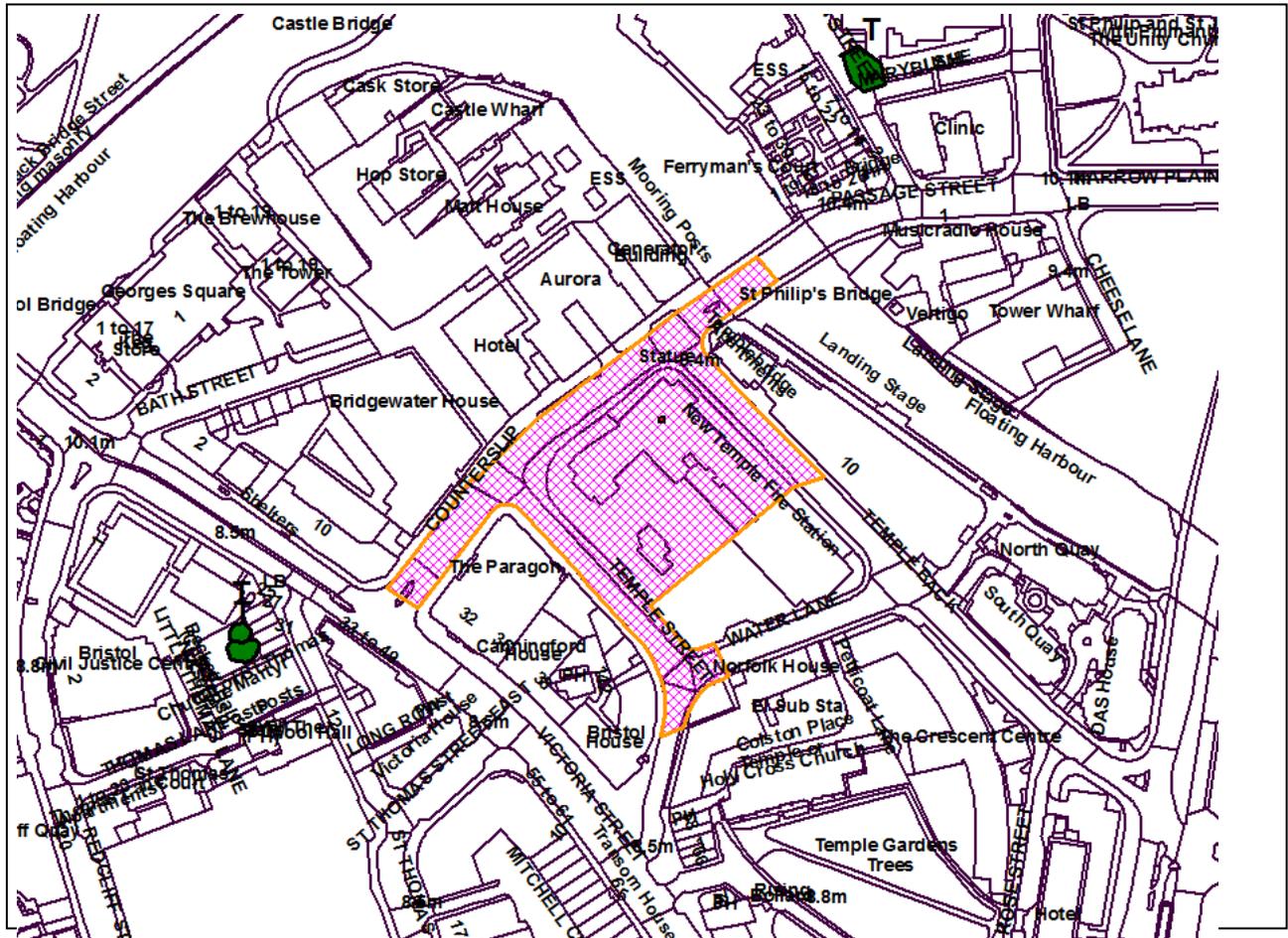
Demolition of existing buildings to facilitate mixed use office (Use class B 1) and residential (318 Units Use class C3) redevelopment including amenity space and cycle and car provision, with vehicular access, servicing arrangements, public realm works and landscaping (Major Application).

RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Avison Young
St Catherine's Court
Berkeley Place
Bristol
BS8 1BQ
APPLICANT: Bruton(PCDF IV Bristol FS) LLP
(T/as Cubex)
C/o Agent

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

LOCATION PLAN:



Development Control Committee B – 25 September 2019**Application No. 19/01255/F : Avon Fire And Rescue Service Headquarters Temple Back Bristol BS1 6EU****1.0 REASON FOR REFERRAL**

1.1 This application is brought to Committee as it relates to a key city centre regeneration site for which there has been significant local interest. There has been no Member referral.

2.0 BACKGROUND

2.1 This application follows extensive discussion between your Officers and the Applicants both prior to submission and during the consideration of the application. These discussions have led to amendments being made to the scheme including a reduction in the size of the proposal and a reduction in the number of residential units proposed (318 reduced to 295).

2.2 This is an application for full planning permission for the demolition of existing buildings to facilitate mixed use office (Use class B1) and 295 residential units of which 231 will be for 'Build to Rent' accommodation (use class C3) alongside policy compliant affordable housing (64 units) with associated servicing and landscaping at the former Avon Fire and Rescue Headquarters on Counterslip. The former headquarters building is currently vacant.

2.3 At the time of the preparation of the report, 74 representations had been received, of which 55 objected to the proposal. The Bristol Civic Society has also objected to the application.

2.4 Key issues for the Committee Report concern the principle of development for Build to Rent accommodation, the acceptability of the design of the proposals (including the advice of the City Design Group), the assessment of heritage assets (including comments from Historic England), amenity issues, the provision of affordable housing, sustainability and transport impact.

2.5 In October 2018, the Local Planning Authority provided the Applicants with a formal screening opinion confirming that an Environmental Statement was not required (18/05320/SCR).

3.0 SITE AND SURROUNDING AREA

3.1 The application site is the former headquarters of Avon Fire and Rescue, located to the south of Counterslip between its junctions with Temple Back to the north east, and Temple Street to the south west. The site is surrounded by office and residential development of varying height and the replacement fire station at the junction of Temple Back and Water Lane. On the opposite side of Counterslip to the north of the site is the Finzels Reach development and the Grade II* listed Former Tramway Generator Station. To the south is Victoria Street with office development and beyond is the Redcliffe Quarter development site. To the south east is the Grade II* listed Temple Church and Temple Gardens which are also a Scheduled Monument.

3.2 The existing three storey building fronting Counterslip is a vacant office and sits on a level site with associated parking and training tower behind.

3.3 The application form indicates that the site has an area of 1.092 hectares. The site is the vacated part of the former Fire Authority headquarters, which was disposed of by the Fire Authority once the central fire station had been re-provided on the southernmost part of the site. The application site is approximately two thirds of the size of the original Fire Authority land holding.

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- 3.4 The application site is located within Redcliffe Conservation Area which abuts the City and Queen Square Conservation Area to the north and west. It is located to the south of the Floating Harbour, within the North Redcliffe area of the city centre of Bristol and within the Bristol Central Area, as defined within the Bristol City Council Core Strategy (2011).
- 3.5 Policy BCAP SA6 of the Bristol Central Area Plan SA6 of the Bristol Central Area Plan (SA607 – Fire Station, Temple Back) allocates the site for mixed use office and residential redevelopment. The site is also located within the Temple Quarter Enterprise Zone (land identified as a key zone for economic growth by the West of England).

4.0 DETAILS OF APPLICATION

- 4.1 This is an application for full planning permission for the demolition of all existing buildings on the site to facilitate mixed use development. The development would comprise both office and residential development and associated improvements to the landscaping both of the site and the roads immediately surrounding it.

Office development.

- 4.2 The proposed office development comprises 15,600 square metres (Use Class B1) within a block at the junction of Counterslip and Temple Street comprising eight storeys and to a height of 43m. The entrance to the proposed office would be at the junction of Temple Street and Counterslip.

Residential development

- 4.3 The proposed 'Build to Rent' residential development (Use Class C3) within a block comprising a 16 storey tower (63m tall) above the main entrance at the corner of Counterslip and Temple Back, together with blocks to be positioned along the boundary of the site with Temple Back between Counterslip and the fire station.
- 4.4 Following revision, the residential element of the scheme comprises 295 residential units including 231 purpose built 'Build to Rent' units development (231 units) and 64 affordable homes (policy compliant 20% of total).
- 4.5 The 64 affordable units would be accessed from Temple Street. The units would be provided in a ten storey block (43m tall) incorporating a garden at Level 10. 60 of the units would be secured by Legal Agreement.

Build to Rent

- 4.6 The form of residential development proposed here is referred to as "Build to Rent" which is defined in the National Planning Policy Framework (NPPF) as:

"Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control." (NPPF, Annex 2, Glossary)

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- 4.7 It is therefore perhaps helpful to think of this form of residential development being a cross between hotel style accommodation and private rented accommodation. It is not unique to Bristol. For example, the development at the former Ambulance Station in short walking distance of the application site, also incorporates Build to Rent residential accommodation. However, it is considered that this sets no precedent and that this application must be considered on its own merits.
- 4.8 The Development Plan includes no policy for this form of housing and indeed nationally, policy is only beginning to emerge. For example, the emerging London Plan includes Policy H13 that sets out requirements for proposed development to qualify as Build to Rent. For example, schemes would need to include at least 50 dwellings and would need a covenant to ensure that the units are held as this form of housing for at least 15 years. There is a requirement that there is a unified management of all the units.
- 4.9 In this case, the applicants have indicated that all units would be supported by a dedicated concierge and that a management company would oversee the upkeep of all units.
- 4.10 The scheme also includes associated amenity space and cycle and car provision, with vehicular access, servicing arrangements, public realm works and landscaping.

The Schedule of Accommodation for the Build to Rent accommodation

- 4.11 This is as follows:

Floor	Number of Build to Rent Units on each floor	Split	Other uses
Ground	8	7 x 1b and 1 x 2b, All single aspect	Double height entrance hall with mezzanine floor and Concierge at Main Entrance at the junction of Counterslip and Temple Back Delivery Store Refuse District Heating Plant Room Heating Plant Room
1	22	2x studio(1bed) 14 x1bed 6x2bed	
2-6	23	1x studio(1bed) 14 x1bed 8x2bed	
7	21	1x studio(1bed) 14 x1bed 6x2bed	
8	20	1x studio(1bed) 13 x1bed 6x2bed	

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9	13	Portion facing Counterslip: 1x studio(1bed) 2 x1bed 3x2bed Portion facing Temple Back and the Fire Station: 4 x 1b 3 x 2b, including 2 facing the Fire Station and Water Lane and 1 facing Temple Back and the Fire Station	Includes access into the residents' roof garden
10	12	Portion facing Counterslip: 1xStudio (1bed) 1x1bed 3x2bed Portion facing Temple Back and the Fire Station: 4 x 1b 3 x 2b, including 2 facing the Fire Station and Water Lane and 1 facing Temple Back and the Fire Station	
11-14	5	1xStudio (1bed) 1x1bed 3x2bed	
15			Residents' Amenity Space
	231		

Affordable Housing

- 4.12 Following on from negotiation between the Applicants and BCC Housing Delivery Team, the provision of affordable has been amended to incorporate 60 units (20% of the total number on the site). The tenure split of the 60 units is proposed to be (23%) 14 Shared Ownership units; (77%) 46 Social Rented units);
- 4.13 The affordable housing block is separate to the Build to Rent units, although the plans indicate that there is joint access to the ground floor amenity space and the disabled parking. Separate provision is made for cycle parking.

The Schedule of Accommodation of the Affordable Units.

Storey	Number of Units on each floor	Split	Other uses
Ground	0		Bike Store for 87 bikes Refuse store Stairwell

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			Lift Lobby
1-5	8	5 x 1b 3 x 2b	Social Rent Accommodation (40)
6	6	4 x 1b 2 x 2b	Social Rent Accommodation (6)
7	6	5 x 1b 1 x 2b	Shared Ownership (6)
8	6	5 x 1b 1 x 2b	Shared Ownership (6)
9	6	5 x 1b 1 x 2b	Shared Ownership (2) Additional Shared Ownership (4)
	64		

Amenities Provided

- 4.14 A key feature of Build to Rent residential development is that future occupiers buy into the provision of amenities that they all can use. In this case, the scheme includes the provision of an entrance lobby with concierge service, communal roof gardens at Levels 7 and 9. In addition, at the top of the proposed tower on Level 15 provision is made for an internal and external amenity area to allow residents to have available a variety of spaces for socialising. In support of their application, the Applicants have also submitted a Broadband Connectivity Assessment that indicates that superfast broadband infrastructure will be provided to a central location and then distributed to each of the residential units.
- 4.15 Although yet to be confirmed, the Applicant's Design and Access Statement indicates that:
- “The cycle entrance running alongside the main entrance, is designed to be a hard surfaced, inside-outside, flexible space which could accommodate other uses. The atmosphere is envisaged to be fresh, natural and connected.
- 4.16 This space could be well leant to health and wellbeing uses, with the surfaced inside outside feel ideal for yoga practice and other static sporting activities.”
- 4.17 The affordable housing provision will incorporate a rooftop ‘biodiversity garden’

Parking provision

- 4.18 The application proposal includes the following provision:
- Residential: 15 spaces (6 wheelchair spaces / 9 standard spaces)
Office: 43 spaces (5 wheelchair spaces / 38 standard spaces)

Cycle Parking

- 4.19 The application proposal includes the following provision:
- Residential: 424 spaces (337 Build to Rent / 87 Affordable)
Office: 136 spaces

Alterations to the highway

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- 4.20 The application proposal includes various alterations to the surrounding highway:
- A crossing from the Finzels Reach development across Counterslip to the proposed office development entrance at the junction of Temple Street and Counterslip.
 - Loading bay and Car Club Parking in Temple Street with associated landscaping.
 - Loading bay on Temple Back with associated landscaping.
- 4.21 Following discussion with the Applicant, the following amendments have been made:
- Amendments to the massing of the built form along Temple Back, reducing the height of the interlinking section by two storeys and narrowing the width of the tallest element at the junction of Counterslip and Temple Back;
 - Introducing additional material detailing on the southern elevation facing Water Lane;
 - Alterations to the Coopers Court's entrance along Temple Street;
 - Introduction of additional roof terrace amenity space as part of the Coopers Court building;
 - Amendments to the public realm proposals to address the comments of BCC Transport Development Management, Bristol Cycling Campaign and Bristol Walking Alliance.

Public Art

- 4.22 There is a commitment to complete a Public Art Strategy prior to the commencement of development and this will be secured by condition.

Environmental Impact Assessment

- 4.23 A formal Environmental Impact Assessment (EIA) Screening Request was submitted to Bristol City Council on 9th October 2018. BCC issued a formal Screening Opinion on 23rd October 2018. The Screening Opinion confirmed that the impacts of the proposed development are localised and do not constitute major development which is of more than local significance; the locality is not sensitive or vulnerable to the extent that the proposed development would be likely to have significant environmental effects and the development is not one with complex or hazardous effects. The Council's overall conclusion was that the proposed development would not have significant effects on the environment, such that the proposed development does not constitute EIA development and an Environmental Statement is not required.

5.0 RELEVANT PLANNING HISTORY

- 5.1 The following planning decisions are relevant:

14/04396/F: "Partial demolition of existing fire station to facilitate a proposed new operational Fire Station, including training facilities, parking and landscaping at the southern end of the site with access off Water Lane and 5 no. appliance bays to Temple Back. Granted permission on the 20th February 2015.

14/04531/F: "Demolition of part of existing Fire Station at southern end of site at Temple Back / Water Lane junction". Granted permission on 14th November 2014.

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6.1 The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.

“S149 of the Equalities Act 2010 provides that a public authority must in the exercise of its functions have due regard to:

(a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it

(c) foster good relationships between persons who share a relevant characteristic and those who do not share it.

6.2 During the determination of these applications due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. In their assessment of these applications your officers are satisfied that any adverse impacts can be addressed and mitigated through the detailed design of the buildings and the imposition of appropriate conditions.

7.0 COMMUNITY CONSULTATION

7.1 A Statement of Community Involvement (SCI) has been submitted in support of the application.

7.2 Process: The SCI advises that the developer undertook a public consultation event on the 11th December 2018 between 3pm and 7pm. In addition, it states that Neighbouring residents, including residents of Templebridge apartments and Water Lane apartments, were invited to attend the public consultation, as were neighbouring businesses, including occupants of The Paragon, Canningford House, Bristol House, the Cornubia Public House, and the Avon and Somerset Fire Authority. The locally elected Ward Councillors were also invited to attend. Other key stakeholders were also notified of the consultation event via e-mail, including Bristol Cycling, the Victorian Society, Bristol Neighbourhood Planning Network; Avon and Somerset Police; the Conservation Advisory Panel; Redcliffe Forum; the Bristol Civic Society; Redcliffe Residents' Action Group and Redcliffe Futures.

7.3 Outcomes: In respect of the event, the Statement indicates that 30 people attended the exhibition and 23 people provided their name and contact details. The table (at Appendix 1) summarises the Applicants summary of the comments received and the Applicants' response. This is summary of why the Applicants consider that their design solution is correct, rather than a summary of how the Applicant has amended the scheme to address the concerns that were received.

8.0 RESPONSE TO PUBLICITY AND CONSULTATION

8.1 The application was submitted and validated on the 12th March 2019. Site notices were displayed and letters were sent to 316 nearby properties.

8.2 In response to the proposals as submitted from interested parties, at the time of the preparation of this report, 72 representations had been received.

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- 8.3 55 representations have been received objecting to the application which, in summary, make the following comments:

Principle of development (Key Issue A)

Concern that the proposals represent over-development of the site with respect to its area which will also strain local community facilities such as retail, leisure, health care, child care and education.

The proposed development gives no respect to the surrounding environment and neighbours. It also gives no respect to the potential future residents who will suffer from the lack of sunshine, lack of landscape, wind turbulence, noise and pollution. Therefore the planning application should be rejected and the developer's plans revised.

The proposal is inconsistent with the Urban Living SPD (for reasons set out elsewhere in this summary of representations received), but also:

- It will not create more balanced communities:

“The proposed model of shared communal space would seem likely to attract younger people as "starter" living. It would seem unlikely to attract families, or middle aged people seeking more living space. In addition if the "build to rent" model fails to attract the demographic the developer seems to be seeking (young, working people), the dwellings would seem suitable for conversion to student accommodation.”

- “The proposed model of shared communal space would seem likely to attract younger people as "starter" living. It would seem unlikely to attract families, or middle aged people seeking more living space. In addition if the "build to rent" model fails to attract the demographic the developer seems to be seeking (young, working people), the dwellings would seem suitable for conversion to student accommodation.”

- The proposal will fail to build a sense of community.

- It will depart from the prevailing character of the area.

- The very high density of the development does not meet the expectations of the SPD

The proposal is inconsistent with the SPD3 “Future of Redcliffe”.

As the proposal is inconsistent with the present spatial strategy in SPD 3, a design analysis would be expected.

“The proposed development lacks cultural & social opportunities. There's been plenty of residential and office buildings and introducing another 300 apartments will only increase the monotony. Why not trying to convert the existing building and propose sport facilities (the existing tower could be a great climbing wall)”

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The proposed structure is out of keeping with the surrounding area: "Such a development would not improve the character of the area, making it feel more harsh, generic, darker and more enclosed."

Concern that a 15 storey building is far too excessive.

"Standard set in this area of North Redcliffe is for between 6 and 8 floors (not 11 to 16) as adhered to by adjoining properties such as Finzels Reach and the Paragon. It is noted that Redcliffe Quarter development has reduced requested number of floors to comply with this requirement."

The location of the single entry to the tower block again, exactly opposite Templebridge Apartments gives me grave concern as it will be a meeting place for people, and stopping point (illegally) for vehicles.

"Once again I'm saddened to see developers thinking that the sky is the limit with massive developments in central Bristol! 15 Storeys in this location is an excessive and insensitive impact to the history and cultural assets of the area like Temple Church."

"The proposed development, by reason of its siting, scale, massing, urban form and architectural detailing fails to contribute positively to the urban character and identity of the area and as such fails to create or reinforce local distinctiveness. The proposed development is therefore contrary to policies BCS2, BCS20 and BCS21 of the Core Strategy (2011); policies DM26, DM27 and DM29 of the Site Allocations and Development Management Policies (2014); policy BCAP47 of the Bristol Central Area Plan (2015) and the provisions of the National Planning Policy Framework."

A Wind & Microclimate Analysis should be requested.

Heritage (Key Issue C)

"The scale of the development is totally inappropriate for this location in a Conservation Area particularly when there is already so much development happening."

The proposal (in particular the proposed tower) will negatively impact on visibility of historic structures such as the Generator Building and Temple Church.

The proposal will destroy the "pre-eminence" of the Generator Building.

"The low level Old Temple Fire station acted as a relief to historic assets in this area and although not a worthy building in it's own right it had an important function in not overwhelming historic views and assets such as the lovely The Kings Head, Shakespeare 1636 (orig) and Cornubia pubs circa 1775 (already hidden away and now to be massively overshadowed), the Tramways Generator building and Temple Church let alone other buildings on Victoria street which are circa 15th century. The DRG building, although accepted now, is a good looking but tall building, unlike this one, but I'm sure we would not want substantially more of them in the locale when the street view and Bristol's historic legacy is obscured - the History of The Knights Templars and Bristol is truly important and the tragedy of WWII and it's impact on the centre of Bristol should not be overshadowed by poor design that arguably does more damage to Bristol than the Luftwaffe did!"

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There is a concern that too much building work is already happening in this area.

“We have already been living on a building site for the last 2-3 years with dust, noise and disruption, so the thought of this extending for another 3-5 years is very concerning.”

Particular concern has been expressed by surrounding residents (particularly of those in Templebridge Apartments) that the proposal will lead to a harmful loss of sunlight and daylight and lead to unacceptable overshadowing. Concern has been made about the impact on Templebridge apartments and Ferrymans Court. The following comments have been made:

“The impact of this building will be devastating on my quality of life and mental health. The daylight analysis itself acknowledges this, but then dismisses the issue by saying if you average my light with my neighbours who instead overlook the river, then this is fine. Well unfortunately my neighbours who overlook the river can't share their daylight with me. So this 'averaging' of daylight across our entire building is a ridiculous theory, that doesn't resolve any issues in the real world.”

The residents of Templebridge Apartments have commissioned an analysis of the Sunlight and Daylight Report. The conclusion reached is as follows:

“We have not carried out technical analysis of our own. I have relied upon the results of the analysis carried out by Rapleys. I have been supplied with typical floor layouts of the of the Templebridge Apartments and note that the Rapleys assessment is mostly correct, however it has excluded the kitchens to the rear of the R5 on each floor. If the rooms were assessed correctly, with the full extent of the rooms included, the daylight distribution results would be greatly reduced. I have included a plan of the rooms with this letter. (Unable to include here)

The results of the technical study clearly indicate an impact upon the daylight and sunlight amenity within the building that it is beyond what would be considered acceptable when considered in line with the guidance set out by the BRE guide, that is used as a reference within the report.

Daylight - Vertical Sky Component and Daylight Distribution

On each floor within the building, all rooms and windows which face the site will experience reductions in VSC and DD significantly beyond the levels set out in the BRE guide.

For VSC, the BRE states within its guidance that:

"If the VSC, with the new development in place, is both less than 27% and less than 0.8 times its former value, occupants within the existing building will notice the reduction in the amount of skylight. The area lit by the window is likely to appear more gloomy and electrical lighting will be needed more of the time."

The report shows that of the windows facing the site, ALL will experience reductions in VSC levels of between 39% to 88%, significantly beyond the maximum 20% recommended in the BRE guidance. Many of the larger reductions occur on the upper floors to the kitchen/living room areas, which have a greater expectation of natural light, as set out in the BRE.

All the windows which fail the analysis (with the exception of two) will be left with VSC values of less than 15%, which according to s2.1.6 of the BRE guide will leave the room with light levels that will be "very difficult to provide adequate daylight...".

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In terms of daylight distribution, the BRE also states its recommendations as:

"If, following the construction of a new development, the no sky line moves so that the area of the existing room, which does receive direct skylight, is reduced to less than 0.8 times its former value, this will appear noticeable to the occupants, and more of the room will appear poorly lit."

As can be seen from the results in the report, the impact upon all the rooms facing the site will fail this test, in most cases, quite severely - one room, at sixth floor level, will experience an 87% reduction in the visible sky line area with the proposed development in place. None of the single aspect rooms facing the site will enjoy DD levels above 55% - significantly below the 80% target recommended by the BRE.

I acknowledge that the BRE suggests that the guidelines must be applied flexibly, but it is clear from these results that the impact upon Templebridge Apartments is beyond that which could be considered "satisfactory" or "deemed acceptable", as stated within the Rapleys report. Clearly there will be reductions in the amenity currently enjoyed by the residents within the building that, we suggest, are not in keeping with flexibility suggested in the BRE guide, nor with the Local Planning policy.

Furthermore, the BRE guidance also sets out methods of setting alternative methods of target values in Appendix F of the guide, for situations such as this, none of which have been explored. Whilst we have not carried out any additional analysis, I would suggest that the overbearing massing of the scheme, which is directly in front of one of the few residential areas surrounding the site, would not meet any of them. In particular the 'mirrored massing' study, or the Average Daylight Factor assessment, which takes into account the room layouts and sizes (and has been carried out within the proposed scheme).

The Templebridge Apartments, being relatively recently constructed, have clearly been designed with the daylight and sunlight amenity to its future residents in mind. The impact upon this from the proposed development at the Former Avon Fire and Rescue Site is, in our view, beyond that which could be considered acceptable when considered against Local Authority policy."

No information for the loss of daylight in the lounges of flats 1, 5, 9, 13 and 17.

Concern is expressed about the amenity of future residents:

"I feel that the plan for a roof terrace with such a high density of residents in the development will pose a hazard to passers-by from material that could be dropped from the roof, and the balconies on Temple Back. For me the high density of occupation and likely congregation of people on the roof late into a summer evening both increase the possibility of accidental or malicious dropping of items from height.

I believe that with the single entrance to the tower, and the one internal stair route, the fire safety of so many occupants (~250 dwellings) is at severe risk."

Transport Impact (Key Issue E)

There is not enough in the parking area. The area will become overcrowded with further construction.

The area is already strained from a parking and transport perspective: "... this development will take the area far beyond the breaking point".

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“There hasn't been any mitigating solutions provided in our vicinity. Metro bus been a failure and adding more cars/people into an already busy area doesn't seem like a prudent idea.”

The specific proposal to make both Temple Street and Temple Back one-way, is likely to negatively impact on vehicle access to surrounding service and car parking area as deliveries and cars will have to travel further around a one-way system.

The submitted Transport Statement in support of the planning application “... does not provide sufficient information to allow BCC elected Members and officers to make an informed decision and that the application should be refused as it has not been demonstrated that the proposed development will not result in an unacceptable impact on highway safety, or that the residual cumulative impacts on the road network will not be severe.”

Other Issues

There has been a lack of consultation by the developer with established authoritative bodies. There has been limited consultation with Historic England and the Conservation Advisory Panel (CAP).

If granted no building work should take place at weekends or during evenings.

Concern is expressed about the “token” consultation undertaken by the Applicant. Only the “absolute bare minimum” was undertaken.

The reasons for refusing Application 18/01890/F, which relates to 'The Bell' Public House, 7 Prewett Street Bristol BS1 6PB apply here.

The provision of three weeks consultation period on the initial proposal and then three weeks consultation period is insufficient”.

8.4 Following the receipt of amended plans, further representations were received:

“This is just a brief note to say that the amendments to the application in July do nothing to address the original grounds of my objection, and those of my neighbours.”

There remains concern about overshadowing that would be caused by a 15 storey tower.

While the reduction in the overall massing of the proposal is welcomed, there is concern about overshadowing:

“4th Floor R4 Residential Living Room

Existing Lit Area 100%

Original Lit Area Proposed 31%

New Lit Area Proposed 37%

Meets BRE Criteria NO

4th Floor R4 Residential Bedroom

Existing Lit Area 88%

Original Lit Area Proposed 54%

New Lit Area Proposed 54%

Meets BRE Criteria NO”

Height: No building should be taller than the Generator Building

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Concern about the accommodation of traffic on a narrowed Temple Back:

Passenger Transport – “I am somewhat surprised that BCC Officers have only identified a single bus stop which requires improvement”.

Travel Planning – “How will the applicant ensure that each new occupier will be supplied with a copy of the 'Travel Plan?’”

Cycle Parking, B1 Office – “I am dismayed that the number of off-street parking be further reduced in order to secure 221 secure cycle parking spaces”. There are “countless” examples of development across the city where inadequate off-street, car parking provision continues to cause significant issues for existing residents.

A Tiger crossing is unsuitable in this location as it will lead to a stationary queue of vehicular traffic through, the traffic signal-controlled junction of Victoria Street and Counterslip: “I would urge BCC Officers to observe the platoons of pedestrians who cross Counterslip at this location, especially on a Friday when the food market is located in Old Temple Street”.

Raised Zebra Temple Back: Introducing a raised zebra crossing on Counterslip, east of its junction with Temple Back, in place of the existing central pedestrian refuge island is unacceptable.

Concern that continuous crossings are not a good idea.

The Water Lane bell-mouth should be the subject of an RSA.

The total number of existing and proposed on-street, car parking spaces on Counterslip, Temple Street, Water Lane and Temple Back be confirmed together with information as to where lost on-street, car parking spaces will be relocated.

“Get rid of the nuisance and disturbance that will be caused to people in the flats by having the single layby exactly opposite Templebridge Apartments.”

“We note the revised plans which clearly make only token attempt at addressing the concerns raised in our previous submission,”

Conservation - You have of a duty of care to protect this important Conservation Area and ensure that short-term developer aspirations and gains do not override the need to protect 'Historic Bristol'

In support

8.5 In support of the application the following 17 comments are made:

This is a great idea which will create many residential and office opportunities.

This area has become an impressive new neighbourhood, with many residents now living alongside modern sustainable offices with an increasing number of leisure facilities. This development would continue the transformation of the area with additional high quality office space, apartments and improvements to the public realm

This looks like a brilliant development and should be encouraged.

It will make an eye sore into an amazing building that is needed.

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“I think this would massively improve the community feeling in the area.”

“I am the founder of Finzels Reach Street Food Market and have been working on the site at Finzels Reach on a weekly basis for over 2 years. I have seen the development grow from being a building site to a vibrant, bustling and community focused destination.”

More people on site will generate more footfall for the weekly market.

The Finzels Reach development has significantly improved the surrounding area.

The Developers have a strong track record in Bristol “and they’re continuing to support the local community and should be supported”.

It is important to get this site developed: “There are too many stalled sites due to minor issues around Bristol which need to be kick-started and refinanced etc which is always difficult meaning there’s a danger of sites becoming “Castle Park” – esque.”

Will provide much needed housing in Central Bristol.

“Finally a scheme that’s not only for Students”

“Development, Noise, traffic etc although potentially annoying is in the nature of fast moving and growing cities. What were you expecting???”

Bristol’s skyline could do with a lot more height, especially in Central areas.

“The landscaping and public realm works will contribute positively to the area and add to the already great sense of community that Finzels Reach brings.”

“£2.6M investment in public spaces, including 'pocket parks' for existing and new residents;”

“Prioritising people over cars: the first works to be undertaken will include: reducing Temple Back to one way traffic, making it safer and cleaner; improvements to cycle and pedestrian routes; reduced car parking levels and providing lots of secure bike storage spaces;”

“Rooftop terraces and shared social/work spaces for residents, to help support wellbeing and social integration;”

“A 116,000 sq. ft, high-quality, energy-efficient office providing more jobs for local people.”

9.0 RESPONSE FROM EXTERNAL CONSULTEES

HISTORIC ENGLAND

9.1 Historic England has concerns regarding the application on heritage grounds. HE have commented twice on the application, firstly on 15th April and then, following consideration of the revised proposals, on 13th August. Both of the HE letters are appended to this report.

9.2 Key extracts from the 15th April letter:

It is proposed to develop a mixed-use scheme of offices and residential apartments on the site. At the junction of Counterslip and Temple Back it is proposed to erect a tall building, rising to 15 storeys. The proposed height of the building means it has the potential to impact upon

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- the setting of a number of designated heritage assets in the immediate vicinity, in particular the Grade II* listed Generator building opposite, and the ruined Temple church, a Scheduled Monument and Grade II* listed building.
- 9.3 Temple church is of great significance, with considerable evidential, aesthetic, historic and communal value. The setting of the church contributes to its significance. Its churchyard is now a well-used public amenity space, from within which the conserved ruins of the church can be appreciated as a powerful reminder of the damage wrought on the city in World War II and a place of quiet contemplation. Unremarkable postwar office blocks provide the immediate backdrop to the churchyard, some of which rise above the ruined walls of the church in views from within the churchyard but do not dominate.
- 9.4 Opposite the site of the proposed tall building on Counterslip is the Grade II*-listed Generator building, the former generating station for Bristol's tramways. The building's exuberant neo-Baroque style allows it to act as a bridgehead to traffic crossing the adjacent St Philip's Bridge. Part of the building's significance is in its landmark quality.
- 9.5 In views from St Philip's Bridge, the 15-storey tower element of the proposed development would undermine the landmark status of the Generator building. We acknowledge that there is scope for a building of some height at this location, but in order to maintain the bridgehead role of the Generator building we recommend that the proposed tall building is reduced in scale so that in views from the bridge it does not rise above the roofline of the Generator building.
- 9.6 We also have concerns regarding the impact of the proposed development on the setting of the tower of Temple Church, particularly in views from Victoria Street. As demonstrated in the applicant's verified views (image 12), the proposed development would visually coalesce with the church tower, undermining its visual primacy in the historic townscape. It would also rise above the roof of the Grade II listed Shakespeare Inn, weakening this historic building's eminence in the streetscape. This adverse effect is potentially exacerbated by the unrelieved elevational treatment of the proposed building, which runs the danger of the disparate elements of the proposals appearing as an unfortunate amorphous mass above the rooftops of this picturesque surviving piece of the townscape of old Redcliffe.
- 9.7 Under paragraph 193, the NPPF advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the conservation of the asset - and the more important the asset, the greater the weight should be. This is irrespective of whether any potential harm amounts to substantial harm, total loss, or less than substantial harm to significance.
- 9.8 The harm these proposals would cause less than substantial harm to the setting, and thus significance, of Temple Church and the Generator Building. But these are heritage assets of the highest significance. The proposals would also harm the setting of the Grade II listed Shakespeare pub, and the character and appearance of the Redcliffe Conservation Area.
- 9.9 Under paragraph 194, the NPPF advises that any harm to the significance of a designated heritage asset requires clear and convincing justification. Paragraph 196 advises that where a development proposal will cause harm that is less than substantial, this harm should be weighed against the public benefits of the proposal.
- 9.10 It is for your authority to assess the wider public benefits associated with the scheme. However, in terms of the "clear and convincing justification" your authority will need to be satisfied that the harm we have identified is necessary to deliver the scheme and any associated benefits it may bring. We believe that revisions are necessary to reduce or avoid the harm to the historic environment that this scheme would cause.

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Recommendation

- 9.11 Historic England has concerns regarding the application on heritage grounds. We consider that the issues and safeguards outlined in our advice need to be addressed in order for the application to meet the requirements of paragraphs 193 & 194 of the NPPF.
- 9.12 In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess, and the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.
- 9.13 Key extracts from the 13th August letter:
- “We advised that the proposed 15-storey tower at the North-east corner of the site would harm the setting of the Grade II* listed Generator building opposite, undermining its bridgehead role in the streetscape. We also stated that the proposed development would adversely affect the setting of Temple Church, a Grade II* listed building and Scheduled Monument, in views from Victoria Street where the proposed development would visually coalesce with the church tower.”
- 9.14 These concerns have not been addressed by the submitted amendments. The 15-storey tower remains at the same height, and will still cause a serious adverse impact on the setting of the II* listed generator building. The upper levels of the proposed development would still adversely affect the setting of Temple Church tower in key views from Victoria Street, and the proposed development's unrelieved elevational treatment still runs the risk of appearing an unfortunate amorphous and ill-designed mass behind the tower of this highly-graded church.
- 9.15 In respect of this latter point, amendments could be made to the design without reducing the quantum of development proposed. It follows, therefore, that the justification for harming the setting of the church tower lacks the "clear and convincing" justification that is required by NPPF paragraph 194 in respect of harm to heritage assets. Further revisions are therefore necessary to avoid or reduce the harm to the setting of the scheduled church tower.
- 9.16 Avoiding harm to the setting of the generator building will clearly require a reduction in height to the 15-storey tower. We recommend that the tower is reduced in height by around 4 storeys, which should bring it below the ridgeline of the Generator building in views from St Philips Bridge, thus allowing the Generator building to retain its visual primacy as the bridgehead.
- 9.17 We have previously suggested that we meet with the applicant to discuss our concerns and how they might be addressed further. It is disappointing that this offer has not been taken up. We remain keen to discuss modifications that could reduce the damaging effect that the proposed development would have on Bristol's townscape, but are compelled to register our strong concerns at the proposals as they currently stand.

Recommendation

- 9.18 Historic England has concerns regarding the application on heritage grounds, and the advice set out in our original letter of 15 April 2019 still stands.

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- 9.19 In determining this application you should bear in mind the statutory duty of section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their setting or any features of special architectural or historic interest which they possess, and the statutory duty of section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.”

ENVIRONMENT AGENCY (EA)

- 9.21 Following a meeting between the EA and the Applicants, attended by your Officer on the 11th September 2019, the EA have provisionally withdrawn their objection on the basis that the following amendments will be made by the Applicant:

- The design life will be set at 100 years for flood risk and climate change;
- Finished floor levels will be set to the 100 year flood level, at 10.320m AOD;
- Flood barriers will be set to provide 300mm freeboard, at 10.620m AOD.

This agreement is based on planning conditions/obligations that guarantee the operation, management and maintenance of the flood barriers.”

BRISTOL CIVIC SOCIETY

- 9.22 Original response:

“The Society supports the demolition of the current buildings that are without architectural merit and the redevelopment of the site. The proposed employment space will replace the employment space lost with the demolition of the current buildings. The Society supports the residential development and the improvements to the surrounding public realm although we believe that there is more that could be done to mitigate the damage caused by post-war redevelopment. A residential building of amplified height is appropriate for the site as recommended in the recently approved planning advice in the Urban Living Special Planning Document (Urban Living). The proposal does not make the case for a tall building whose height and entrance would have a substantially harmful effect on the amenities of Templebridge Apartments (Templebridge) and on the setting of the Grade II* listed Generator Building and views along Counterslip.”

- 9.23 Following the receipt of amended plans:

“The Society responded on the 19th April 2019 to the original planning application. We have considered the revisions; our original response remains unrevised.

None of the revisions affect our original response. The tower on the corner of Counterslip with Temple Back would overshadow the Templebridge Apartments. The revisions do not mitigate the disruption that the tower block entrance and layby would cause to the Templebridge Apartments residents.

The revisions do not change our view about the impact of the tower rising on two sides from the back of the pavement, its poor relationship with Counterslip and Temple Back and its impact on the setting of the Grade II* Generator House. Our view remains that if the Council accepts this site as suitable for a tall building a better site would be on the Counterslip/Temple Street corner which would overcome the understandable objections of the Templebridge House residents, would not overbear the Grade II* listed building and would mitigate its impact from the view from St. Philip's Bridge.”

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Concern about the impact of the proposed highway works on the surrounding highway network”.

CONSERVATION ADVISORY PANEL

9.24 Comment as follows:

“It is considered that this is not an appropriate location for such a tall building. The 16 storey tower would have an adverse effect on the listed Generator Building both in terms of scale and overshadowing. It would also dwarf other important local buildings such as Temple Church and the Shot Tower.

The entrance would be better located in the southern corner where it would be visible from the bridge and would complement the Generator Building. The building was a dull brick box which must be of a much higher quality of design and materials in this location.

The archaeological study is inadequate in scope. It fails to reference the 2014 English Heritage study or to research the histories of individual properties on the site with plans where appropriate.

The panel endorses the views of Historic England on the application.”

COAL AUTHORITY

- 9.25 The application site does not fall with the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

BRISTOL WASTE COMPANY

- 9.26 The currently proposed access arrangements are not suitable as our vehicles cannot access private roads. The bin store should be adjacent to the highway and located within 5m of a safe and suitable vehicle stopping location.

Due to the number of bins required for this development we would recommend a layby or service bay as it will not be acceptable for the vehicles to obstruct the flow of traffic for the length of time that will be required to service this development. It should be taken into consideration that our vehicles would be required to cross a cycle lane in order to alight next to the development.

- 9.27 There must be separate bin stores for the commercial and residential bins. If there is more than one residential bin store, each store must have at least one of each bin type and bins must be divided proportionally to the number of residential units served by each store.

Officer Note: Loading Bays for both the office development (Temple Street and Counterslip) and the residential development (Temple Back) is provided.

BRISTOL HOUSE

- 9.28 As an adjacent building owner (Bristol House), we fully support the principle of this mixed-use development together with the associated benefits and positive impact it will bring to the surrounding area. The scheme will build on the success of Finzels Reach.

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- 9.29 We would however ask that consideration is given to retaining the existing access arrangements into the Bristol House car park, so not to make access less convenient, which the proposed one-way system would. Could a solution be found, potentially just at the end of current one-way proposal, to retain the access into the Bristol House car park from Water Lane.

GALLERIES SHOPPING CENTRE MANAGEMENT

- 9.30 Comment as follows:

“We have watched with interest the surrounding area being developed over the past few years and this further plan can only enhance the overall city centre as a whole. To bring employment and also residents living just over the river will help to keep the main shopping area vibrant and this is important for the city. In addition the public realm works planned will help reinvigorate this particular area. Therefore I support this wholeheartedly.”

INTERNAL CONSULTTEES**BCC CITY DESIGN GROUP**

- 9.31 There are few large sites in Bristol where the local area provides such clear markers for how new development should be designed. The neighbourhood has an easily recognisable urban block framework where buildings are unified in general height and form. This provides a pleasing look and feel to the streets and spaces experienced by the public.
- 9.32 This strong character has been reinforced by successive waves of development over many years. The more recently built Finzel’s Reach illustrates how a densely built scheme can maximise development and still achieve a good contextual fit.
- 9.33 The proposal does not achieve a good contextual fit. It ignores the unifying qualities noted above with excessive and overbearing development. While the proposed office element provides a good contextual response this represents a fraction of the overall proposal being considered. The majority of the scheme is not compliant with urban design and heritage policy which seeks to reinforce neighbourhood character and celebrate heritage assets. This is evident in the current LVIA Assessment, Elevations drawings and schematic model images in Appendix-1 of Daylight Sunlight Analysis.
- 9.34 The proposal does not provide suitable provision of public art as per policy BCS21.
- 9.35 CDG views are concurrent with the assessment and recommendations provided by the Bristol Urban Design Forum and Historic England. Earlier correspondence on the planning application is set out below for clarity. Full CDG comments and Urban Living Assessment is also provided below.

BCC TRANSPORT DEVELOPMENT MANAGEMENT (TDM)

- 9.36 TDM raise no fundamental concerns about the application proposal. However there is a need for amendments to be made to the submitted highways drawing (which will be included in the list of plans conditioned on the decision notice). An update on this will be provided at the Committee meeting.
- 9.37 TDM do welcome a number of elements of the proposed scheme:

- 1) Widened crossing between Temple Street & Finzells

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- 2) Change from signal crossing to zebra
- 3) Tightening of Temple Street radii
- 4) Contraflow cycle provision along Temple Back
- 5) Physical deterrents to prevent vehicles mounting the footways
- 6) Provision of raised table to accompany zebra crossing east of Temple Back
- 7) Increased carriageway width to 6.5 in view of Fire Appliances and potential future public transport requirements.
- 8) Increased workplace cycle parking to 221 spaces with 91 further if needed – this is mentioned, although I can't locate a revised basement plan.

9.38 An update on the level of contributions sought will be provided at the Committee meeting.

BCC ECOLOGIST

9.39 Concern has been expressed about the impact of the application proposal on bats, peregrine falcons and nesting birds. Accordingly relevant planning conditions are recommended and these form part of the recommendation.

BCC ARCHAEOLOGIST

9.40 Archaeological conditions will be required should this application receive consent.

BCC AIR QUALITY

9.41 The site is considered suitable for the level of car parking proposed and does not therefore require assessment of potential air quality impacts from increased vehicle movements. Issues with regard to nuisance dust during any construction phase can be managed through the implementation of an approved CEMP.

BCC SUSTAINABILITY TEAM

9.42 Comments incorporated into Key Issue F below.

9.43 The overall approach as presented in the Sustainability Statement and Energy Strategy is welcomed.

10.0 RELEVANT POLICIES

10.1 The following policies are relevant:

- National Planning Policy Framework
- National Planning Practice Guidance (NPPG)
- Bristol Core Strategy (Adopted June 2011)
- Site Allocations and Development Management Policies (Adopted July 2014)
- Central Area Plan (Adopted March 2015)
- SPD – Planning Obligations (Adopted September 2012)
- SPD – Urban Living (Adopted November 2018)
- SPD3 – Future of Redcliffe (Adopted November 2002)
- SPD7 – Archaeology and Development (Adopted March 2006)
- PAN15 – Responding to Local Character – A Design Guide

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- 10.2 In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.
- 10.3 Reference has been paid to the City Centre Framework Consultation (May 2018)
- 10.4 Reference has also been paid to advice produced by Historic England – The “Good Practice Advice Note in Planning 2: Managing Significance in Decision-Taking in the Historic Environment” (March 2015)

11.0 KEY ISSUES**(A) IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE?**

- 11.1 Paragraph 118 of the National Planning Policy Framework (NPPF) sets out that substantial weight should be given “to the value of using suitable brownfield land within settlements for homes and other identified needs” and that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing.
- 11.2 Policy BCS5 sets out that the Core Strategy (2011) aims to deliver new homes within Bristol's existing built up areas to contribute towards accommodating a growing number of people and households in the city. Between 2006 and 2026, 30,600 new homes will be provided in Bristol.
- 11.3 Policy BCS17 sets out the need for affordable housing in Bristol. Policy BCS18 of the Core Strategy supports a neighbourhood with a mix of housing tenures, types and sizes to meet the changing needs and aspirations of its residents.
- 11.4 Policy BCS20 of the Core Strategy states that development should maximise opportunities to re-use previously developed land.
- 11.5 Policy BCAP SA6 of the Bristol Central Area Plan SA6 of the Bristol Central Area Plan (SA607):
- Fire Station, Temple Back) allocates the site for mixed use office and residential redevelopment. The site is also located within the Temple Quarter Enterprise Zone (land identified as a key zone for economic growth by the West of England). The policy states that development should:
- Take account of the Redcliffe conservation area;
 - Provide public realm improvements to Temple Street as part of the proposed primary pedestrian route shown on the Policies Map;
 - Explore the potential to provide active ground floor uses to Temple Street as part of that primary pedestrian route, particularly opposite the Cornubia;
 - Be supported by a Flood Risk Assessment. The development may include a fire station of smaller scale.

Office Development

- 11.6 The principle of office development in this location is regarded as entirely consistent with Development Plan policy. Indeed there have been no objections raised to the proposed office

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development in this location. The application proposal will facilitate the development of high quality office accommodation and can therefore be supported.

Residential Development

- 11.7 Development Plan policy is clear that development 'should aim to' contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; respond to the requirement of a changing population and employ imaginative design solutions.
- 11.8 Policy BCS18 (Housing Type) of the Core Strategy and Policy DM2 state that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities.
- 11.9 To achieve an appropriate tenure, type and size mix the development should aim to:
- Address affordable housing need and housing demand;
 - Contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists;
 - Respond to the requirements of a changing population;
 - Employ imaginative design solutions.
- 11.20 This is reinforced by Bristol Central Area Policy BCAP3 which addresses the requirement for more family sized homes in the central wards. The definition of which is "flats with three or more bedrooms and an element of usable outdoor amenity space". In all cases consideration must be given to the issue of harmful concentrations where the choice of housing is reduced and no longer provides for the needs of different groups in the community.
- 11.21 On this basis, the application proposal fails to comply with Development Plan policy. The site is located within the Central Ward, within which the 2011 Census indicates there were 3,145 (56.4%) private and other rented properties. At that time 91.8% of the accommodation in the Central Ward was flatted development. The scheme makes provision for one and two bedroom accommodation. However, as the applicant states in support of their application, this form of residential accommodation should not be regarded as the usual form of rented accommodation. This is because it is designed to be rented and therefore "meets tenants' needs". For example, provision is made for communal spaces to relax. It is managed accommodation by one company. Tenants' properties are managed in a similar way to a hotel. This form of rented accommodation is managed and therefore provides a higher quality of accommodation for their residents. In this case, the management of the development will be enshrined in the legal agreement. This will require that the development be retained as this managed accommodation.
- 11.22 It has therefore been concluded that in the absence of a specific policy for this form of purpose built rented accommodation, that so long as it is managed and maintained as Build to Rent accommodation, this form of residential development can on balance be supported in this location.
- 11.23 In addition, the form of accommodation is considered to have greater benefits to the city than the potential alternative of student accommodation. When the site was on the market, there was significant interest from providers of purpose-built student accommodation. Whilst this proposal must be considered on its own merits, the benefits of the proposed form of residential development are also worthy of consideration.

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- 11.24 The NPPF and National Planning Practice Guidance (NPPG) identify good design as a key aspect of sustainable development and establish the importance of local distinctiveness. Development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, local man-made and natural heritage and culture, while not preventing or discouraging appropriate innovation.
- 11.25 The Bristol Core Strategy contains a number of policies relating to design that require development in the city centre to be of the highest standard in terms of appearance, function, conservation of heritage assets, sustainability and maintaining and enhancing green infrastructure and protecting key views (BCS2). In particular policy BCS21 'Quality Urban Design' requires development to deliver high quality urban design that contributes positively to an area's character and identity, through creating or reinforcing local distinctiveness. This is reinforced by Policy DM26 'Local Character and Distinctiveness' which identifies the importance of local character and distinctiveness. It sets out a number of general design principles that contribute to this. Also material to assessing the design of the proposal are policies DM27 'Layout and Form' which requires development to have a quality urban design that results in healthy, safe and sustainable places; DM28 'Public Realm' which requires that development creates or contributes to safe, attractive, high quality, inclusive and legible public realm that contributes positively to local character and identity and DM29 'Design of New Buildings' which requires new buildings to be designed to a high standard, setting criteria to assist in achieving this.
- 11.26 Particular regard has been paid to the Urban Living Assessment contained in the Urban Living SPD. At Appendix 2, a summary of CDG's Assessment together with the Applicant's comments on it is provided. This serves to underline the areas of dispute and to highlight that such assessments are often subjective. Nevertheless it is clear that the design advice received is that this application should be refused on design grounds.
- 11.27 CDG's main concern as set out above is that the proposal is that it does not achieve a good contextual fit and that it ignores the unifying qualities noted above with excessive and overbearing development. While the proposed office element provides a good contextual response this represents a fraction of the overall proposal being considered. The majority of the scheme is not compliant with urban design and heritage policy which seeks to reinforce neighbourhood character and celebrate heritage assets.
- 11.28 In response, the Applicants note that for the most part, the proposed development is consistent with the height of the wider Finzels Reach development and the neighbouring Generator Building. In response to the concerns of neighbouring residents the scheme has been reduced in height (particularly the element facing Temple Back. This amendment will improve the outlook for neighbouring residential occupiers compared to the original proposal.
- 11.29 However, concern about the tower prevails. The Applicants did proceed on the basis of pre-application guidance that the corner of Counterslip and Temple Back represented the most appropriate location for a tower. In addition, the Applicants have provided evidence that states that the proposed tower is not excessively high. The following table provides a comparison of towers in the City Design which either have the benefit of planning permission, are constructed or are currently being considered by the Local Planning Authority:

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Development	Height (m) AOD
Aspire, Temple Meads	43.3
Assembly, located on Temple Way in close proximity to the application site	61.2
Assembly B	36
Assembly C	63
Castle Park (Former Ambulance Station)	93.37
Redcliff Quarter (Phase 1)	35.3
Redcliff Quarter (Phase 2)	79.325
Application Office Proposal (Halo)	43.255
Residential Proposal	63.885
Eclipse Tower, Cabot Circus	65
Colston Tower	64
Raddison Blu	61
Proposed University Campus Student Accommodation, Temple Island	77
Castlemead	80

- 11.30 Having regard to all the advice received together with the comments made in objection to the proposal, it is clear that the design of the proposed Build to Rent apartment block on Counterslip and Temple Back is of concern. However, your officers have reached the conclusion that the concern about the height of the tower is not sufficient in itself to warrant refusal. Our advice is that in the light of approved development in close proximity to the site, that a refusal solely on the basis of the height of the proposal would be difficult to defend. However, in assessing the application overall, your officers must weigh up this clear design advice against the other benefits of the scheme.
- 11.31 It is noted that there is not equal concern about the impact of the office element of the scheme or the proposed affordable housing block. The proposed design of the office accommodation is supported.
- 11.32 In determining this application, Members will need to balance the concerns about the design of the proposal against the opportunity to secure the regeneration of this important city centre site, including the provision of high quality office accommodation and policy compliant affordable housing.

(C) DOES THE PROPOSAL HAVE AN ACCEPTABLE IMPACT ON HERITAGE ASSETS?

- 11.33 The application site is located within Redcliffe Conservation Area which abuts the City and Queen Square Conservation Area to the north and west. There are no listed buildings within the application site, nor does the site contain any Scheduled Ancient Monuments. However, there are a number of listed buildings in close proximity to the site, particularly the Grade II* Former Tramway Generating Station to the north east of the site and the Grade II Cornubia Public House to the west. A collection of listed buildings is also located to the south of the site, including the Grade II* Temple Church (also a Scheduled Ancient Monument). The locally listed former Central Electric Lighting Station façade is located immediately to the north east of the site. Beyond to the east, the Grade II Lead Shot Tower is located on the opposite side of the Floating Harbour.
- 11.34 Section 66 of the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 sets out a duty to decision takers, in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. There is also a duty under Section 72 of the same Act to pay special attention to the preservation or enhancement of the character of a Conservation Area when considering development proposals. Case law has established that considerable

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importance and weight should be given to the desirability of preserving the setting of listed buildings and the desirability of preserving the character or appearance of Conservation Areas when weighing these matters in the balance with other material considerations.

- 11.35 The NPPF (2019) seeks to conserve and enhance the historic environment and makes clear that in determining planning applications, local planning authorities should take account of: i) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; ii) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and iii) the desirability of new development making a positive contribution to local character and distinctiveness (paragraph 192).
- 11.36 Paragraph 193 makes clear that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). The NPPF categorises harm to the significance of a heritage asset into the following categories, substantial harm, total loss of less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset requires clear convincing justification. The NPPF further states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (paragraph 196).
- 11.37 Local planning authorities should also look for opportunities for new development within Conservation Areas, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably (paragraph 200, NPPF).
- 11.38 Core Strategy Policy BCS22 requires development proposals to safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance. This is supported by DM31 which sets out general principles for development which may have an impact upon heritage assets. Development that has an impact upon a heritage asset will be expected to conserve and, where appropriate, enhance the asset of its setting.
- 11.39 The '*Redcliffe Conservation Area Character Appraisal*' (2008) notes that Redcliffe is an area of great contrasts; the area suffered greatly during the second world war and new road layouts and large-scale 20th century buildings have significantly altered the area's historic framework and traditional character. The range of buildings, from St Mary Redcliffe to post-war housing estates, reflect the development of the area from vibrant port, to merchants' residential quarter, and home to industry. Despite changes over the past 60 years, Redcliffe retains much of its historic grain and built fabric. It is the variety of the area that contributes to Redcliffe's unique sense of vitality and interest (paragraphs 4.3 and 4.4).
- 11.40 The '*Supplementary Planning Document Number 3: The Future of Redcliffe*' (2006) identifies the space around the application site is considered to be '*ill-defined urban space*'. The SPD generally highlights a lack of high quality public space in the area with the pattern of streets acting as barriers to pedestrian movement exacerbated by post-war development which has led to a less permeable urban structure. The SPD promotes mixed use developments to support the existing mixed use character of the area. With regard to specific aspirations for the application site and immediate neighbourhood, the SPD seeks to:
- *Create a new pedestrian link from Victoria Street past the Cornubia Pub, across Temple Street, through the Fire station site and on to reconnect into a new section of the riverside*

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walk. This will better reconnect the pub into the urban fabric, as this is currently a hidden and poorly connected building. The permeability of the area will also be improved.

- *Narrow Temple Street by bringing forward of the building lines on both sides of the road, where feasible.*
- *Narrow Counterslip by bringing forward of the building lines on both sides of the road, where feasible.*
- *Create a small public space in front of the Cornubia pub connected by pedestrian links to the surrounding urban fabric. This would be green courtyard area and whilst public, this space is envisaged as having a neighbourhood character for use predominantly by the customers of the pub.*
- *Develop the Fire Station site with a perimeter building. Establish pedestrian ways through this site to allow ease of permeability as well as vehicle access ways to service the site.*
- *Reconfigure line of Temple Street to create long view of the leaning tower of Temple Church from a view point where Temple Street emerges from Counterslip.*

- 11.41 The draft 'City Centre Framework' was published for consultation in March 2018. North Redcliffe forms a sub-area of this draft document; with the character statement for this area noting the central Fire Station is a key opportunity for redevelopment in the Redcliffe area. In respect of "NR01, Former Central Fire Station", it is noted that aspirations to redevelop this site to re-establish a tighter urban grain and density have been reflected in planning policy over the last thirty years. The Framework notes that proposals should respond positively to the scale of the Generator Building, and views of Temple Church, as well as contribute to a longer term solution that better addresses the setting of the Cornubia Public House".
- 11.42 The 'Good Practice Advice Note in Planning 2: Managing Significance in Decision-Taking in the Historic Environment' (March 2015) provides advice on numerous ways in which decision making in the historic environment could be undertaken, emphasising that the first step is to understand the significance of any affected heritage asset and the contribution of its setting to that significance and then to understand the impact of the proposal on that significance.
- 11.43 The 'Good Practice Advice Note in Planning 3: The Setting of Heritage Assets' (December 2017) focuses on the management of change within the setting of heritage assets. The GPA3 states that protection of the setting of heritage assets need not prevent change; indeed change may be positive, for instance where the setting has been compromised by poor development. Many places are within the setting of a heritage asset and are subject to some degree of change over time. Historic England recommends using a series of detailed steps in order to assess the potential effects of a proposed development on significance of a heritage asset. As part of this analysis it is important to identify the range of effects a development may have on the setting(s) and evaluate the resultant degree of harm or benefit to the significance of the heritage asset(s). In some circumstances, this evaluation may need to extend to cumulative and complex impacts which may have as great an effect on heritage assets as large-scale development and which may not only be visual.
- 11.44 Historic England has commented on the original planning submission (15/04/2019) highlighting that, due to the height of the proposal, it has the potential to impact upon the setting of a number of designated heritage assets in the immediate vicinity, in particular the Grade II* listed Generator building opposite, and the ruined Temple Church, a Scheduled Monument and Grade II* listed building. With respect to a consideration of the significance of the nearby heritage assets and the impact of the proposed development, HE made no reference to the submitted Heritage Statement with the application but noted the following:
- 11.45 The setting of Temple Church contributes to its significance. Its churchyard is now a well-used public amenity space. Its tower remains prominent in views from Victoria Street, where it rises above a parade of well-preserved early 19th century domestic-scale buildings – a mixture of

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shops, pubs and townhouses – many of which are listed at Grade II. The church tower also forms an attractive composition with the Grade II listed 17th century Shakespeare Inn. Unremarkable post-war office blocks provide the immediate backdrop to the churchyard, some of which rise above the ruined walls of the church in views from within the churchyard but do not dominate. HE has concerns regarding the impact of the proposed development on the setting of the tower of Temple Church, particularly in views from Victoria Street, raising concern that the development would visually coalesce with the church tower, undermining its visual primacy in the historic townscape. HE also consider that the development would also rise above the roof of the Grade II listed Shakespeare Inn, weakening this historic building's eminence in the streetscape. As part of the original consultation response, HE sought improvements to the elevational treatment of the proposed building, particularly reducing the expanse of brickwork at its upper level, would also bring benefits in the context of views from Temple Churchyard, where the proposed buildings would rise above the ruins of the church.

- 11.46 With respect to the Grade II* listed Former Tramway Generating Station on the opposite side of Counterslip to the application site, HE identifies that the building's neo-Baroque style allows it to act as a bridgehead to traffic crossing the adjacent St Philip's Bridge and that part of the building's significance is in its landmark quality. While HE acknowledge that there is scope for a building of some height at this location, HE considers that in views from St Philip's Bridge, the 15-storey tower element of the proposed development would undermine the landmark status of the Generator building.
- 11.47 Following the submission of revised proposals, HE commented on the revised submission (13/07/2019) retaining the concerns outlined within the original consultation response. No reference is made to the Heritage Statement Addendum or the alterations proposed to address matters of elevational detailing fronting Water Lane which sought to directly respond to HE's original comments in respect of its relationship with Temple Church. HE remain of the view that the proposed development would cause less than substantial harm to the setting, and thus significance, of Temple Church and the Generator Building, heritage assets of the highest significance and consider the proposal would also harm the setting of the Grade II listed Shakespeare Public House, and the character and appearance of the Redcliffe Conservation Area.
- 11.48 A Heritage Statement has been prepared by Allen Baxter Limited and accompanies this planning application. Identified assets are described and their significance assessed within the context of an appraisal of the historical background to the development of the site and its local environs (pages 27-31 of the report provide a detailed heritage impact assessment of the development with a summary impact table provided at page 32 and pages 2 and 3 of the Heritage Statement Addendum).
- 11.49 The Statement considers that due to the incorporation of design features reflective of the heritage context of the site, the design of the replacement buildings would positively contribute to the character and appearance of the Redcliffe Conservation Area. The demolition of a building identified as making a negative contribution to the Conservation Area with a building of superior design represents a positive heritage benefit. From medieval times, the streets of Redcliffe were closely developed right to the edge of the roads, referred to in the Conservation Area Character Appraisal as a 'continual building line'. The existing building within the site is set back from the roadside and low in height, has none of the corresponding sense of enclosure which Temple Street had before the war and the surviving old streets of Redcliffe still retain. The proposals will reinstate the enclosed atmosphere by reinstating the enclosed atmosphere by reinstating the continual building line. Furthermore, unlike the existing building on site, the proposed buildings are more in keeping with the lost buildings which previously existed on the site, such as warehouses, the Pantehnicon warehouse and the railway storage facility. These buildings were larger than shops and dwellings, with private yards to the rear

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and large cargo doors to allow access to those yards. The central courtyard and accessway of the proposed building are of a similar scale to the yards and cargo doors of the lost warehouses. The courtyard is to be named Bear Lane in reference to the lost lane which ran south of the historic Almshouses. Furthermore, the proposed improvements to the public realm would also positively enhance the Conservation Area, successfully addressing, in part, some of the key aspirations within the Future of Redcliffe SPD and the draft City Centre Framework, namely:

- *Creating improved pedestrian access from Victoria Street past the Cornubia Pub, along Temple Street, better connecting the area to the harbourside into the urban fabric, as this is currently a hidden and poorly connected building.*
- *Narrow Temple Street by bringing forward of the building lines on both sides of the road, where feasible.*
- *Create a small public space in front of the Cornubia pub connected by pedestrian links to the surrounding urban fabric.*
- *Develop the Fire Station site with a perimeter building.*

11.50 The Statement considers that the proposed development has been designed from inception to respond to the rhythm and scale of the Former Tramway Generating Station, in order to respect and complement its appearance on the streetscape (page 30 of the Statement discusses the design elements incorporated). The Statement outlines that, due to the incorporation of such sensitive design features, the proposals will cause no harm to the setting of the Former Tramway Generating Station. The Generator Station is a strong and robust landmark building, and its immediate and most significant setting is the Floating Harbour and St Philip's Bridge. The proposed taller element is set back on the other side of the road and will not obscure or even appear behind the Generating Station from this angle and will have no impact upon its relationship with the water or the bridge.

11.51 With respect to the Grade II* Temple Church, the Heritage Statement concludes that the development causes no harm to the setting of this listed building, due in part to the tallest element being sited furthest away in sensitive views of this heritage asset from Temple Gardens. The visual primacy of the Temple Church tower is clearly maintained; the tower including the full height of the belfry windows are above the height of the proposed development.

11.52 As noted above, the Heritage Statement details that the proposed public realm improvements are considered to positively improve the existing damaged setting of the Grade II listed Cornubia Public House.

11.53 In line with advice received, your Officers consider that the development proposal would cause less than substantial harm to the significant heritage assets, consistent with this advice received.

11.54 The NPPF states that, where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (paragraph 196). The requirement to conduct this balancing exercise is undertaken at the conclusion of this report after a discussion of all relevant planning considerations.

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- 11.55 In delivering high quality urban design new development should safeguard the amenity of existing development and its occupiers and create a high-quality environment for future occupiers, which is also safe, healthy and useable (Policy BCS21). Alongside this Policy BCS23 of the Core Strategy refers to different forms of pollution, including noise and air pollution. Policy DM33 and DM35 are clear that development will not be permitted if mitigation cannot be provided to an appropriate standard with regard to air quality and noise pollution amongst other things.
- 11.56 The site is set within a tight urban context and typically surrounded by a mixture of uses. Given the scale of the development proposed and the representations that have been received, particular regard has been paid to the impact of the proposals on daylight / sunlight overshadowing and whether the proposal would be overbearing on surrounding occupiers and/or create unacceptable levels of overlooking and whether the layout provides a safe environment.
- 11.57 In support of their application and in response to the representations received (summarised above), the Applicants have submitted a Daylight and Sunlight Amenity (Self-test) Study for the site (August 2019). This was produced following the receipt of amended plans for the site. This concludes that a development of this scale in a city centre environment is unlikely to achieve unanimously positive results against a set of criteria based around suburban environments. It is noted that in comparison with similar developments, the results do not seem to be out of the ordinary and that therefore the levels of Daylight & Sunlight for a development in this environment should be deemed acceptable. With particular regard to Templebridge Apartments, on Temple Back, the report states:
- “If the BRE guidelines are to be strictly applied then it is clear that following the construction in recent times of the neighbouring development at Templebridge Apartments, they will have burdened the development site substantially in terms of Daylight & Sunlight. This will be in terms of impact on its habitable rooms but also ensuring the habitable rooms within the proposals also achieves satisfactory levels of Daylight & Sunlight.”
- 11.58 It is clear that there will be a deterioration in daylight and sunlight received by properties in Templebridge apartments close to the proposed tower. However, it is considered that on balance the reduction in height of the proposed block of apartments facing Temple Back represents an appropriate response to the concerns received.
- 11.59 In respect of overshadowing and overlooking, objections have been raised with regard to the impact of the tall element in terms of overshadowing over surrounding residential development. It is inevitable that a building of this scale will result in overshadowing. However, the analysis provided (Design and Access Statement, Section 4.22) does indicate that during the height of summer, the building has little impact on the surrounding buildings. During the winter months, the development would cast shadow over the surrounding buildings to the north but it is accepted that this is typical for a developed city location with taller buildings.

Future Occupiers

- 11.60 Given the nature of the proposed managed purpose built rented accommodation and the availability of combined amenities there are considered to be no concerns about the amenity of future residents of the proposed development. Future residents will, in short, buy into the style of residential accommodation on offer. A summary of the internal space to be provided will be reported at Committee.

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- 11.61 The affordable housing all complies with national space standards and in combination with access to a rooftop garden, will give rise to high quality affordable accommodation that should safeguard the amenity enjoyed by neighbouring residents.

(E) WOULD THE IMPACT ON THE WIDER HIGHWAY NETWORK BE ACCEPTABLE?

- 11.62 The NPPF at paras 29 – 41 address the issue of promoting sustainable transport measures. The site is in a highly sustainable location very well served by an extensive rail and bus network and within walking distance of the main shopping area with associated services and facilities and employment opportunities. As such and in highway terms the proposed high density residential scheme such as this, as it would in accordance with Policy BCS20 of the Core Strategy. Policies BCS10, BSC11, DM23 and DM27, DM32 and BCAP29 are relevant and reference below.
- 11.63 The likely increase in local traffic movements has been assessed and is considered acceptable. An update on the Transport impact of the proposal will be provided at the Committee Meeting.

(F) DOES THE PROPOSAL COMPLY WITH THE COUNCIL'S SUSTAINABILITY TARGETS?

- 11.64 Policies BCS13, BSC14, BSC15 and BSC16 of the adopted Cores Strategy give guidance on sustainability standards to be achieved in any development and what measures need to be included to ensure the development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet these standards by means of a sustainability statement including the measures incorporated to improve the environmental performance of the buildings.
- 11.65 In respect of Policy BCS13 – Climate Change, the inclusion of the overheating assessment for the residential scheme is welcome.
- 11.66 It is recommended that the analysis (using the CIBSE methodology) is extended to cover the projected life-time of the scheme (i.e. for 60 years to 2080) to provide assurance that the residential accommodation will not be subject to overheating under anticipated local climate and weather scenarios.
- 11.67 Any 'failures' should be addressed through amendments to the design with a particular focus on external measures to reduce solar gain.
- 11.68 In respect of BCS14 – Sustainable Energy, Space heating and hot water, the proposal to reduce energy demand and residual emissions through improvements in fabric efficiency and by reducing ventilation losses is welcomed.
- 11.69 The proposed air permeability rate of 2.5m³/m².h @50Pa is a significant improvement on the minimum requirement in Building Regulations and will make a significant contribution to reducing energy demand.
- 11.70 The applicants have indicated that the development will be provided with a plant space on the ground floor or basement to enable the connections to the Redcliffe District Heating network.
- 11.71 The proposal to connect to the BCC heat network is welcome and meets the requirements of BCS14. This will be secured by Legal Agreement.

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- 11.72 There appears to be no on-site renewable energy in the residential element of the scheme. It is recommended that the design is reviewed to determine if there is potential to add PV to amenity spaces with solar canopies and in combination with planted roofs (which have been shown to increase the efficiency of PV by lowering local temperatures).
- 11.73 At the time of the preparation of the report, it was suggested that for the development as a whole (residential and non-residential) roof-mounted PV will deliver an annual reduction in residual emissions of 8.95% not 7% as shown in the report. As presented the scheme does not meet the requirements of BCS14.
- 11.74 Full details of the PV system(s) should be provided including roof plans and the assumed yield per kWp of the installed system.
- 11.75 Annual yield calculations should take account of the location, tilt, orientation and shading of the PV system(s) as it will be installed.
- 11.76 The Shading Factor should be calculated using the Standard Estimation Method as presented in the MCS guidance and any reduction in yield incorporated into the energy calculations presented. The assessment of shading should also account for planned development in the vicinity of this scheme.
- 11.77 An update on these outstanding policy issues, set out above, will be provided at the Committee Meeting.

BREEAM

- 11.78 The BREEAM pre-assessment is noted and shows that the scheme is capable of meeting BCC policy requirements.

BREEAM Communities

- 11.79 The summary report is noted. This suggests that a full BREEAM Communities assessment will not be required.
- 11.80 The policy requirement is for a full BREEAM Communities Assessment, therefore to ascertain whether this will be required I recommend that applicant provides responses to the six scoping questions set by the BRE.

Cycle storage and EV charge points

- 11.81 The provision of cycle storage and changing facilities in the non-residential element is noted. Further details will be secured by condition (Travel Plan).

EV charge points

- 11.82 The minimum requirement for charge points is defined in Bristol Local Plan – Site Allocations and Development Management Policies – Adopted July 2014. For B1 businesses one electric charge point will be required for each 5 spaces therefore 8 rather than 4 charge points will be required.

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- 11.83 For the residential (C3 units) 3 EV charge points will be required rather than the 2 indicated. The location of the EV charge points should be shown on drawings and the specification provided. Your Officers note that although *not* a policy requirement the applicant is encouraged to provide outlets with a minimum power rating of 7kW.
- 11.84 The provision of Passive provision in the residential parking is noted. Details of what this means in practice should be included in the Energy Statement.

12.0 LEGAL AGREEMENT

- 12.1 The legislative framework for planning obligations is set out in Section 106 of the Town and Country Planning Act 1990 as amended by Section 12 of the 1991 Planning and Compensation Act. Further legislation is set out in the Community Infrastructure Levy CIL Regulations (2010) (as amended). The NPPF reiterates the tests (at paras 54 to 57) that are required to be met when planning obligations are sought, namely that they should be necessary to make the development acceptable in planning terms; directly related to the development and, fairly and reasonably related in scale and kind to the development. Supplementary Planning Document entitled 'Planning Obligations' (2012) sets out the Council's overall approach to planning obligations and the types of obligation that the Council may seek to secure and complements BCS 11.
- 12.2 It is recommended that a future legal agreement include the following:
- Affordable Housing – Affordable housing provision at 20% (60 units) of the total number of housing units on site. The tenure split of the 60 units if proposed to be (23%) 14 Shared Ownership units; (77%) 46 Social Rented units);
 - Transport and Travel Plans – Financial contributions towards public transport improvements, the monitoring and management of Travel Plans for the development and relevant Traffic Regulation Orders contributions;
 - Commitment to deliver replacement Car Parking Spaces;
 - District Heat Network – Commitment to connect to the Bristol Heat Network
- 12.3 The Legal Agreement will also include the management arrangements for the Build to Rent accommodation. At the time of the preparation of the report, discussion on this was at an early stage.

13.0 CONCLUSION

- 13.1 In recommending this application for approval, your Officers have had to make a balanced judgement on the basis of the design advice received and the benefits of bringing forward policy compliant affordable housing and high quality, highly sustainable office development in this important city centre site.
- 13.2 In respect of design, it is clear that this form of housing does not score well in terms of the Urban Living SPD and Officers in City Design Group are concerned about the overall height of the tower and the scale of the development overall, even post amendment and lengthy pre-application discussion and debate. Alongside this, Historic England has indicated their concerns about the impact of the development on surrounding heritage assets. They have invited Officers to assess the wider public benefits associated with the scheme.

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- 13.3 It has been concluded that the development proposal will lead to less than substantial harm to the significance of a designated heritage assets for the reasons set out above. Therefore, in accordance with paragraph 194 of the NPPF, a “clear and convincing justification” is required to support the proposals in the light of this.
- 13.4 There are considered to be wider benefits associated with this scheme. In principle the range of uses proposed is policy compliant. It is a mixed use scheme delivering office and residential accommodation. It will facilitate the regeneration of this vacant site in an important city centre location. It will deliver office development that is of a high quality and importantly will bring forward policy compliant affordable housing. Finally, it will help in the delivery of a different form of residential accommodation for which it is clear there is an emerging market. Officers consider that these factors form a clear and convincing justification.
- 13.5 Overall, it has been concluded that this is an opportune moment to bring this forward to gain the view of Members. This is a finely balanced application. On the positive side the scheme will facilitate a continuation of the Finzels Reach development and will bring forward high quality office development. It will also secure much needed city centre affordable housing. It is also a highlight sustainable development. However, on the negative side, there are design concerns. CDG recommend that this application is refused and Historic England have set out their concerns in detail. These are compounded by the level of objection that has been received, particular in respect of loss of daylight and sunlight. So in recommending this application, Members are invited to note the balanced judgement that has been made.

14.0 COMMUNITY INFRASTRUCTURE LEVEL (CIL)

- 14.1 The CIL liability for the proposed development has been calculated at £1,858,459.48.

RECOMMENDATION**GRANT (Subject to the successful completion of a legal agreement) to secure:****Affordable Housing – Affordable housing provision at 20% (60 units) of the total number of housing units on site. The tenure split of the 60 units if proposed to be (23%) 14 Shared Ownership units; (77%) 46 Social Rented units);****Transport and Travel Plans – Financial contributions towards public transport improvements, the monitoring and management of Travel Plans for the development and relevant Traffic Regulation Orders contributions;****Commitment to deliver replacement Car Parking Spaces;****District Heat Network – Commitment to connect to the Bristol Heat Network****Management arrangements for the Build to Rent accommodation**

Proposed Conditions:

Time limit for commencement of development**1. Full Planning Permission**

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

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

Pre-commencement conditions (inclusive of demolition)**2. Phasing**

Prior to the commencement of the development a phasing plan shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason: In the interest of the proper programming of the development.

3. Construction Management Plan

A Construction Management Plan for the following phases:

- i) Demolition of the existing buildings;
- ii) Construction of the approved buildings and their foundations;

shall be submitted to and approved in writing by the Local Planning Authority. No development shall commence on demolition or construction until the management plan for that particular phase has been approved by the Local Planning Authority. The plan shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
 - The use of a consolidation operation or scheme for the delivery of materials and goods;
 - Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - Programming;
 - Waste management;
 - Construction methodology;
 - Shared deliveries;
 - Car sharing;
 - Travel planning;
 - Local workforce;
 - Parking facilities for staff and visitors;
 - On-site facilities;
 - A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;

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- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

4. Construction Environmental Management Plan

A Construction Environmental Management Plan for the following phases:

- i) Demolition of the existing buildings;
- ii) Construction of the approved buildings and their foundations;

shall be submitted to and approved in writing by the Local Planning Authority. No development shall commence on demolition or construction until the plan for that particular phase has been approved by the Local Planning Authority. The plan must demonstrate the adoption and use of the reasonable practicable means to reduce the effects of noise, vibration, dust and site lighting. The plan shall provide for:

- 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 0800 and 1300 Hours on Saturdays and; at no time on Sundays and Bank Holidays or at other times by prior approval;
- Deliveries to and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above or at other times by prior approval;
- 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 and to be in general accordance with the recommendations incorporating into the submitted Air Quality Assessment (Arup, February 2019);
- 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 and to avoid harm to ecology and the wider environment.

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Prior to the commencement of any works on site (including any demolition) confirmation of construction methods for the relevant phase of development shall be submitted to and approved in writing by the Local Planning Authority. If construction methods include percussive piling, a method statement for the monitoring of peregrine falcons by a suitably qualified consultant ecologist and any required suitable mitigation details for the construction process shall also be submitted and approved in writing by the Local Planning Authority prior to the commencement of any works. The development shall then be undertaken in full accordance with the approved details.

Reason: To ensure the adequate protection of peregrine falcons which are protected by law including disturbance under Schedule 1 of the Wildlife and Countryside Act 1981 as amended during the construction of the development.

6. Ground Conditions

Prior to the commencement of building operations (excluding site clearance, demolition, formation of access roads and the laying of utilities infrastructure) within each phase of this planning permission, a scheme that includes the following components to deal with the risks associated with contamination within the relevant phase of development shall be submitted to and approved, in writing, by the Local Planning Authority:

1) A site investigation scheme, based on the Preliminary Risk Assessment within the Geotechnical and Geo-Environmental Desk Study Report (Arup, December 2018) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2) The results of the site investigation and detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

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

7. Public Realm/Highway Works

Prior to commencement of any building operations (excluding site clearance, demolition, formation of access roads and the laying of utilities infrastructure), general arrangement plan(s) indicating the highway and public realm improvements as detailed on the submitted plans shall be submitted and approved in writing by the Local Planning Authority:

Indicating proposals for:

- Threshold levels of the finished highway and building levels;
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works;
- Locations of lighting, signing, street furniture, street trees and pits;

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- Sustainable drainage features;
- Structures on or adjacent to the highway;
- Extents of any stopping up or dedication of new highway;

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

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

8. Hard and soft landscaping scheme

Prior to the commencement of the relevant works, a scheme of hard and soft landscaping (to be in general accordance with the submitted landscaping plans) shall be submitted to and approved in writing by the Local Planning Authority. The details shall set out:

- a) Species proposed to be planted within the amenity space, to include the roof terraces;
- b) Maturity/sizes of specimens of all trees to be planted, including street trees;
- c) Typical specifications of tree pits and plating beds;
- d) Treatment for hard surfaces, including roof terrace levels
- e) Details of amenity space furniture.

The approved details shall be implemented so that all approved elements are completed and planting can be carried out no later than the first planting season following the first commencement of approved uses in the relevant development phase. All planted materials shall be maintained for five years or until established, whichever is the longer. Any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area.

9. Public Art

Prior to the commencement of building operations (excluding site clearance, demolition, formation of access roads and the laying of utilities infrastructure), a Public Art Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design and build of the development.

10. Biodiverse Roofs/Amenity Space

Prior to commencement of the relevant works, a method statement provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority for the creation of a brown living roof on site which does not employ a significant area of Sedum (Stonecrop). This shall include details of the layout and area, construction, design (to include the provision of features for invertebrates shown on a site plan including stone and log piles, piles of pure sand 20 to 30 cm deep, coils of rope and areas of bare ground, varying depths of substrate varying

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from 10 to at least 20 cm in height with troughs and mounds shown in profile on a plan, details of the seed mix and planting) and maintenance of the living roof. The use of egg-sized pebbles shall be avoided because gulls and crows may pick the pebbles up and drop them. The development shall be carried out in accordance with the statement or any amendment approved in writing by the Local Planning Authority.

Reason: To conform with Policy DM29 in the Local Plan which states that 'proposals for new buildings will be expected to incorporate opportunities for green infrastructure such as green roofs, green walls and green decks.

11. Further details before relevant element of development is commenced

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

- a) Details of external facing and roofing materials;
- b) All fenestration, including any curtain walling;
- c) Main entrance doors, including details of the approach;
- d) Any railings or balustrades;
- e) All material junctions;
- f) Eaves details;
- g) Any steps, ramps or other elements to resolve changes in levels.

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

12. Sample panels before relevant elements of phase of development commences

Sample panels of the external materials demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work within each phase of development are commenced. The relevant parts of the work shall be completed in accordance with the approved details before the phase of the development is occupied.

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

13. Sample panels before specified elements of phase of development commences

Sample panels of the external hard landscaping demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work within each phase are commenced. The relevant parts of the work shall be completed in accordance with the approved details before the phase of the development is occupied.

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

Pre-occupation conditions**14. Office Travel Plan**

The office development (Use Class B1a) hereby permitted shall not be occupied or brought into use until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared in relation to this phase of the development, 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

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Plan targets to the satisfaction of the Local Planning Authority.

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

15. Real-Time Bus Information

Prior to occupation of any building operations (excluding site clearance, demolition, formation of access roads and the laying of utilities infrastructure), relating to the office phase of development, details of the specification, location and connectivity of a 12-line Real-time bus information (RTI) display screen within the foyer of the office development shall be submitted and approved in writing by the Local Planning Authority. The approved RTI display screen shall be installed and operational prior to the office development (Use Class B1a) being occupied or brought into use. The RTI display screen shall thereafter be retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of achieving sustainable transport to and from the site.

16. Flood Evacuation Plan - Commercial Property

The commercial use (Use Class B1) hereby permitted shall not be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP) relating to that phase of the development. This Plan shall include the following information:

- command & control (decision making process and communications to ensure activation of FEP);
- training and exercising of personnel on site (H& S records of to whom and when);
- flood warning procedures (in terms of receipt and transmission of information and to whom);
- site evacuation procedures and routes; and
- provision for identified safe refuges (who goes there and resources to sustain them).

The FEP shall be reviewed at intervals not exceeding 3 years, and will form part of the Health and Safety at Work Register maintained by the applicant.

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

17. Flood Evacuation Plan - Residential Property

The residential use hereby permitted shall not be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP) relating to that phase of the development. This Plan shall include the following information:

- command & control (decision making process and communications to ensure activation of FEP);
- training and exercising of personnel on site (H&S records of to whom and when);
- flood warning procedures (in terms of receipt and transmission of information and to whom);
- site evacuation procedures and routes;
- provision for identified safe refuges (who goes there and resources to sustain them);
- occupant awareness of the likely frequency and duration of flood events;
- subscription details to Environment Agency flood warning system, 'Flood Warning Direct'.

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

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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 integrated within buildings and shown on a site plan with compass directions marked on it. This shall include one peregrine nesting box on a suitable area of flat roof, ten built-in swift boxes or bricks and six built-in bat boxes.

Bird boxes shall be installed to face between north and east to avoid direct sunlight and heavy rain.

Bird boxes shall 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 shall be erected between two and four metres high.

Swift boxes or bricks shall be provided in pairs or groups (e.g. at least two or three on a building, avoiding windows) on north, north-east or east facing walls, at least 5 metres high, so that there is a clear distance (drop) below the swift boxes/bricks of 5 metres or more. Swift boxes shall be located under eaves where present.

Bat boxes shall face south, between south-east and south-west. Bat boxes shall 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 shall be placed as close to the eaves (if present) as possible.

Development shall be undertaken in accordance with the approved details.

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

19. Artificial Lighting (external)

No building or use hereby permitted shall be occupied or use commenced until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and been approved in writing by the Local Planning Authority. Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2011.

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

20. BREEAM

Prior to occupation of commercial development hereby approved the following information shall be submitted to the Local Planning Authority and approved in writing:

- The full BREEAM Post Construction report prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (including dates/ receipt confirmation email from the BRE) shall be submitted

- A letter of confirmation from the BREEAM assessor confirming any known reasons why the building may not be able to achieve the credits and rating indicated in the final BREEAM post construction report.

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Within 3 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the Local Planning Authority and approved in writing.

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

21. Sustainable Drainage System (SuDS)

The development hereby approved shall be carried out in accordance with the Drainage Strategy Report (Arup, July 2019). The approved drainage system shall be implemented in accordance with the approved 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.

22. Archaeology

The development shall be carried out in accordance with the Written Scheme of Investigation (Cotswold Archaeology, July 2019) including the completion of the programme for post-investigation assessment, analysis, publication and dissemination of results. The applicant/development shall ensure that all relevant groundworks, including geotechnical works within the area shaded blue within Figure 2 of the approved Written Scheme of Investigation, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the Local Planning Authority in accordance with the approved Written Scheme of Investigation.

Reason: To record remains of archaeological interest before destruction.

23. Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

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

24. Nesting birds protection

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the Local Planning Authority. The authority will require evidence provided by a suitably qualified ecological consultant that no breeding birds would be adversely affected before giving any approval under this condition. Where checks for nesting birds are required they shall be undertaken by a qualified ecological consultant no more than 48 hours prior to the removal of vegetation or the demolition of, or works to buildings.

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

25. Completion of Vehicular Access

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

Reason: In the interests of highway safety.

26. Completion of Pedestrians/Cyclists Access

No building or use hereby permitted shall be occupied or brought into use until the means of access for pedestrians and/or cyclists serving that phase of the development has been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

27. Completion and Maintenance of Vehicular Servicing facilities

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.

28. Completion and Maintenance of Car/Vehicle Parking

No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans serving that phase of development has been completed, which shall include at least one electricity charging point for every five parking spaces provided, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

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

29. Completion and Maintenance of Cycle Provision

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans serving that phase of development 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.

30. Implementation/Installation of Refuse Storage and Recycling Facilities

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

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collection on the public highway or pavement, except on the day of collection.

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

31. Flood Risk Assessment

The development hereby approved shall be carried out in full accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed within the FRA:

1. Identification and provision of safe routes to an appropriate safe haven.
2. Flood-proofing/resilience measures detailed within the FRA.
3. Finished floor levels to be set no lower than the levels details within the submitted Flood Risk Assessment (Arup, July 2019).

The mitigation measures must be in place prior to first occupation of the development and thereafter maintained for the lifetime of the development.

Reason: To reduce the risk and impact of flooding to the proposed development and future occupants.

32. Energy and Sustainability

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in accordance with the Sustainability Statement and Energy Strategy (Arup, March 2019) prior to occupation.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings), BCAP20 (Sustainable design standards), BCAP21 (connection to heat networks).

Post Occupation

33. Noise Protection

All recommendations detailed in the submitted Noise Assessment (Acoustic Consultants Ltd, March 2019) with regards to sound insulation and ventilation of buildings hereby permitted shall be implemented in full prior to the occupation of the relevant phase of development and shall be permanently maintained. If an alternative method of sound insulation and ventilation of buildings is proposed it should meet the minimum performances provided within the Noise Assessment.

Reason: In the interests of the amenities of existing and future occupiers.

34. Noise Protection

The rating level of any noise level generated by plant and equipment associated with the development shall be at least 5 dB below the pre-existing typical background noise level at the nearby noise sensitive receptors. Any assessment of noise emissions must be undertaken in accordance with the guidance and methodology outlined in BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

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Reason: in the interests of the amenities of existing and future occupiers.

List of approved plans condition

35. List of approved plans and drawings

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

Delegated authority is sought for Officers to finalise the list as prior to the issuing of the decision notice.

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Appendix 1 – Summary of SCI

Theme	Summary of comments received	Summary of Applicants' response
Site Improvements	Positive about the principle of developing the site	Applicants comment: "The responses received positively confirm the appropriateness of the application site for redevelopment, reflecting established national and local planning policy supporting the efficient use of previously developed land to deliver residential and employment development to meet identified need within the city."
Design	Mixed comments received – some thought the proposal was "striking, uplifting and matched Finzels Reach Scheme" and others considered the design to be "unimaginative", creating an uninteresting street view.	The Project Team architects have sought to deliver high quality development which enhances the character and identity of the local area, respects the setting of heritage assets, whilst also complimenting the modern buildings along Counterslip,
Density and massing	Concerns about the scale and density of the development.	The Applicants comment: "The density and massing proposed is in keeping with the rest of the Finzels Reach development and the emerging context in the centre of Bristol and reflects established national and local planning policy to maximise the effective use of previously developed land".
Height	Concern that 16 storeys is too tall.	The Applicants comment: "The tallest element of the building is located on the corner of Counterslip and Temple Back, which, architecturally, is a device to signify the 'Build to Rent' entrance on the ground floor of this massing, whilst also working as a positive wayfinding device for the local area from an urban design perspective."
Daylight and overshadowing	Three representations from neighbouring residents raised concern that the height of the proposed blocks would reduce the amount of light that they currently enjoy within their properties. Concerns were raised regarding overshadowing of the 16 storey block on the Grade II* listed Generator Building.	The Applicants state that the impact on daylight and sunlight has been assessed.

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Parking	Concern that the level of parking is insufficient.	The Applicants indicate that: “In accordance with the adopted maximum local Parking Standards, the scheme proposes to provide a total of 43 car parking spaces (two disabled spaces) within a basement for the office use and 15 car parking spaces (six disabled spaces) for the residential units”.
Entrance to the residential block	Concern that the location of main entrance providing access for residents near to neighbouring properties has the potential to cause noise and disruption to neighbouring residents.	The Applicants indicate that: “The dedicated ‘Build to Rent’ residential front of house is located to maximise its legibility through its location on the corner of Counterslip”.
Construction activities	Concern about the impact of amenity during the construction phase.	The Applicants indicate that standard construction management techniques will be employed.
Local amenities	Concern that the proposal will increase pressure on existing amenities, such as doctor’s surgeries and shops.	The Applicants indicate that the proposed development would deliver additional jobs to the area (c. 1,300 jobs). In addition, additional residents will be attracted to the area who will financially contribute towards social infrastructure provision through Council Tax payments and that “the delivery of homes will secure New Homes Bonus financial payments from Central Government for Bristol”.
Communal Space	Some respondents were keen to ensure communal gardens / amenity space are incorporated into the scheme.	The Applicants note that public realm improvements have been incorporated into the design.

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Appendix 2

City Design Group Urban Living Assessment and Applicant's rebuttal

Questions	CDG Observations	Applicant Observations
<p>City</p> <p>Q1.1 Has the scheme adopted an approach to urban intensification which is broadly consistent with its setting?</p>	<p>RED</p> <ul style="list-style-type: none"> - Acknowledge that the area has potential for modest change. - The scale and massing is 2 – 4 floor higher than the prevailing height of the urban context. The reduction in massing along Temple Back has a limited impact on the appearance from public realm. - The taller element is significantly higher than the context and affects the setting of a number of heritage assets. - The density of the propose scheme exceeds the parameter expressed in Page 12 of the Urban Living SPD and fails to properly balance positive response to context, place making and liveability considerations. - Limited evidence of design-led capacity study - We consider 542 dph is over intensification which is far in excess, almost three times the optimum density recommended in the Urban Living SPD guidance 	<p>GREEN</p> <p>To accommodate growth in an inclusive and responsible way, every new development needs to make the most efficient use of land. The Urban Living SPD sets out that this will often mean developing at densities above those of the surrounding area on most sites. A design-led approach to optimising density is advocated which should be based on an evaluation of the site's attributes, its surrounding context and capacity for growth and the most appropriate development form.</p> <p>From the outset, the design intent was to build upon the success of Finzels Reach recognised by Bristol City Council (BCC) as an example of good practice in delivering higher density development within the city in the 'Urban Living SPD</p> <p>Density: The emerging Joint Spatial Plan and Local Plan housing delivery strategy is predicated, in part, on the basis of securing the very efficient use of land, developing new brownfield sites and increasing the capacity of existing Local Plan allocations. Policy BCAPSA6 of the Bristol Central Area Plan (SA607 - Fire Station, Temple Back) allocates the site for mixed use office and residential redevelopment. The site is also located within the Temple Quarter Enterprise Zone (land identified as a key zone for economic growth by the West of England Local Enterprise Partnership). The proposals deliver 117,106 sqft of office floorspace and 297 dwellings, in accordance with Policy BCAP47 of the Bristol Central Area Plan. This equates to 542 units per hectare.</p>

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<p>Neighbourhood</p> <p>Q1.2 Does the scheme contribute towards creating a vibrant and equitable neighbourhood?</p>	<p>RED</p> <ul style="list-style-type: none"> + Evidence of community involvement within the Statement of Community involvement. - The variety and mix of the accommodation is fairly limited. + Mix of uses, with communal provision at ground floor for Build to Rent with office and housing provision. + It is a sustainable location close to the city centre. - Access to children's play facilities, Under 5's, children's play space and neighbourhood playable space. - Development doesn't provide a broad range of accommodation, sizes or types to welcome a vibrant, mixed and balanced residential community 	<p>GREEN</p> <p>There is a shortage of Grade A office accommodation and housing, particularly affordable housing within the city. From the outset the applicant committed to delivering 20% of the dwellings on the site as affordable homes (a mix of social rented homes and shared ownership properties).</p> <p>One of the key aims of the submitted proposals is to support the ongoing regeneration of North Redcliffe, bringing wider benefits to the whole community through improved public realm and improved connectivity, linking the development into the wider Finzels Reach area and Castle Park beyond. The submitted plans propose works including widening of pavements, pocket parks and pedestrian/cycle centric road improvements, integrating the proposals into the existing local context and enhanced through new green infrastructure to strengthen the character of the area. The new cycle lane and public realm improvements will improve pedestrian and cyclist connectivity, providing a key route highlighted into the City Centre Framework (between Victoria Street and Finzels Reach).</p> <p>Office Note: No reference is made to the provision of children's facilities (see below).</p>
<p>Q1.3 Does the scheme respond positively to either the existing context, or in areas undergoing significant change, an emerging context?</p>	<p>RED</p> <ul style="list-style-type: none"> - The scale and massing of the built form fails recognise the spatial hierarchy of the existing heritage landmark buildings within the immediate cityscape. - The justification of the 16 storeys height in the DAS is not satisfactory. - The scale and configuration of the perimeter block does not respond positively to the 	<p>GREEN</p> <p>Following a review of the existing and emerging development context, discussions with City Design and Historic England, and mindful of established national planning policy and the emerging development plan context which promotes higher density urban living, it was clear that the site is able to accommodate the height of the development proposed. Indeed, initial advice from City Design and the Bristol Urban Design Forum encouraged the</p>

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	<p>context.</p> <p>+ Identification of key views and further analysis and impact assessment from the conservation area have been submitted</p> <p>Room for improvement:</p> <ul style="list-style-type: none"> • <i>Relevant and convincing justification for exceeding the height</i> 	<p>Design Team to consider increasing the height of the tallest element within the scheme. The impressive architectural design of the scheme was considered to sit harmoniously with the Generator Building.</p>
<p>Block & Street</p> <p>Q1.4 Does the scheme provide people-friendly streets and spaces?</p>	<p>AMBER</p> <p>+ Proposed footpath widths accommodate the increase in footfall delivered through the density increase.</p> <p>- Provision of community green space is lacking, concern is raised about the location of 'pocket park'. The definition of the 'pocket park' is felt to be misleading as it a wider verge with some seating.</p> <p>- Proportion of building to the Temple Back creates overshadowing and undermines the microclimate within this street.</p> <p>+ Creation of a double height treatment of the ground floor that gives prominence and legibility to the main entrance of the building onto the street frontage to Counterslip,</p> <p>- Legibility of the entrance to the affordable housing along Temple street needs further consideration and improvement.</p>	<p>GREEN</p> <p>The proposed scheme seeks to rebalance the spaces surrounding the built form to provide a safe and inviting place for users. The development proposes to widen the pavements around the development and give greater prominence to pedestrians and cyclists. Pocket parks have been introduced on Temple Street and Temple Back to provide a variety of public realm for pedestrians and cyclists to move, play and dwell in. The key actions proposed include:</p> <p style="text-align: center;">Carriageway narrowing</p> <p style="text-align: center;">Vehicular traffic directions</p> <p style="text-align: center;">Raised table junctions</p> <p style="text-align: center;">Upgraded pedestrian crossings</p> <p style="text-align: center;">Cycling routes</p>
<p>Q1.5 Does the scheme deliver a comfortable micro-climate for its occupants, neighbours and passers-by?</p>	<p>RED</p> <p>- The layout does not respond to orientation, placing office space on the sunny side of the perimeter block and residential on the overshadowed part of the perimeter block.</p> <p>- Daylight/sunlight assessment shows unacceptable living conditions for many of the residential units.</p>	<p>GREEN</p> <p>The scheme delivers a comfortable micro-climate by locating the reduced height of the building at the southern side to maximise the level of light within the internal courtyard spaces. All apartments are provided with generous full height windows to take advantage of natural light and air available internally for occupants.</p>

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	<ul style="list-style-type: none"> - No indication of integrated solar shading, wind deflectors for the office facade - Building configuration results in internalised corridors which do not benefit from natural light or ventilation. - The majority of all of the units are single aspect 	
<p>Q1.6 Has access, car parking and servicing been efficiently and creatively integrated into the scheme?</p>	<p>GREEN</p> <p>Car parking + Integrated parking within internal courtyard and at basement level + On-street loading bays and car club provision Cycle storage + All provision located within the courtyard space Servicing + Bin store areas screen from the public realm on the ground floor</p> <p>Room for improvement:</p> <ul style="list-style-type: none"> • <i>Providing cycle store areas at ground floor level comprises the communal courtyard</i> • <i>Access to the affordable houses needs substantial improvement.</i> 	<p>GREEN</p> <p>Applicants reinforce the provision acknowledged by CDG.</p>
<p>Shared access and internal spaces</p> <p>Q2.1 Does the scheme make building entrances welcoming, attractive and easy to use?</p>	<p>RED</p> <ul style="list-style-type: none"> + Creation of a double height treatment of the ground floor that gives prominence and legibility to the main entrance of the PRS building onto the street frontage to Counterslip, - Legibility of the entrance to the affordable housing along Temple street has been improved however its settings surrounded by service and car parking entrance remain a concern. - Segregation of entrances to the affordable and PRS units. These should be tenure blind. The affordable housing 	<p>GREEN</p> <p>The entrances to the buildings are significant drivers in how the architectural language of the scheme has been developed. They are fundamentally designed into the form and aesthetic of the buildings and help to animate street frontages. Additionally, this entrance will benefit from significant prominence from the vista across St Philip's Bridge.</p> <p>The double height entrance to Millwrights Place (Build to Rent) will benefit from a concierge and shared residents' space that is inviting and friendly and acts as a more civic entrance space to the taller building</p>

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	<p>entrance is significantly less generous than the PRS units entrance.</p> <ul style="list-style-type: none"> + Entrance provided directly from the public realm. - Large number of units from single entrance and core. <p>Room for improvement:</p> <ul style="list-style-type: none"> • Reduce the number of units from a single core • Create more entrances to the buildings 	<p>feature.</p>
<p>Q2.2 Are the scheme's internal spaces convivial, comfortable and user-friendly?</p>	<p>RED</p> <ul style="list-style-type: none"> - Internal corridors with virtually no natural light or ventilation - No provision of communal storage areas - Cores serve more than six units per floor, 23 units per floor from a single entrance two core arrangement. - Some amenities have been provided for PRS scheme but affordable housing lackprovision, such as large communal areas and areas for social interaction. Roof terraces present limited appeal and usability benefits. - Inadequate children's space has been provided within the scheme. The proposed space is constraint by highways and proximity to the building limiting its use. - No provision for storage of bulk items <p>Room for improvement:</p> <ul style="list-style-type: none"> • Address the above 	<p>GREEN</p> <p>The shared spaces within Millwrights Place (Build to Rent) have been located near the main entrance and at upper floors, to encourage their use and increase the chances for resident interaction, to create the best possible outlook and mixture of amenity spaces. The communal spaces have been designed to be flexible for a multitude of different uses to meet the tenant profile of the development. Research of existing 'Build to Rent' properties demonstrates amenity spaces at higher levels benefit from greater patronage.</p> <p>Section 4.8 – 4.14 of the Design and Access Statement set out the detailed design, demonstrating the thought instilled in the layout of the building ensuring circulation spaces are wider enough to enable comfortable movement of building users especially at peak hours, and allow to the easy removal of large items of furniture. Section 4.14 in particular clearly details the 'back of house' proposals to access the site incorporating 'moving in-moving out' space. The concierge area the front of house also contains storage facilities for drop-off deliveries.</p> <p>The general limit of six apartments per communal corridor, set out in the Urban Living SPD, is not considered to be appropriate for 'Built to Rent' schemes which will benefit from on-</p>

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		<p>site managers.</p> <p>Using the Bristol on-line population yield calculator, the estimated number of children living in the scheme would be 37 children. The scheme proposals provide a series of external amenity areas which are child friendly and could provide an opportunity for informal play and the flexibility for play installations, such as hopscotch or stepping stones.</p>
<p>Private outdoor space</p> <p>Q2.3 Does the scheme provide sufficient private outdoor space?</p>	<p>AMBER</p> <p>+ Sufficient private and communal outdoor space has been provided as per Urban Living child yield calculator.</p> <ul style="list-style-type: none"> - The roof terraces and small green spaces adjacent to the road are not considered conducive for children play. - Private open space is provided as mainly private balconies, a large percentage of which are north facing. <p>Room for improvement:</p>	<p>GREEN</p> <p>Applicants note that:</p> <p>“Based on the Urban Living SPD guidance, a total of 1,672 square metres of external amenity space should be provided within the scheme based on unit mix and number of occupants (broken down this equates to 1,309 square metres of amenity space for the Build to Rent dwellings and 363 square metres for the affordable dwellings).”</p> <p>The current proposals incorporate a combination of internal and external amenity space at ground level and upper floor levels.</p>
<p>Q2.4 Does the scheme create attractive, well designed and well maintained private outdoor spaces?</p>	<p>RED</p> <ul style="list-style-type: none"> - The provision of communal and private outdoor space is very limited and constrained. The quality of the amenity is questioned: - Due to constrained dimension of the communal open space and the overshadowing, as well as safety and other technical requirements. - The roof terraces and small green spaces adjacent to the road are not considered conducive for children play. - <p>Room for improvement:</p> <ul style="list-style-type: none"> • Further consideration of the approach to communal and private outdoor space to 	<p>GREEN</p> <p>While the Urban Living SPD seeks to ensure private communal space has a clear purpose, the proposed communal spaces have been deliberately designed to be flexible for a multitude of different uses to meet the tenant profile of the development. There</p>

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	<i>address issues above.</i>	
Q2.5 Does the scheme creatively integrate children's play?	<p>RED</p> <p><u>Child Yield Calculator</u></p> <ul style="list-style-type: none"> - Sufficient quantum of space has been provided. - The provision of a pocket park along Temple Back and Temple Street is not appropriate as a children's play area due to safety concerns. - The communal spaces on roof terrace have limited usage and does not serve as a space for Children Play. <p>Room for improvement:</p> <ul style="list-style-type: none"> • <i>Play facilities shall be creatively integrated, taking into account noise outbreak</i> 	<p>AMBER</p> <p>There is no formal provision for playspace within the development proposals. With respect to playspace, the general guidance on the distribution, quantity and quality of play provision for children is provided by the Fields in Trust. This recommend 0.25ha of equipped/designated play area per 1,000 population and sets out play areas in hierarchy from Local Areas for Play (LAP) to Neighbourhood Equipped Areas of Play (NEAP), all with different space and equipment requirements. The LAP requires the least amount of space (a minimum of 100 square metres and a 5 metre buffer to residential units).</p> <p>However, it is very difficult to apply these guidelines to a built-up urban setting where the space available and buffer zones required restrict the opportunities for dedicated play, particularly in light of the national and local policy imperative to make effective use of land. Most precedents for urban play include pocket parks along the street or gardens/courtyards/roofs with playful elements included to appeal to children.</p> <p>The proposed development provides a series of external amenity areas which are child friendly and could be zones to provide the opportunity for a range of uses, including informal play and the flexibility for play installations, such as hopscotch or stepping stones.</p> <p>Furthermore, there is the opportunity for relaxation space and for occupants to grow their own vegetables or cut flowers, promoting intergenerational interaction.</p>
<p>Individual homes</p> <p>Q2.6 Are internal layouts ergonomic and</p>	<p>AMBER</p> <ul style="list-style-type: none"> + The internal layout of the Apartments is acceptable + Flexible open plan layouts 	<p>GREEN</p> <p>The layouts have been designed to be open plan and as flexible as possible. The dwellings, where possible, provide</p>

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adaptable?	<p>provided to maximise living space.</p> <ul style="list-style-type: none"> + Ceiling height of over 2.5m is proposed - PRS does not meet the space standards is a major concern 	<p>direct external views upon entry to the apartment. In general, bedrooms have been equally sized for the benefit of sharers.</p> <p>All the proposed affordable units comply with the NDSS. A percentage of the 'Build to Rent' units are slightly smaller than the NDSS. On a typical floorplate 23 'Build to Rent' units are proposed; circa 26% of the units meet the optional NDSS, with all of the units meeting or exceeding the minimum HCA standards originally referenced within the supporting text to Core Strategy Policy BCS18.</p> <p>In addition, more communal space is provided.</p>
Q2.7 Does the scheme safeguard privacy and minimise noise transfer between homes?	<p>RED</p> <ul style="list-style-type: none"> - Privacy distances between the facades is unacceptably limited + Privacy by design - careful placement of windows and balcony spaces 	<p>GREEN</p> <p>Ground floor apartments are raised from street level to a defensible boundary for occupiers and avoid overlooking of passers-by. These apartments also have raised terraces for further enhance their privacy. No apartments are located directly onto street level. Neighbouring properties facing the development are located an adequate distance to avoid direct overlooking into apartments.</p> <p>Where possible, apartments have stacked plan layouts so that bedrooms are adjoining bedrooms and living areas are adjoining living areas. All habitable rooms are located at the front of the apartments to take advantages of natural light, ventilation and views with bathrooms and kitchens located towards back of apartments.</p>
Q2.8 Does the scheme maximise opportunities for daylight and sunlight of internal spaces; avoiding single aspect homes?	<p>RED</p> <ul style="list-style-type: none"> - The scheme does not meet the BRE recommended standards for daylight/sunlight - Further the scheme preforms worse than recent schemes in the area which themselves were identified as negative examples in the SPD 	<p>GREEN</p> <p>The entrance to Millwrights Place is designed to have a double height ground floor space that provides opportunity for communal space and break out work areas at street level.</p> <p>Balconies are provided throughout the development at all levels to utilise direct sunlight. Where single aspect</p>

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	<ul style="list-style-type: none"> - The scheme designed to deliver predominantly single aspect units. - Notable number of north facing single aspect units. <p>Room for improvement:</p> <ul style="list-style-type: none"> • Reducing the amount of single aspect flats • Maximising the amount of dual aspect units • Allowing natural cross ventilation 	<p>apartments are unavoidable, there are no apartments which have more than two bedrooms. These apartments are open plan and spaces including the kitchen will have provision for adequate ventilation, privacy and daylight including views.</p> <p>Where balconies are not possible, generous full height, glazing is provided to all apartments. In addition to private external balconies, direct access is available to external amenity spaces at various levels of the building. Within the parameters of the design, full height glazing to all windows is provided to apartments to increase the amount available daylight to habitable rooms.</p> <p>Dual aspect apartments are generally located at the corners of the building. Apartment rooms located on the south boundary with the Fire station will have enhanced acoustic glazing and trickle vents. The ventilation system will also be enhanced to negate the opening of windows whilst providing adequate thermal comfort for residents.</p>
<p>Visual quality</p> <p>Q3.1 Is the tall building well located?</p>	<p>RED</p> <ul style="list-style-type: none"> • The area does not benefit from a spatial strategy so the applicants are required to propose rational for merits of a tall building. + The site is well located with city centre shopping, employment and public transport provision in close vicinity. - The principle of a tall building has not been established. The prior consultation noted the northern corner may be most conducive for increased scale of development; the rational for tall building is not presented or established. - The proposal will have a negative impact on the setting of a number of heritage assets. 	<p>GREEN</p> <p>The proposed development is, for the most part, one height that is consistent with the height of the wider Finzels Reach area and the neighbouring Generator Building, apart from the taller corner element at the junction of Counterslip and Temple Back and a reduction of massing along the eastern edge. The 'scoop-outs' along the south eastern and north eastern elevations have been designed to allow light into the central courtyard that serves the development and these features offer an opportunity to provide residents' roof terraces and dual aspect units. The design proposed seeks to bring in the morning/midday sun to the development as well as ensuring that the perimeter edges are maintained in a consistent and strong manner to re-establish the urban grain in this part of North Redcliffe that is currently non-existent, continuing to build on the</p>

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	<p>Room for improvement:</p> <ul style="list-style-type: none"> • <i>Justification to support merits of a tall building in the given location remains to be established</i> 	<p>success of the wider Finzels Reach area.</p> <p>In heritage terms, early pre-application advice from City Design and Historic England indicated that siting the tallest element on the corner of Temple Back and Counterslip was the appropriate design response, set away from the Grade II* listed Temple Church. Indeed, initial advice from City Design and the Bristol Urban Design Forum encouraged the Design Team to consider increasing the height of this element. The impressive architectural design of the scheme was considered to sit harmoniously with the Generator Building.</p> <p>A Heritage Report accompanies the planning application and confirms that the siting of the taller element to the northern corner of the site ensures that the development does not harm the setting of the Grade II* Temple Church. Additionally, the Heritage Statement confirms the high-quality design of the feature building ensures there would be no harm to the Grade II* Generator Building, reinforcing the decision to locate the taller element next to this iconic heritage asset.</p>
<p>Q3.2 Does the scheme make a positive contribution to the long-range, mid-range and immediate views to it?</p>	<p>RED</p> <ul style="list-style-type: none"> + Proposal appears relatively neutral in long distance views. - The proposal has a negative impact in mid-range and immediate view. - The proposal has a significant negative impact on the settings of a number of designated heritage Assets. - Both the predominant scale of the development form and the tall building <p>Room for improvement:</p> <ul style="list-style-type: none"> • <i>Revision of the scale of the parameter block and the tower is needed.</i> 	<p>GREEN</p> <p>Overall, the site's existing visual context relates to the visibility of the façades of the Former AFA HQ buildings, boundary walls, fencing and associated hard standing, currently located on site. This is generally experienced in views from local streets circumnavigating the site. Beyond the local area, within the wider city, views of the existing site and the existing built form are limited by intervening built form. From distant locations with increasing elevation, in panoramas available across the city, views of the existing built form on site are also limited. Where seen, it forms part of the wider cityscape in the view. The landscape context relates to the site itself, the local surrounding area of</p>

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		Redcliffe and Redcliffe Conservation area, and the wider city landscape.
Q3.3 Does the scheme demonstrate design excellence?	<p>RED</p> <ul style="list-style-type: none"> - The tall building is of average design quality. It lacks fully resolution of district hierarchy (base, middle and top). The approach is appropriate for a medium scale block or elements that are slightly taller than the predominant scale. The proposal does not portray design excellence that will be needed to justify its scale and impact within the given context. - It was a missed opportunity when the independent design review by the BUDF did not adequately discuss the design excellence of the proposal. 	<p>GREEN</p> <p>Recognising that this can be a highly emotive and subjective issue, the Applicants obviously disagree. They refer to the pre-application consultative undertaken and the discussion with the Bristol Urban Design Forum and Bristol Civic Society (amongst others).</p> <p>The Applicants state:</p> <p>“Angled reveals play with light to emphasise depth on the facade which creates a unique character when viewing the building from different angles.”</p> <p>There is a commitment to the use of high quality materials.</p>
<p>Functional quality</p> <p>Q3.4 Does the scheme ensure the safety of occupants and passers-by?</p>	<p>No ranking</p> <p>Not enough information to assess.</p> <ul style="list-style-type: none"> • <i>The applicant’s comments on the fire assessment are noted. However it is unclear if and to what extent the assessment covers the public realm and the fire station site.</i> • <i>Further special consideration needs to be given to relation of the site with fire station and its practice tower needs to be fully assessed in consultation with the fire department.</i> 	<p>GREEN</p> <p>Applicants comment that:</p> <p>“Independent fire consultants, Bureau Veritas, have been appointed to carefully assess the entire scheme and ensure all aspects of fire safety inside and outside the buildings are considered. Fire detection and alarm systems will be fully compliant with the relevant British Standards. All buildings are sprinklered, which provides the quickest response in the event of a fire and ensures occupants wellbeing is protected. We are undertaking full CFD modelling of smoke movements in the building to ensure our solutions are fully tested and will work in practice.”</p> <p>They note that the Fire Authority are satisfied with the proposal.</p>
Q3.5 Does the scheme interfere with aviation, navigation or telecommunication, and does it have a detrimental	<p>No ranking</p> <p>Not enough information to assess</p> <ul style="list-style-type: none"> • <i>The applicant’s comments</i> 	<p>GREEN</p> <p>The CAA require notification for any buildings above 91.4m, and warning lighting on buildings greater than 150m. Since the proposed</p>

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<p>effect on solar energy generation on adjoining buildings?</p>	<p><i>are noted.</i></p> <ul style="list-style-type: none"> • <i>However it is unclear if any assessment has been undertaken.</i> • <i>The statement proposing post planning assessment of any impact on the Solar Energy Generation on adjoining buildings is not acceptable in principle as the application seeks to agree the form and massing of the proposal along with all its impact.</i> 	<p>development is well below the notification requirement height and of reasonably similar height to surrounding buildings, no further action has been taken regarding aviation impacts. Likewise, the impact on broadcast and wireless services is greatest for buildings which are much taller than their surroundings. Since most the proposed development is a similar height to the surroundings, the impact on broadcast services should be minimal.</p> <p>Several surrounding buildings have solar PV panels for electricity generation on the roof, however those which are in the correct orientation to potentially be affected are generally of a similar height to the majority of the proposed development. A small array of 7no panels on the roof of 10 Temple Street may be affected during winter months.</p>
<p>Functional Quality</p> <p>Q3.6 Has the scheme's future servicing, maintenance and management been well considered?</p>	<p>No ranking</p> <p>Refer to sustainability comments</p>	<p>GREEN</p> <p>A key factor of Build to Rent is that the operator retains the building long-term and therefore servicing, maintenance and management are absolutely key features. We have provided wider and taller than standard corridors which will facilitate residents moving in and out of the building with furniture without damaging the walls. Lifts are provided with drapes to protect the lifts during the moving in/out process. Communal areas have hard-wearing surfaces and finishes.</p>
<p>Environmental quality</p> <p>Q3.7 Does the scheme create a pleasant, healthy environment for future occupants?</p>	<p>RED</p> <ul style="list-style-type: none"> + The proposal presents some benefits of communal entrance and roof terraces. - However the primarily single aspect development form, long corridors with small number of circulation cores is a cause for concern. - Many of the flats have disappointingly low level of 	<p>GREEN</p> <p>The development is fragmented into several different height blocks to respond to the site constraints. Generally, the lower elements are located on the south areas of the development to allow maximum light to enter the courtyard area. The taller element of the building is located to the north of the site to prevent overshadowing to the courtyard area.</p>

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	<p>daylight/sunlight</p> <ul style="list-style-type: none"> - Communal facilities and spaces are limited in dimensions and usability. There is no provision for children play. 	<p>The taller element has also been designed to have a slim silhouette to over casting wide shadows to surrounding neighbours. To increase the level of a healthy environment, the development has a variety of internal and external amenity spaces that are available for the residents to use during their occupancy of the building. This will create a pleasant and healthy environment for the occupants.</p>
<p>Q3.8 Is the scheme sustainably designed?</p>	<p>No ranking</p> <p>The PRS scheme does not comply with National Space Standards. This will restrict future adaptability.</p>	<p>GREEN</p> <p>The Applicants refer to the adaptability of both the office and residential development.</p> <p>Water efficiency measures will be included.</p> <p>There is a commitment to the responsible sourcing of construction products (ideally local).</p> <p>There is a commitment to the connection to the district heat network.</p>
<p>Q3.9 Will the scheme be neighbourly, both at the construction phase and following occupation?</p>	<p>No ranking</p> <ul style="list-style-type: none"> - There are concerns about overshadowing, wind and other microclimate considerations on surrounding public realm which needs further assessment. + The impact of proposal on adjoining residential properties has been assessed but it's unclear if any further assessment is carried out for other users. 	<p>GREEN</p> <p>Prior to and during construction, the preparing a Construction phase and Environmental Management Plan will aid the development to minimise disruptive works during the building phase.</p> <p>Following occupation, the development will be a positive neighbour as it will create a new community that will form an extension to the existing community already established at Finzels Reach and others that are in close proximity to the site. The enhancements to the public realm at the base of the building will have significant improvements to the built environment not only for the residents of the new building but also for the existing neighbours.</p>

Supporting Documents

1. Avon Fire & Rescue Service Headquarters, Temple Back

1. Proposed North Elevation - Temple Back
2. Proposed South Elevation - Temple Street
3. Proposed East Elevation - Water Lane
4. Proposed West Elevation
5. Proposed Ground Floor Plan
6. Capture 1 – Verified View of Tower
7. Capture 2 – Verified View from Temple Church

Key to Materials for Millwright Place and Coopers Court

- | | | |
|---------------------------------------|--|--|
| 1 Facing Brickwork - Type 1 | 9 Banding Course | 17 PPC Aluminium Frame Window / Door Window / Door |
| 2 Facing Brickwork - Type 2 | 10 PPC Angled Metal Angled Reveals to Windows | 18 PPC Aluminium Extract/Intake Vent above Frame Window / Door |
| 3 Facing Brickwork - Type 3 | 11 PPC Chamfered Metal Soffit to Crown | 19 Curtain Walling System |
| 4 Facing Brickwork - Type 4 | 12 PPC Metal Horizontal Panels | 20 Decorative Metal Panels |
| 5 Facing Brickwork - Type 5 | 13 Black Metal Standing Seam Rainscreen Cladding | 21 Fire Rated Curtain Walling System with Fire Rate Glazing |
| 6 Facing Brickwork - Type 6 | 14 Black Metal Sinusoidal Rainscreen Cladding Panels | 22 Decorative Metal Railings To Balconies |
| 7 Angled Brickwork Windowhead Soffits | 15 Angled Metal Standing Seam Cladding to Windowhead Soffits | 23 Inset Balcony |
| 8 Structural Glass | 16 Crittal Style Windows | 24 Projecting Balcony |

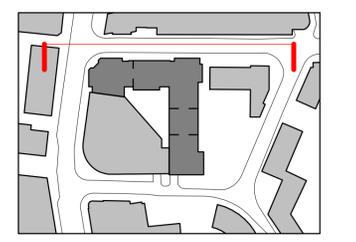
Locations of vents in facade, subject to final M&E coordination



1 Proposed North Elevation
1 : 200

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NOTES



Key Plan

P 3	17.07.19	Missing of Elevation to Millwrights Place Reduced To Temple Back	TH
P 2	17.05.19	Lift Overruns to Cores Indicated	TH
P 1	10.05.19	Preliminary Issue - WIP	TH
REV	DATE	REVISION NOTES	BY / CHKD

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CLIENT
Cubex

PROJECT TITLE
Millwrights Place and Coopers Court

DRAWING TITLE
Proposed North Elevation

DRAWING STATUS PLANNING ISSUE			RIBA STAGE STAGE 4	BM STATUS SO
DRAWN VA	CHECKED TH	DATE 03/29/19	SCALE 1 : 200 @ A1	REVISION P 3



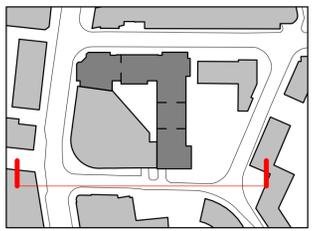
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Locations of vents in facade, subject to final M&E coordination

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NOTES



Key Plan



2 Proposed South Elevation
1 : 200

P 4	17.07.19	Massing of Elevation to Millwrights Place Reduced To Temple Back	TH
P 3	30.05.19	CC Entrance Area Revised	TH
P 2	17.05.19	Lift Overruns to Cores Indicated	TH
P 1	10.05.19	Preliminary Issue - WIP	TH

REV	DATE	REVISION NOTES	BY / CHKD
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PROJECT TITLE
 Millwrights Place and Coopers Court

DRAWING TITLE
 Proposed South Elevation
 Temple Street

DRAWING STATUS PLANNING ISSUE			RIBA STAGE STAGE 4	BM STATUS SO
DRAWN VA	CHECKED TH	DATE 03/29/19	SCALE 1 : 200 @ A1	REVISION P 4



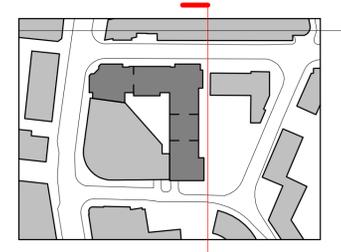
Key to Materials for Millwright Place and Coopers Court

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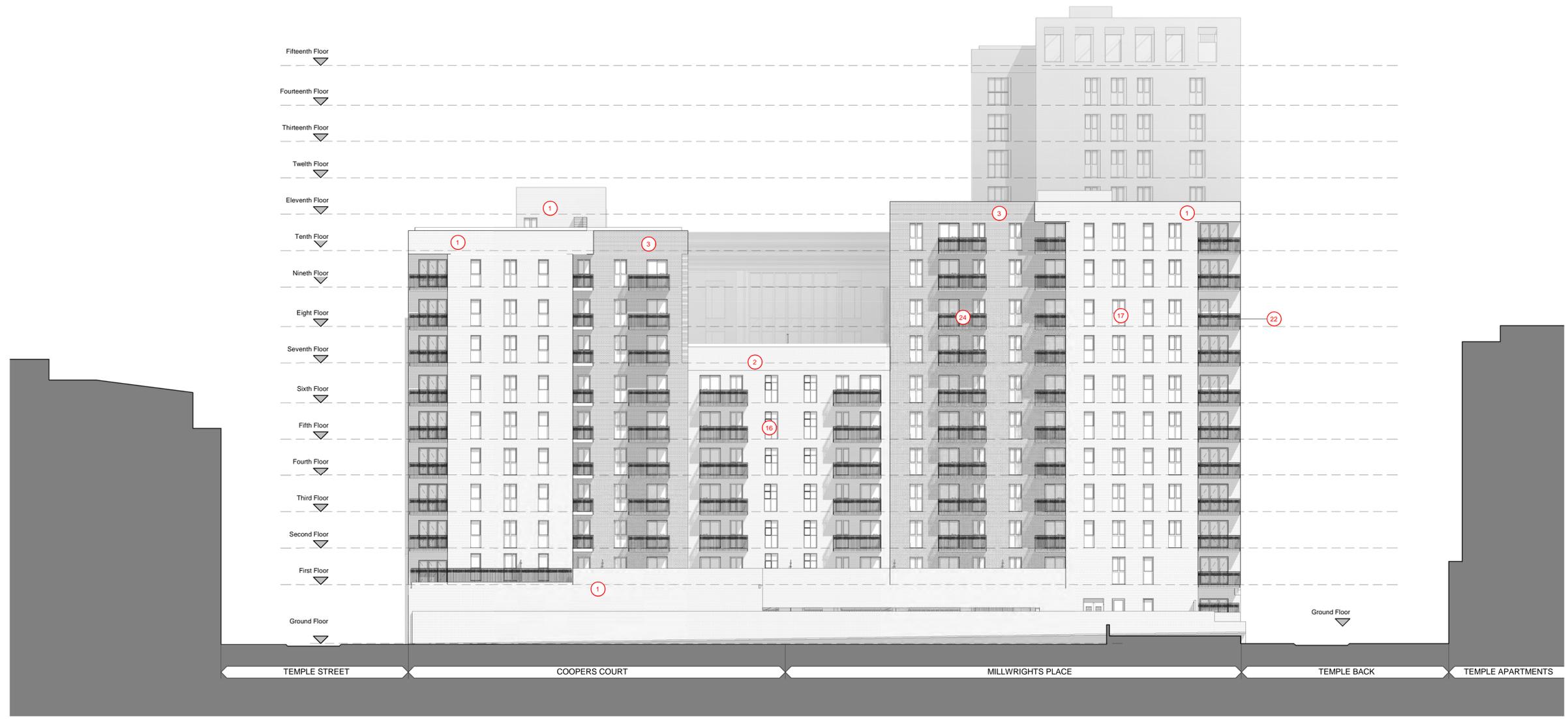
Locations of vents in facade, subject to final M&E coordination

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NOTES



Key Plan



3 Proposed East Elevation
1 : 200

P 3	17.07.19	Missing of Elevation to Millwrights Place Reduced To Temple Back	TH
P 2	17.05.19	Lift Overruns to Cores Indicated	TH
P 1	10.05.19	Preliminary Issue - WIP	TH
REV	DATE	REVISION NOTES	BY / CHKD

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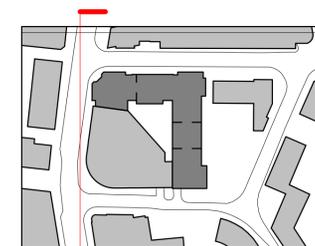
PROJECT TITLE
 TBC PROJECT No. 3487-P1
Millwrights Place and Coopers Court

DRAWING TITLE
Proposed East Elevation
 Water Lane

DRAWING STATUS PLANNING ISSUE			RIBA STAGE STAGE 4	BM STATUS S0
DRAWN VA	CHECKED TH	DATE 03/29/19	SCALE 1 : 200 @ A1	REVISION P 3
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NOTES



Key Plan

Key to Materials for Millwright Place and Coopers Court

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|---------------------------------------|--|--|
| 1 Facing Brickwork - Type 1 | 9 Banding Course | 17 PPC Aluminium Frame Window / Door Window / Door |
| 2 Facing Brickwork - Type 2 | 10 PPC Angled Metal Angled Reveals to Windows | 18 PPC Aluminium Extract/Intake Vent above Frame Window / Door |
| 3 Facing Brickwork - Type 3 | 11 PPC Chamfered Metal Soffit to Crown | 19 Curtain Walling System |
| 4 Facing Brickwork - Type 4 | 12 PPC Metal Horizontal Panels | 20 Decorative Metal Panels |
| 5 Facing Brickwork - Type 5 | 13 Black Metal Standing Seam Rainscreen Cladding | 21 Fire Rated Curtain Walling System with Fire Rate Glazing |
| 6 Facing Brickwork - Type 6 | 14 Black Metal Sinusoidal Rainscreen Cladding Panels | 22 Decorative Metal Railings To Balconies |
| 7 Angled Brickwork Windowhead Soffits | 15 Angled Metal Standing Seam Cladding to Windowhead Soffits | 23 Inset Balcony |
| 8 Structural Glass | 16 Crittal Style Windows | 24 Projecting Balcony |

Locations of vents in facade, subject to final M&E coordination



4 Proposed West Elevation
 1 : 200

P 3	17.07.19	Missing of Elevation to Millwrights Place Reduced To Temple Back	TH
P 2	17.05.19	Lift Overruns to Cores Indicated	TH
P 1	10.05.19	Preliminary Issue - WIP	TH

REV	DATE	REVISION NOTES	BY / CHKD
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CLIENT
Cubex

PROJECT TITLE
 TBC PROJECT No. 3487-P1
Millwrights Place and Coopers Court

DRAWING TITLE
Proposed West Elevation Counterslip

DRAWING STATUS PLANNING ISSUE			RIBA STAGE STAGE 4	BM STATUS SO
DRAWN	CHECKED	DATE	SCALE	
Author	Checker	03/29/19	1 : 200 @ A1	
DRAWING No	HMC - TBC - MP - ZZ - DR - A - 2003		REVISION	P 3



NOTES



Key Plan



REV	DATE	REVISION NOTES	BY / CHKD
P 5	17.07.19	Massing of Elevation to Millwrights Place Reduced To Temple Back	TH
P 4	30.05.19	CC Entrance Area Revised	TH
P 3	29.05.19	Column Positions Adjusted to Coordinated with SE Comments	TH
P 2	28.05.19	CC Entrance and Undercroft Parking Area Revised due to Structural and Refuse Vehicle Requirements	TH
P 1	10.05.19	Preliminary Issue - WIP	TH

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PROJECT TITLE
 Millwrights Place and Coopers Court

DRAWING TITLE
 Floor Plan Level 0

DRAWING STATUS	RIBA STAGE	BM STATUS
PLANNING ISSUE	STAGE 3	S0
DRAWN	CHECKED	DATE
TH	-	03/29/19
DRAWING No	SCALE	REVISION
HMC - TBC - MP - 00 - DR - A - 0200	1 : 200 @ A1	P 5



00



