

WARD: Lockleaze

SITE ADDRESS: Former Gas Holder Site Glenfrome Road Bristol BS2 9UZ

APPLICATION NO: 19/04802/F Full Planning

DETERMINATION DEADLINE: 15 July 2020

New unit (B1 (Office/light Industrial), and B8 (storage/distribution) use classes) with associated access, parking and landscaping.

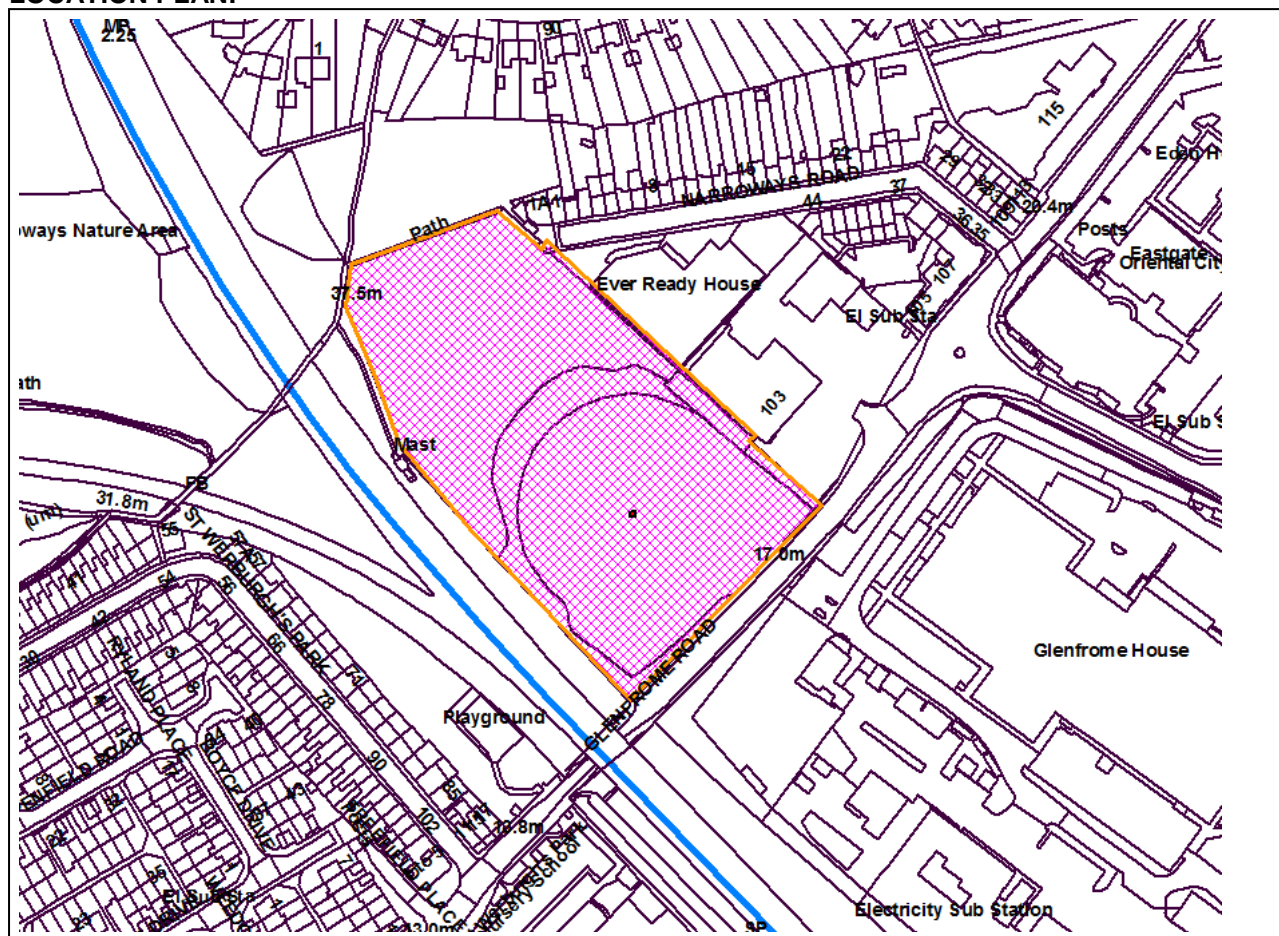
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Lichfields
Helmont House
10 Churchill Way
Cardiff
CF10 2DX

APPLICANT: Wales & West Utilities

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

LOCATION PLAN:



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This application has been called in for determination at Planning Committee by local ward Councillors Estella Tincknell and Gill Kirk, if the recommendation is for approval.

SITE DESCRIPTION AND APPLICATION

The application site is located on the north-western side of Glenfrome Road, and is bound to the south-west by a railway line (partially on an embankment and partially within a cutting); to the north-east by large commercial units, including a builders merchant, and; to the north-west by an area of open space intersected by public rights of way. The nearest residential properties are located to the north on Narrowways Road, as well as to the west on the other side of the railway cutting on St Werburghs Park. To the south east on the opposite side of Glenfrome Road is a designated Principle Industrial and Warehousing Area (PIWA).

The application site comprises a former Gas Holder Site (now decommissioned) to the south-eastern end of the site, along with a wooded slope to the north-western end of the site. There is an existing vehicular access from Glenfrome Road. The site formerly comprised part of the wider Stapleton Road gas works.

The brownfield former gas holder site does not have any specific site allocation within the Bristol Local Plan Site Allocations and Development Management Policies (2014), although south-eastern portion of the application site is proposed for allocation for industrial use under the emerging local plan review (site reference BDA2403).

The application proposes the construction of a commercial building along with associated external storage and staff parking area. The site is proposed to be occupied by Wales and West Utilities who currently occupy the larger site on the opposite side of Glenfrome Road, and would be relocating their operation to the application site.

The proposed building would measure 53.5m long, 25m wide, and 8.25m high to the ridge. The ground floor would be predominantly used for storage and workshop space, along with meeting spaces and staff welfare facilities. The first floor (which would have a floor area of approximately half the ground floor extent) would comprise office space. Externally there would be works vehicle, equipment, and waste storage space, along with a staff car park.

The north-western portion of the site would be retained as a wooded/vegetated area and would be fenced off from the portion of the site proposed for re-development.

See plans and supporting documents for full details.

RELEVANT HISTORY**Application Site**

18/02947/PREAPP - Construction of new depot facility including offices, yard and car parking.
PREAPP CLOSED.

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Wider Site (Including existing adjacent Wales and West Utilities site)

00/02769/W - Continuation of Hazardous Substance Consent for the storage of natural gas.
PERMISSION GRANTED.

94/01058/F - To create a parking area for 36 No. vehicle haulage containers and provide additional planting. PERMISSION GRANTED.

PRE-APPLICATION COMMUNITY INVOLVEMENT

The application is supported by a statement of pre-application community involvement (see statement of community involvement for full details).

(a) Process

Pre-application community engagement was undertaken by the developer's team way of the following:

- o Consultation letter and draft plans e-mailed to the two local ward councillors
- o Consultation letter and draft plans distributed to neighbouring houses and businesses to the north-east of the site
- o Consultation letter and draft plans sent to St Werburgh's Neighbourhood Association
- o Two meetings with representatives of St Werburgh's Community Centre

(b) Responses

Ward Members - No responses.

Neighbouring residents/businesses - two responses, raising concerns that can be summarised as follows:

- o Questioned the need for operational development on the site;
- o Considered an Environmental Impact Assessment (EIA) should be provided;
- o Concerns of traffic generation and pedestrian/cyclist safety;
- o Queried parking levels and electric vehicle (EV) charging;
- o Site operational hours
- o Expressed a need to protect existing biodiversity

St Werburgh's Planning Group

- o Welcomed retention of upper portion of the site as a wildlife area
- o Supported retention of existing brick boundary wall
- o Recommended tagging is cleaned from the boundary wall

St Werburgh's Community Centre

- o Requested that improvements were made to the walking routes to the St Werburgh's Park Nursery and Primary Schools;
- o Suggested removing the existing brick boundary wall and replace with fencing set back 1 metre into the site to facilitate footpath widening, increase visibility, and prevent graffiti;
- o Requested a footpath link along the western edge of the site between Glenfrome Rd and the existing footpath to the north of the site

(c) Outcomes

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The extent of alterations made to the scheme as a result of community consultation appears to be limited to increased cycle storage provision and the inclusion of 6 EV charging points within the staff car park. Supporting statements have been submitted to set out information in relation to site operation, highway safety, and ecology.

RESPONSE TO PUBLICITY AND CONSULTATION

Consultation was undertaken via site and press notices, along with letters sent to surrounding properties, including local nursery, primary and secondary schools. Neighbour consultation requests were made on 10.12.19 and 24.01.20. Additional addresses added in January were: Fairfield High School, St Werburgh's Primary School, St Werburgh's Community Centre, and the Old Library Muller Rd. (No responses were received from these).

72 written responses were received, raising concerns that can be summarised as follows:

Principle (Key Issue A)

- o The site is set outside the adjacent PIWA

Residential Amenity (Key Issue B)

- o Noise and disruption during construction
- o Noise during operation
- o Light pollution
- o Impact of operating hours upon nearby residents

Design (Key Issue C)

- o Palisade fencing atop the boundary wall would look ugly
- o Poor aesthetics
- o Proposed building is uninspiring

Highways (Key Issue D)

- o Pedestrian safety across the entrance to the site
- o Road Safety issues associated with lorries turning to enter/exit the site
- o Safety of children walking to and from the nearby schools
- o Removal of the existing wall would enable pavement widening to improve the pedestrian environment and visibility around the junction
- o Increased traffic upon the local highway network
- o Increased congestion
- o Consider restricting HGV access during peak times
- o Parking on site should be reduced and staff encouraged to use public transport instead

Sustainability (Key Issue E)

- o The site is not sustainably located

Contamination (Key Issue H)

- o The site is contaminated and poses a risk for staff on site

Trees (Key Issue I)

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- o Additional tree planting should be incorporated into the development

Nature Conservation (Key Issue J)

- o Impact upon the nature corridor
- o Loss of habitat
- o A landscape management plan is required for the retained wildlife area

Air Quality (Key Issue K)

- o Negative impact upon air quality on Glenfrome Rd from increased traffic, including increased HGV and van numbers

Safety

- o Concerns regarding storage of hazardous substances on site

These points will be discussed within the key issues section of this report.

Councillor Estella Tincknell has commented as follows (22.01.2020):

As the local councillors for the ward of Lockleaze in which this site is situated, Cllr. Gill Kirk and I would like to ask for this decision to be 'called in' to the DC Committee. The application has prompted a number of objections and we share residents' concerns about the suitability of the site and the likely impact on local roads and the environment of the proposed development.

We would also like to request an extension to the deadline for comments to enable local residents to respond.

Councillor Gill Kirk has commented as follows (22.01.2020):

Due to the volume of local objections on this consultation, Estella and I would like to request a call in for consideration by committee.

We would also like to request an extension of the public consultation as this ran over the Christmas/New Year period and residents would like longer to consider the plans and offer constructive feedback.

Listed below are the key concerns that have been sent to us.

1. Boundary wall. To make this more aesthetic, considerate of the industrial feel of the area, this could be an opportunity to soften that and make it feel safer.
2. Wildlife. It's great that they are preserving some of the wild life land, however there needs to be more careful thinking about the longer the landscape management.
3. Traffic to and from the site. this could both make it less safe for children walking to and from school, as well as increase congestion on Glenfrome road.

The two schools that i think needed consultation, and were not on the list, are St Werburghs Primary School, and Fairfield High School.

The Coal Authority has commented as follows (19/02/20):

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I have reviewed the proposals and confirm that the application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. Specifically, The Coal Authority records indicate that the application site could potentially be underlain by probable unrecorded coal mine workings at shallow depth.

I have reviewed a 'Final Factual Environmental Report' (Komex, March 1997) and a 'Geo-environmental Liability Assessment' (Hydrock, March 2013) submitted by the applicant. The Coal Authority does not consider that these reports adequately address impact of coal mining legacy within the application site. The Coal Authority therefore objects to this planning application.

The Final Factual Report does not assess the potential risk posed by coal mining legacy. The, Geo-environmental Liability Assessment reviews mining information but also fails to make any assessment of the potential risk or provide recommendations. In addition, both reports are now several years old and the Coal Authority therefore considers that any desk-based assessment in the reports regarding coal mining legacy is out of date.

In accordance with the agreed risk-based approach to development management in the defined Development High Risk Areas, the applicant should be informed that they need to submit a Coal Mining Risk Assessment Report, or equivalent report, to support this planning application.

The Coal Authority has commented as follows (26/01/21):

The Coal Authority Response: Material Consideration

The Coal Authority previously commented on this planning application in a letter to the LPA dated 19 February 2020. As you will be aware the Coal Authority's data on the defined High Risk Area is updated annually following the findings of investigations and reviews of the data and records we hold. I can confirm that the application site no longer falls within the High Risk Area. Therefore, the Coal Authority does not consider it proportionate to request that a Coal Mining Risk Assessment is submitted to support this planning application and we withdraw our objection to this planning application.

The Health and Safety Executive (HSE) has commented as follows (via web app 06.02.20):

HSE Advice: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

The City Council Highways Officer has commented as follows (17.02.20):

(For full comments see the online record)

Recommendations

Whilst TDM is not adverse to the proposed development the following issues must be addressed before planning permission can be granted:

The amount of off-street parking at the applicants existing site must be clarified to ensure that the proposed staff parking is of a similar amount.

The applicant must clarify the number of HGV movements the site is likely to generate as no information or analysis has been provided based on the existing site.

For the Travel Plan Statement to be deemed acceptable sustainable travel vouchers must be issued for all staff (i.e. bus or cycling vouchers).

The vehicle sliding gate must be set further back to ensure that HGV's can pull clear of the adopted highway to avoid them becoming an obstruction to oncoming traffic.

The vehicle crossover must be fully reconstructed, resurfaced and appropriate drainage incorporated

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to prevent the discharge of any surface water onto the adopted highway.

To ensure there is sufficient room for HGV's to manoeuvre into and out of the site double yellow lines must be installed opposite the proposed site entrance, for which a Traffic Regulation Order (£5,724) will be required as well as the separate cost of installing the measure, both of which will need to be met by the applicant. A plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development must be submitted.

To avoid potential pedestrian/vehicle conflict the footway opposite the site must be widened. If this is not possible the footway in front of the site must instead be widened by removing the 2m high brick wall and dedicating part of their land.

Due to the increase in vehicle movements the street lighting columns for at least 100m in either direction of the vehicle access point must be upgraded to comply with the council's Street Lighting Specification 2012 Version 2.

In light of the number and type of objections raised a Stage One Road Safety Audit must be undertaken to clearly examine all of the potential safety issues and possible mitigating actions that could be taken.

Swept path must be submitted to demonstrate that two HGV's can pass each other within the space behind the sliding gate. If this is not possible the applicant must demonstrate through the provision of a forward visibility splay that there is sufficient visibility that the driver of an HGV about to turn left past the weighbridge would be able to clearly see an HGV entering the site and be able come to a full stop. Swept path analysis must be submitted to ensure telehandlers can safely be moved in/out of their intended location within the main car park.

All pedestrian/vehicle routes as well as the staff car park must be suitably illuminated and all bays for disabled people and Electric Vehicle Charging Points marked and signed.

By the sliding gate signage must be provided to warn motorists leaving the site to take extra care due to the location of the nursery and primary school, particularly during drop off and collection times.

Suitable ducting must be provided to enable additional EVCP's to be installed in the future.

An Approval In Principle Structural Report will be required if the proposed SuDs system is within at least 6m of the back edge of the adopted highway.

Parking for at least 20 cycles must be provided and the store must be fully enclosed.

The location and type of waste to be stored/collected must be clarified.

Until such time as the issues listed above are addressed TDM must object to the proposals.

The City Council Highways Officer has commented as follows (19.10.20):

(For full comments see the online record)

Recommendation: Approve subject to conditions

Principle

The application is for a new building that will measure 53m long x 25m high x 8.3m high with associated car/cycle parking and waste storage to be used by Wales & West Utilities. It would replace their existing site 25m away, which they currently lease. Based on the revised proposals submitted, accompanied by a Stage One Road Safety Audit, Transport Development Management (TDM) considers the proposals acceptable on highway safety grounds.

Highway Network

The site is located on Glenfrome Road which is subject to a 20mph speed limit and is a bus route for the No 5 service. There are two bus stops adjacent to the site Narrowways Road (North East Bound and South West Bound) that consist of a simple flag and pole. There are double yellow lines directly in front of the site which run from the mini-roundabout with Eastgate Road in an easterly direction as far as the railways bridge in a westerly direction, as well as partially on the other side of the carriageway. In between this is unrestricted on-street parking, although this is currently being used by caravan and van dwellers. Due to the width of the bridges arch two-way flow is not possible and all vehicle movements are therefore controlled by a set of traffic lights either side.

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The footways either side of the carriageway appear to be narrower than the current 2m standard. Due to the width of the bridges arch the footway in front of the site abruptly ends. Pedestrians are therefore required to cross over to the footway on the other side via a signalised pedestrian crossing. The need to do this is reinforced by the presence of a guardrail which incorporates a sign reading "PEDESTRIANS Please use other footway". The footway under the bridge is quite narrow, with a buffer on the right to ensure high sided vehicles do not hit the underside of the arch. To date there have been five recorded accidents within the vicinity of the site, of which only one was serious.

Transport Statement

As requested as part of TDM's pre-application response, a Transport Statement has been submitted in support of the application. This sets out that the site is in a relatively sustainable location due to the fact that it is within a 20 minute walk of Stapleton Road Station as well as several bus stops (including two adjacent to the site as set out above) which are served by the No's 5, 17, 24 and 506 services and that within a short cycle ride cyclists can access the Frome Valley Greenway, Concorde Way and the Bristol and Bath Railway Path. TDM concurs with this assessment. Following an analysis of similar Wales & West Utilities sites it is estimated that between 7am and 6pm the site would generate a total of 157 two-way car trips, of which 35% would be related to the proposed first floor offices. To determine the accuracy of this TRICS was consulted. TRICS is an industry standard database of trip rates used to quantify the numbers of trips associated with new developments.

When looking at similar sized developments it is estimated that the site would generate a total of 155 two-way car trips between 5am and 8pm (the hours when the site will be at its busiest) equating to 14 two-way trips in the am peak and 13 two-way trips in the pm peak. This is not considered excessive. When looking at the total number of trips the site is likely to generate this increase to 32 two-way trips in the am and 31 two-way trips during the pm peaks. It is important to note that this includes trips as a passenger, walking, cycling and travelling by train/bus. The Transport Note submitted by the applicant sets out that their existing site has parking for 77 vehicles, as does the proposed site. The Transport Statement sets out that all of these trips would simply be transferring and that they should therefore not be considered as newly generated. This is acceptable. In respect of HGV movements the Transport Note indicates that on a daily basis three HGV movements will be generated with a further weekly movement where equipment and supplies will be delivered to the site. This is acceptable.

Travel Plan Statement

Due to the size of the site a Travel Plan Statement using the council's template has been submitted. The applicant has agreed to provide local travel vouchers to staff (i.e. bus or cycling vouchers) to encourage and promote a modal shift. The Travel Plan Statement must be updated to include this measure.

Access / Traffic Regulation Order / Footway / Lighting / Banned Turns

Currently the only means of accessing the site is via a narrow gated access point on Glenfrome Road which incorporates a concrete vehicle crossover. To enable rigid (10m long) and articulated (16.5m long) HGV's to enter the site the applicant proposes to widen the access point so that it will be 15m wide and feature a sliding gate. Although the gate has been set back 5m, thereby allowing a car to pull clear of the adopted highway, this would not be the case for a larger vehicle, particularly an articulated HGV. If this were to happen the vehicle would form an obstruction to oncoming traffic, posing a risk of a head on collision or rear end shunt. To address this the gate will be left open during operational hours, which is acceptable. To ensure vehicular visibility splays of 2.4m x 25m (based on 20mph speed limit) can be achieved, as demonstrated by the site layout plan that has been submitted, the existing brick wall will be set back at a 45 degree angles. This is acceptable. To avoid any pedestrian/vehicle conflict a separate pedestrian gate is proposed which is also acceptable. In order to widen the access point it will also be necessary to lengthen the existing vehicle crossover and the applicant will be required to enter into a Section 278 Agreement.

As previously mentioned there is currently on-street parking opposite the proposed vehicle entrance. Swept path analysis submitted for both a 10m and 16.5m HGV indicates that a substantial proportion of this would need to be removed to provide sufficient room for these vehicles to be able to safely turn

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into/out of the site. To address these double yellow lines will need to be installed for which the applicant will require a Traffic Regulation Order (TRO). The cost of this (£5,913) as well as the separate cost of installing the measure would need to be met by the applicant.

Many of the objections that have been submitted cite concerns over the width of the existing footways and the risk to children accessing the adjacent nursery and primary school. To address this would require the existing 2m boundary wall which is approximately 120m long, to be removed. The applicant would then have to dedicate part of the land and reconstruct/resurface the footway for which they would need to enter into a Section 278 Agreement with the council. The applicant does not consider this, or the upgrading of street lighting columns, necessary or proportionate. TDM concur that these measures are not proportionate to the scale of development and have removed previous objections on these grounds.

Several objections received suggest that rigid and HGV vehicles should be banned from turning right out of and left into the site in order to prevent them from passing by the adjacent nursery and primary school.

Whilst TDM understands the reasons behind this unless drivers were to be prevented from undertaking these manoeuvres through the presence of a splitter island it would be extremely difficult to enforce such a ban, especially when it would also need to apply to the adjacent Jewsons Building Merchants and would fail to prevent HGV's in general using Glenfrome Road. However, the applicant proposes to install a no right turn traffic sign within the adopted highway. This would need to be illuminated and the precise location agreed as part of the highway works technical approval process. In order for it to be enforceable a further TRO will be required. The cost of this (£5,913) as well as the separate cost of installing the measure would need to be met by the applicant. This brings the total cost of both TRO's to £11,826 which must be collected via legal agreement.

At the request of TDM a Stage One Road Safety Audit has been undertaken and submitted. This has picked up a number of issues all of which have been addressed to the satisfaction of TDM.

Site Layout / Lighting / Drainage

Within the Road Safety Audit a plan has been provided setting out proposed road markings giving priority to people entering the car park. This proposes that a stop line would be located where the site access meets the carriageway thereby forcing pedestrians to wait. This is unacceptable; the line must be pulled back so that it is within the curtilage of the site, as priority must always be given to pedestrians.

Swept path analysis has been submitted which shows that both a rigid and an articulated HGV can safely manoeuvre around the building and that two cars can pass each other when entering and exiting the staff car park. However, the swept path clearly shows that there is a potential for overrunning if two HGV's were to try and enter/leave at the same time. Either the internal access road adjacent to the barriers/signage storage area must be widened to prevent this or HGV movements will need to be timed so that this does not occur.

All pedestrian/vehicle routes as well as the staff car park must be suitably illuminated and all bays for disabled people and Electric Vehicle Charging Points marked and signed.

By the sliding gate signage must be provided to warn motorists leaving the site to take extra care due to the location of the nursery and primary school.

Car Parking / Cycle Parking

The applicant proposes to provide parking for 77 cars, six rigid HGV's and 20 coil trailers. four will be disabled parking bays, six would feature an Electric Vehicle Charging Point (EVCP's).

Whilst the level of parking does exceed the maximum standard, this is deemed acceptable as the

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applicant's current site has parking for 77 vehicles. It would appear that parking is also proposed for a number of telehandlers, although this is not entirely clear from the plan and this should be clarified. Due to the overall amount of parking a Car Park Management Plan must be submitted, which can be secured by condition.

The proposed cycle storage for 12 cycles is policy compliant, however increased provision to 20 cycles is requested.

Waste

The site plan submitted proposes waste storage adjacent to the staff car park. It is unclear whether this is for waste building materials, general waste created by the offices or both. This must be clarified as must how the waste will be collected. A Waste Management Plan must be submitted, although this can be secured by condition.

Construction Management

Due to the potential impact on the adopted highway both a Construction Management Plan and a Highway Condition Survey are required.

The City Council Landscape Design Officer has commented as follows (18.12.19):

The development built form - building, staff car park, access arrangements for articulated vehicles/loading, storage units, pedestrian access and cycle parking - are logical for the purposes of the proposed activity and generally fit with surrounding uses. The retention of roughly 50% of the site as wildlife habitat also fits with the adjacent Narrowways nature conservation areas and represents significant public realm benefit. Suggested improvements to the layout include further softening of the internal parking arrangement through planting behind the Glenfrome boundary wall, alongside the internal security fence and alongside the Jewson boundary. Stronger planting within the car park would also be beneficial - the planting beds located either end of the central run of parking bays are too small for sustained growth.

With regard to the principle of development then, the proposals can be supported.

Further information is required in relation to:

- o Fencing details along Glenfrome Road; the existing wall is well detailed and the proposed palisade addition should respect this feature
- o a tree survey and report
- o planting plan
- o A landscape management plan
- o A management plan for the retained wildlife area

The City Council Nature Conservation Officer has commented as follows (18.12.19):

I object to this planning application which does not meet Natural England's standing guidance for legally protected species.

There are records of great crested newts (GCNs) within the Local Records Centre records as part of a European Protected Species licence application on the north-western part of the redline planning application area of this site dating from 2015. The proposed development extends into the dense scrub on the Land East of Narrowways Junction Wildlife Corridor site.

GCNs are a highly protected European Protected Species. The potential presence of great crested newts within 500 metres of a development site needs to be taken into account.

Accordingly a detailed survey for great crested newts is required to be undertaken by qualified

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ecological consultants. The submitted extended phase one habitat survey dated August 2019 does not mention great crested newts. A terrestrial survey for GCNs which may require pitfall trapping with a drift fence may be required for the area to the north (subject to having the landowner's permission to access this area). This survey technique can only be carried out in the period March to October, depending on weather conditions and requires 60 nights of survey effort and should be combined with the use of refuges. An analysis to see if there are breeding ponds within 500 metres of the site and surveys and/or detailed assessment of these ponds will also be required. These surveys will need to be completed prior to the determination of this planning application, in accordance with central government guidance.

If the presence of GCNs is confirmed on or close to the site which seems likely then an ecological mitigation strategy will need to be developed. This is likely to require the provision of a suitable alternative area of terrestrial habitat and a breeding pond, on or off-site. Newts may need to be trapped, and translocated (moved) under licence. A European Protected Species licence application would also be required. As part of a planning application the Local Planning Authority is also required to apply and satisfy the three species derogation tests under the Conservation of Habitats and Species Regulations 2017 and so the proposed mitigation will need to meet these tests. The requisite great crested newt survey information to apply the three tests is not currently available.

This proposal includes part of the Wildlife Corridor site, Land East of Narrowways Junction. Accordingly Policy DM19 in the Local Plan applies. Page 41 of policy DM 19: Development and Nature Conservation in the Site Allocations and Development Management Policies, adopted July 2014, states that:

'Development which would have a harmful impact on the connectivity and function of sites in Wildlife Corridors will only be permitted where the loss in connectivity, or function, of an existing Wildlife Corridor is mitigated in line with the following hierarchy:

- a. Creation of a new wildlife corridor within the development site;
- b. Enhancement of an existing corridor or creation of a new corridor off-site to maintain the connectivity of the Bristol Wildlife Network.'

Section 2.19.21 on page 43 adds:

'Development should integrate existing wildlife corridors. Where this is not practicable it should provide suitable mitigation in the form of on-site, functional Wildlife Corridor(s). Development should also provide mitigation for any habitats, species or features of value associated with the Wildlife Corridors, where they are harmed or lost. This should take place on the development site wherever possible.'

This guidance has not been taken into account because of the proposed loss of part of the Wildlife Corridor site on the northern part of the site.

The City Council Nature Conservation Officer has commented as follows (26.11.20):

I now remove my objection.

I welcome the statement that (p16 of the report): '...it is recommended that a pond approximately 13 metres long by 8 metres wide and ranging from 50 cm to 1.5 metres is created within Area 2.' Please ensure that creation of this pond, plus at least four associated log piles, to be shown on both a site plan and on a profile plan, is specified as a planning condition (as specified below). I note also the recommendations on page 16 that: 'As children may access Area 2 a sloping profile with no sump should be used avoiding sudden changes in depth or access should be constrained by a fence that does not prevent Newts entering the area or cause overshadowing. Ponds should be created so as to support a wide range of invertebrates, with a quantity of native marginal, floating and submerged vegetation (of local provenance), with some areas of open water.'

Please note that Area 2 is located within the red line planning application area, but in the north of the site, outside the proposed development footprint.

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Please apply the following planning conditions:

A reptile mitigation strategy

A method statement for a Precautionary Method of Working (PMW)

An ecological mitigation and enhancement strategy for amphibians

A thirty year landscape and nature conservation management plan

A method statement for the control and removal of Cotoneaster

The City Council Arboricultural Officer has commented as follows (14.10.20):

The site is located on Glenfrome Road and consists of a hard standing that was previously occupied by a town gas holder on the south eastern half of the site and naturalised area (wildlife corridor) of scrub and trees to the north west. The naturalised area provides a significant green infrastructure asset and should be protected during the course of any development proposal.

3 trees have been identified for removal T4, T5 & T6

The remaining groups of trees are proposed to be crown reduced; this could be the entire retained tree population H1, H2 and G3. Reducing all of the retained trees on site is not acceptable. The level of reduction has also not been specified and therefore if the report is consented all of the trees can be reduced by an unspecified amount. No works have been specified within the tree survey schedule. If access facilitation works are proposed this should be detailed within the tree survey table.

The tree protection plan provides a greater level of clarity and identifies specific areas that will need to be pruned to provide a developable space and install tree protection fencing. The impact assessment needs a greater level of clarity as we can't unintentionally agree to the wide spread reduction of trees across the site.

The removal of the 3 trees T4, T5 & T6 require 9 replacements or a financial contribution of 9 X 3,318.88 = £29,869.92. The high contribution level has been used due to the limited areas of BCC open space with a mile of the site and therefore of site contribution would need to be within hardstanding.

In Principle I have no objections to the proposed, however, further clarity within the arboricultural report is required to demonstrate the specific areas of pruning before we could condition the report aspects with confidence. We also need a full landscape plan to include:

- o A high quality landscape plan containing tree locations, species, planting stock size (Minimum 12-14cm Girth)
- o A maintenance schedule for watering and aftercare to ensure the establishment of newly planted trees.
- o For trees located within areas of hardstanding an engineered tree pit detail.

The City Council Pollution Control Officer has commented as follows (02.01.2020):

Whilst I understand the applicant currently operates from a neighbouring site and I am not aware of any noise issues with this site the proposed site is nearer to residential properties at Narrowways Road and operations at the site due to gas emergencies need to be 24/7.

Whilst vehicle movements from the site are unlikely to lead to any noise disturbance to local residents I do have some concerns that activities such as loading of material, maintenance of equipment and use of reversing beepers outside of normal working hours could be disturbing to local residents. The plans show some external storage and the telehandling unloading/loading area to the north of the site nearest to Narrowways Road and it is the use of this area outside of normal hours that gives me most cause for concern. I am not sure whether this area will be used when dealing with emergencies but I feel it would be useful to have a bit more detail about how the site will operate,

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particularly outside of 08.00 to 18.00 in order to make a more reasoned judgement on this application.

The City Council Pollution Control Officer has commented as follows (12.10.20):

The activities to be carried out are not likely to be noisy but I recommend the following conditions in order to safeguard neighbouring amenity:

Ours of operation

1. Except for in the event of allowed out of hours operation (as defined by condition 3) the site shall only operate between the hours of 8am-6.30pm Monday to Friday.
2. Except for in the event of allowed out of hours operation (as defined by condition 3) any deliveries or collections made by vehicles to the site shall only be carried between the hours of 8am-6.30pm Monday to Friday.
3. Access may only be gained to the site outside of the hours of 8am-6.30pm Monday to Friday only to pick up and return operational plant and equipment in order only to necessitate emergency repair works to reinstate gas supplies off-site.

Noise from plant & equipment affecting residential

4. The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level at any time at residential premises.

Any assessments to be carried out and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

The City Council Public Rights of Way Officer has commented as follows (17.12.19):

The PROW Team have no substantive comments on the application.

It is noted that PROW BCC/213 and BCC/214 abut the northern perimeter of the development site but this area is proposed to be retained as a woodland & wildlife area with no access to the site. If there was to be pedestrian access to the site via these PROW then we would wish to discuss developer-funded improvements to the PROW.

The City Council Flood Risk Officer has commented as follows (13.02.20):

It is proposed to send all the surface water to soakaway, which is acceptable subject to TDM and contamination officers being comfortable with the soakaway being located where it is.

The City Council Land Contamination Officer has commented as follows (30.10.20):

Before we are able to make final comments we will have to see more information about the actual decommissioning of the gasholder, our records indicate this occurred in April 2013 - not 1999 as referred to in the Land Quality Statement (we received a number of complaints about odours during this time). As a consequence all the reports referred to in the Land Quality Statement predate the decommissioning and therefore the information being presented is not reflective of current site conditions.

We hold no information on the decommissioning works here, for instance verification works that may have taken place, the nature of the fill material used to fill the void left behind etc. This really needs to be considered as part of the Land Quality Statement as it is likely to have changed site conditions considerably.

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The additional information provided did not really include any real detail of the decommissioning works that took place, therefore we still require further assessment prior to commencement of the construction works.

We have no objection to the use of the planning conditions proposed by the Environment Agency and recommend the reason for the conditions is slightly amended to include human health:

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.

The City Council Land Contamination Officer has commented as follows (18.01.21):

The Environment Agency are now satisfied with the works, remediation has been identified as a requirement (ground gas and soft landscaping for the ecological area) and as such conditions are recommended in this regard.

The Environment Agency has commented as follows (10.02.20):

The Environment Agency would advise that the submitted site investigation reports have identified soil contamination (e.g. lead and PAHs) and groundwater contamination above environmental standards. Any increase of localized infiltration is likely to mobilize contaminants into groundwater. We would also note previous observation of emergence of groundwater during construction of the gas holder and likely high groundwater level within the ground beneath the site. Network rail also identified restrictions on the eventual location of the soak away system that should be accommodated.

The risk assessment undertaken by Hydrock with regards to soil and groundwater needs to be revised with up-to-date guidance and legislation. No certificates of analysis have been provided so the data cannot be reconciled with the methodology that has been used. There is no justification for using 6% SOM in the human health risk assessment. The controlled water risk assessment identified contaminants (B, Cd, Co, Fe, Mn, Se, Ammonium, Nitrate, Nitrite and sulphate) exceeding relevant standards within the site. The Controlled Water Risk assessment should be revisited based on the proposed application and up-to-date guidance and legislation.

Environment Agency position

Notwithstanding the above, we have no objections to the application as submitted. We note that the previous use of the site presents a high to medium risk of contamination, that could be mobilised during construction and potentially pollute controlled waters that are particularly sensitive in this location. The submitted application demonstrates that it will be possible to manage these risks, however further detailed information will be required before development is undertaken.

We therefore request that the following conditions are included on any decision notice if planning permission is granted. Without these conditions we would object to the proposed development because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by unacceptable levels of water pollution.

- o Groundwater and Contaminated Land Remediation Strategy
- o Remediation verification report
- o Reporting and remediation of unexpected contamination encountered
- o No percussive piling other than with written consent of the LPA
- o No infiltration drainage without written consent of the LPA

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The Environment Agency has commented as follows (12.01.21):

On the basis of all available data it now seems that the redevelopment of the site and the proposed drainage system presents a low risk to controlled water receptors. We therefore have no further comments to make

Notwithstanding the above, there may be risk to human health receptors which should be addressed by the Local Authority Environmental Health Department.

The City Council Air Quality Officer has commented as follows (24.02.20):

As there is no net increase of trips on the local network and no new exposure I have no concerns regarding air quality for this development.

Network Rail

No comment received.

Wales and West Utilities

We enclose an extract from our mains records of the area covered by your proposals together with a comprehensive list of General Conditions for your guidance. This plan shows only those pipes owned by Wales & West Utilities in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GT's and also privately owned pipes may be present in this area. Information with regard to such pipes should be obtained from the owners. The information shown on this plan is given without obligation, or warranty and the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by Wales & West Utilities, its agents or servants for any error or omission. Wales & West Utilities have no objections to these proposals, however our apparatus may be at risk during construction works and should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversion works be required these will be fully chargeable.

Wales & West Utilities apparatus may be directly affected by these proposals and the Information you have provided has been forwarded to Asset Management for their comments. If Wales & West are affected an Engineer will then contact you direct.

Please note this is in regard only to those pipes owned by Wales & West Utilities in its role as a licensed Gas Transporter (GT). Gas pipes owned by other GT's and also privately owned may be present in this area and information with regards to such pipes should be obtained from the owners.

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

Air Quality has commented as follows:-

As there is no net increase of trips on the local network and no new exposure I have no concerns regarding air quality for this development.

RELEVANT POLICIES

Planning Obligations - Supplementary Planning Document - Adopted 27 Sept 2012

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National Planning Policy Framework – February 2019

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

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

KEY ISSUES**(A) LAND USE**

Core strategy policy BCS8 seeks the provision of employment land across the city, and expresses that employment land outside of designated PIWA's will be retained where it makes a valuable contribution to the economy and employment opportunities. This is reiterated within policy DM12.

The area of the application site proposed for re-development was previously occupied by a gas holder, which was associated with a wider utilities site, including land on the opposite side of Glenfrome Road that is currently occupied by Wales and West Utilities (who are seeking to relocate to the application site). The gas holder has been decommissioned and removed from the site, and whilst it is understood that the site has been used for a small amount of storage more recently, the site is currently vacant.

Whilst the application site is not set within a designated PIWA, it is located beside existing commercial/industrial units (including the neighbouring builders merchant) also set outside a PIWA, and is directly adjacent to a designated PIWA on the opposite side of Glenfrome Road. The proposed allocation as a site suitable for industrial/commercial use, as set out within the emerging Local Plan Review, is also noted, although it is appreciated that this document is not yet adopted.

The industrial past of the site, with no intervening alternative uses, along with its position amongst other large scale industrial/commercial buildings and operations, combined with policy aspirations for the retention of existing employment land and the provision of new employment land within the city, are such that the proposed use of the site is considered acceptable in principle.

The development of the site will need to meet the other relevant requirements of the adopted development plan, including in relation to residential amenity and highway safety, which will be discussed below within the key issues to follow.

(B) RESIDENTIAL AMENITY

Policy BCS21 expects development to safeguard the amenity of existing development and create a high quality environment for future occupiers. Policy DM2 requires development to provide a good standard of accommodation by meeting relevant requirements and standards and not adversely impacting neighbouring amenity. Policies DM29 and DM30 expect new buildings and alterations to existing buildings (respectively) to safeguard the amenity of the host premises and neighbouring occupiers.

The proposal seeks the provision of a new depot building for operational plant and equipment essential in the applicant's undertaking as a Licensed Gas supplier. The building would also provide 620 square metres of office space at first floor level. Other than in the case of an emergency, the planning agent has advised that the normal operating hours of the site would be between 08:00 and

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18:30 Monday to Friday. Out of hours operation of the site would relate to equipment collection for call outs during emergencies, which the operator has advised is unlikely to be more than six times per year, and would not normally involve full site opening.

The City Council Pollution Control Officer has advised the imposition of planning conditions to restrict hours of operation, collections and deliveries to between 08:00 and 18:30 Monday to Friday; access to the site outside these hours to be only for pick up and return of plant and equipment to facilitate emergency repairs off-site, and; a noise general restriction in relation to site operations. On the basis of these conditions the pollution Control Officer does not object to the proposal, and it is considered that the residential amenity of nearby occupiers would be safeguarded when considering noise impacts.

A Construction Environmental Management Plan will also be conditioned as part of any approval to ensure that disruption is minimised during construction.

(C) DESIGN

Local plan policies BCS21, DM26, DM27, DM28 and DM29 set out the design requirements that new buildings should achieve.

The application site is located within an area containing a mix of uses and building types. The site is bound along its south-western edge by a railway cutting, beyond which existing development is predominantly residential in nature, comprising terraced housing. The adjoining sites to the north-east comprise large scale commercial/industrial buildings and associated yard space, with buildings being of a gable-ended form and finished in metal cladding. Beyond these neighbouring commercial units the existing development is residential in nature. To the south-east of the site, on the opposite side of Glenfrome Road, is a designated PIWA with buildings of a large scale and sprawling nature, along with associated external yard space. Further east development comprises large scale commercial buildings and associated customer car parks, including a number of supermarkets and a large home furnishings store.

The proposed building on the application site would be of a simple gable-ended form with a footprint measuring 53.5m long by 25m wide, and an overall height of 8.25m. External finishing materials would comprise grey cladding panels atop a Staffordshire blue brick plinth. The main entrance to the south-eastern corner would be demarcated by an extensive glazed area.

The scale, form and finishing materials are considered appropriate for a commercial/industrial building of this nature, and given the location of the site amongst other buildings of a similar nature.

The existing red brick boundary wall to Glenfrome Road would be retained, with a 0.5m high palisade fence added to the top for security purposes (to replace the existing barbed wire fence to the top of the wall). Whilst aesthetically it would be preferable that the palisade fence be omitted, it is acknowledged that large commercial sites such as this have security requirements that result in such additions, and overall given the commercial/industrial context along with the existing barbed wire fencing to the top of the wall, it is considered on balance that the palisade fencing addition can be accepted.

The proposed building would be set relatively centrally within the proposed development area, and would be surrounded by yard circulation space and external storage areas. This would result in the proposed building being set back from its front boundary by approximately 21.8 metres and as such would reduce the visual impact of the building when considering street scene views, to a degree that although large, it is considered that the proposed building would not be visually overbearing.

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On the basis of the above it is considered that the proposed design is acceptable.

(D) HIGHWAYS AND SERVICING

Core Strategy policy BCS10 sets out a transport hierarchy for the design of developments, and expresses that development should be located where sustainable travel patterns can be achieved; should minimise the need to travel; and maximise opportunities for the use of walking, cycling and public transport. It is also expressed that developments should be designed and located to ensure the provision of safe streets.

Policy DM23 expresses that development should not give rise to unacceptable traffic conditions and will be expected to provide: safe and adequate access onto the highway network; adequate access to public transport; transport improvements where necessary; adequate provision for pedestrians and cyclists. The policy also requires the provision of adequate servicing facilities, and safe accessible and usable parking in accordance with the parking standards schedule. Policy DM32 requires adequate refuse and recycling provision in new development.

Highway safety was a principle issue of concern within consultation responses received in relation to the proposal, including in relation to the safety of pedestrians passing the site, which is a route to nearby nursery and primary schools. Colleagues within the Transport Development Management team have had significant input to the application process, with comprehensive comments provided at various stages of the process. Comments can be viewed in full on the online application record as well as being summarised within the consultations section above.

In terms of trip generation, TDM are satisfied that the proposal would not overwhelm the existing highway network, and it is acknowledged that the proposal would relocate an existing local use form and adjacent site.

Initially TDM objected to the proposals as originally presented due to safety concerns of pedestrian safety around the access and internal circulation, however these issues have been subsequently overcome through layout changes, with priority retained by pedestrians passing the site entrance and safe routes provided within the site.

Initially it was requested by TDM that the footpath passing the site was widened, which would require the removal of the existing boundary wall and some of the application site provided for use as a widened footpath. The existing footpath to the site frontage measures between approximately 1.6 to 1.7 metres in width, although does widen to around 2 metres in the vicinity of the site entrance, with a width of at least 2 metres along the frontage originally sought. It was also requested that the street lighting be upgraded in the vicinity of the site. These measures were not considered proportionate to the scale of development by the developers team, and this view was ultimately shared by TDM. This, combined with the provision of a Road Safety Audit, the findings of which are supported by TDM, are such that the proposals are now supported by TDM without the need for footway widening or lighting upgrades.

There are other measures to be put in place however, in the interests of highway safety. The existing vehicular access and associated footway crossover would be widened, and the boundary treatment around the entrance re-configured with a greater set-back and chamfered boundary treatment to facilitate improved visibility splays; improved manoeuvring space; and greater space between the highway and entrance gates to enable smaller vehicles to pull off the highway into the entrance whilst the gates are still closed. During normal operating hours, the vehicular access gates would be kept open to prevent Glenfrome Road being blocked by HGV's turning into the site. The amendments to the site entrance were accompanied by tracking diagrams to demonstrate that HGV's can safely enter and exit the site, which are supported by TDM. A TRO will be necessary which prevents on-street parking on Glenfrome Road opposite through the provision of double yellow lines, to enable adequate

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turning space and safe access. The developer is also proposing signage banning left turns into the site, in the interests of safety when considering manoeuvres by larger vehicles. This will also require the provision of a TRO and is supported by TDM. The costs associated with TRO's will need to be secured via legal agreement, with a necessary sum of £11,826.

A travel plan has been provided, which is supported by TDM subject to the inclusion of local travel vouchers being provided to staff.

A staff car park is proposed in site, which would provide 77 car parking spaces, including 4 disabled parking bays and 6 EV charging points. Whilst this level of staff parking exceeds current local plan standards, this is supported by TDM, in part due to the proposal representing the relocation of an existing operation from an adjacent site. Staff cycle parking for 12 cycles is also proposed, which accords with current local plan standards. Parking would also be provided within the servicing yard for 6 rigid HGV's and 20 coil trailers, associated with the operational function of the site.

Overall, in its latest revised form the proposal is supported on highways and servicing grounds, subject to the imposition of a number of planning conditions as recommended by TDM, and on the basis of TRO's and highway works around the entrance to be secured vis section 106 and section 278 agreements.

(E) SUSTAINABILITY AND FLOOD RISK

Current planning policy (BCS13-16) within the adopted Bristol Development Framework, Core Strategy (2011) requires new development to be designed to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions. This should be achieved, amongst other measures, through efficient building design, the provision of on-site renewable energy generation to reduce carbon dioxide emissions by at least 20% based on the projected residual energy demand of new buildings and extensions to existing buildings, and for new development to mitigate against the risk of flooding, including rainwater soak-away drainage. The approach proposed should also be supported by the provision of a sustainability statement and an energy strategy.

The proposal incorporates the provision of a 21KWp solar PV array on the south-west facing pitch of the main roof, which is adequate to reduce CO2 emissions from residual energy demand by 20.51%, which accords with current policy requirements in this regard. The provision of the solar PV system would be secured by condition if planning permission is granted.

The site is set within flood zone 1 and as such is at low risk from tidal and fluvial flooding. There are some identified surface water flood risk areas within the site, which are as a result of run-off from within the site itself, and would be addressed through the provision of a suitable drainage system.

A sustainable drainage system is proposed, which would drain via soak away toward the southern corner of the site, and is supported by the BCC flood risk officer, subject to no objection from the Environment Agency and BCC Highways in terms of its positioning and in relation to ground contamination. No objection has been received from Highways in this regard, and the EA are now satisfied on the basis of the most recent information submitted.

Overall therefore, subject to the imposition of relevant planning conditions, the proposal is considered acceptable in relation to sustainability and flood risk issues.

(F) HEALTH AND SAFETY EXECUTIVE

The application site lies within the consultation radius of a Control of Major Accident Hazards (COMAH) zone and also within the consultation radius of a Major Accident Hazard Pipeline (MAHP),

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associated with the Gas Holder to the south-east (adjacent to the M32) and the associated gas pipeline which connects with the aforementioned gas storage and runs along Glenfrome Road to the north-east.

As such there is a safety risk to occupiers of any proposed development at the site. It is therefore necessary to ensure that any development of the site minimises risk to future occupiers by virtue of the end use, intensity of occupation, and detailed design of the proposal.

The Health and Safety Executive (HSE) was consulted via their web based application for advice with regard to the proposed development. HSE do not advise against the development, and recommended contacting the pipeline operator before determining the application.

The pipeline operator is Wales and West Utilities (WWU), who also happen to be the applicant in this instance. WWU were consulted in relation to the proposed development and do not object, but require the promotor of the works to contact them directly prior to the commencement of development. An advice in relation to this will be attached to any planning consent.

(G) LAND STABILITY

Policy DM37 relates to sites where there is reason to suspect unstable land and the risk of instability has the potential to materially affect either the proposed development or neighbouring uses/occupiers.

Network Rail were consulted with regard to the proposed development, however no response was received. The building proposed would be 25.5 metres from the adjacent railway embankment at its nearest point, and as such there is a reasonable degree of separation between the embankment and the building proposed. Any development would be subject to building regulations approval, which would include consideration of building foundations and structural stability.

The Coal Authority was also consulted, and raised concern, expressing concern that the development site is located within a coal mining High Risk area. BCC GIS mapping was subsequently interrogated, along with mapping held by the Coal Authority (accessible via their website), and the site is however set outside the Coal Mining High Risk Area on the basis of BCC and Coal Authority mapping data. The Coal Authority were contacted again in relation to the proposal and on the basis that the site in fact appears to be located outside of the High Risk Area. The Coal Authority subsequently withdrew their previous objection. As such, no further work is necessary in relation to coal mining legacy relating to the site.

(H) CONTAMINATION

Policy BCS23 expresses that in locating and designing development, account should be taken of the impact of existing sources of noise and other pollution on the new development. DM34(i) expresses that new development should demonstrate that any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area.

On the basis of the information submitted, concern was raised by the Environment Agency in relation to the potential for contamination of groundwater if infiltration drainage was to be used on the site. The BCC Land Contamination Officer also raised concern in relation to risks to human health. Conditions were therefore recommended by the EA and BCC officers in order to secure further investigation and remediation as necessary.

Further survey work was undertaken during the course of the application, and the Environment Agency are now satisfied in terms of impact upon groundwater. The BCC Contamination Officer still

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requests further information in relation to site remediation to ensure that the development of the site does not pose a risk to human health, with conditions recommended as such.

On the basis of relevant planning conditions, the proposal is therefore considered acceptable when considering contamination.

(I) TREES

Policies BCS9 and DM17 seek to retain existing trees wherever possible as part of new development. Where tree removal is necessary as part of the development process, replacement planting is required in accordance with the Bristol Tree Replacement Standard (BTRS), either on-site, or via financial contribution for off-site planting.

Three existing trees on site would be removed to facilitate the development proposed, with 9 replacements required on the basis of the Bristol Tree Replacement Standard (policy DM17). Replacement tree planting provision could be provided on site, or alternatively a financial contribution provided to cover the cost of off-site tree planting. The BCC Arboricultural Officer has advised that the financial contribution for off-site replacement planting would be £29,869.92 (9 x £3,318.88) as planting would need to be in areas of hardstanding due to a lack of available planting locations within open space within a policy compliant (1 mile) radius.

It is considered however that there is reasonable scope to provide replacement tree planting within the retained landscaped/wildlife area to the north-western portion of the site, and indeed the developer has proposed this. Whilst the specific planting locations and species need to be revisited in order to address concerns raised by the BCC Nature Conservation Officer (see key issue J below), it is considered that the details of this can be reserved by condition.

A further updated version of the Arboricultural Report is also required as there is currently a lack of clarity as to the extent of pruning works proposed. As can be seen within the comments from the Arboricultural Officer, the widespread pruning of all trees on site is considered unacceptable, and as such detail is required in relation to the specific pruning works proposed. This information can also be reserved via pre-commencement condition.

Tree protection fencing is proposed to segregate the development area from the retained vegetated area during construction works. As part of the development proposals a permanent fence is also proposed to segregate the operational site from the retained vegetated area, which is supported.

Subject to the imposition of relevant planning conditions, the proposal is therefore considered acceptable in relation to trees.

(J) NATURE CONSERVATION

Core Strategy policy BCS9 states that national and local sites of biological and geological conservation importance will be protected having regard to the hierarchy of designations and the potential for appropriate mitigation. The extent to which a development would contribute to the achievement of wider objectives of the Core Strategy will be carefully considered when assessing their impact on biological and geological conservation. Where development would have an impact on the Bristol Wildlife Network it should ensure that the integrity of the network is maintained or strengthened.

Policy DM19 states that development on or adjacent to sites of nature conservation value will be expected to enhance the site's nature conservation value through the design and placement of any green infrastructure provided.

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The City Council Nature Conservation Officer raised objection to the original submission due to the potential impact upon Great Crested Newts (GCN's), which are a protected species, and on the basis that there was no survey or mitigation strategy for their protection.

A protected species survey was subsequently undertaken, along with the provision of a mitigation strategy, which includes the provision of a reptile pond within the vegetated area to the northern portion of the site, along with refuges and hibernacula in order to provide habitat enhancement.

The BCC Nature Conservation Officer subsequently removed their objection to the scheme, with conditions recommended. The proposed reptile pond and refuges/hibernacula as currently presented do not fully accord with requirements, however the general ecological enhancements proposed are supported and revised information can reasonably be secured by condition.

The Nature Conservation Officer raised concern of the proposed replacement tree species *Quercus robur* (i.e. English or Pedunculate oak) due to their eventual size and resultant shading of habitat, and also recommended that tree planting should be avoided within the north-western area of the site. Whilst it is considered reasonable that the replacement tree planting species be amended, it is also considered that there is reasonable scope to provide replacement tree planting within the site without shading the reptile pond area, especially given the extent of available space within the site that is being retained as a wildlife area.

Subject to the imposition of relevant planning conditions, the proposal is therefore considered acceptable in relation to nature conservation.

(K) AIR QUALITY

Policy BCS23 requires development to avoid adversely impacting environmental amenity in terms of various forms of pollution, including air pollution, and to take account of the impact of existing sources of pollution on new development. Policy DM33 requires development within designated Air Quality Management Areas (AQMA) to take account of existing air pollution and include measures to mitigate its impact upon future occupiers.

The boundary to the AQMA crosses through the application site, with the majority of the area proposed for redevelopment falling within the AQMA, as does Glenfrome Road from which the site would be accessed. The City Council Air Quality Officer does not object to the proposal as there would be no net increase of trips on the local network and no new exposure to airborne pollutants.

It is acknowledged that air quality concerns have been raised by local residents, however on the basis of the specialist advice from the BCC Air Quality Officer, the proposal is found to be acceptable in relation to air quality.

(L) PLANNING OBLIGATIONS

New development often creates a need for additional or improved community services and facilities, without which there could be a detrimental effect on local amenity and the quality of the environment. Planning obligations are the mechanism by which measures are secured to enhance the quality of both the development and the wider environment, to help ensure that the development makes a positive contribution to sustainable development providing social, economic and environmental benefits to the community as a whole.

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

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legislation is set out in the Community Infrastructure Levy CIL Regulations (2010) (as amended).

The NPPF (2018) expresses that development plans should set out the contributions expected from development, including affordable housing and scheme related infrastructure. The NPPF re-iterates the tests (at para 56) 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 policy BCS11.

Necessary planning obligations relate to fees for the provision of two Traffic Regulation Orders (TRO), totalling £11,826, and relate to removal of some on-street parking bays, with double yellow lines provided, and; banning left turns into the site.

These obligations are to be secured via a section 106 agreement. The developer is also liable for the Council's legal costs associated with the assessment of the s106 and its registration as a local land charge.

CONCLUSION

Overall the proposal is considered to represent an appropriate re-use of a vacant former industrial site. The proposed use is compatible with surrounding commercial and industrial uses, and the nature of the operations proposed on site combined with restrictions in hours of operation and noise levels are such that the amenity of nearby occupiers would be adequately safeguarded. Appropriate measures are integrated to ensure that the scheme would not adversely impact upon highway safety, and there would be no net additional impact when considering air quality.

The building design is perhaps uninspiring, but is considered appropriate for the intended use and in the context of surrounding commercial warehouse style buildings. Hard and soft landscaping has been appropriately incorporated to enhance the site, and the retained wooded wildlife area would be subject to habitat enhancements as well as additional tree planting.

Issues relating to sustainability and flood risk/drainage have been adequately incorporated into the proposal, and conditions in relation to a remediation strategy would safeguard against any outstanding land contamination that may be present on the site.

Overall therefore, the proposal is considered acceptable.

RECOMMENDATION

It is recommended that the proposal is approved subject to the conditions listed below, and subject to a section 106 agreement to secure TRO fees.

COMMUNITY INFRASTRUCTURE LEVY (CIL)

CIL LIABILITY

This development is liable for CIL, however the CIL rate for this type of development, as set out in the CIL Charging Schedule, is £nil and therefore no CIL is payable.

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During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation this particular proposed development. Overall, it is considered that this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

RECOMMENDED GRANT subject to Planning Agreement**Time limit for commencement of development**

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Submission of Remediation Scheme

No development shall take place (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination 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.

3. Implementation of Approved Remediation Scheme

In the event that contamination is found, no occupation of the development shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report (otherwise known as a validation report) that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing by the Local Planning Authority.

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

4. Approval of road works necessary

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

- o Reconstruction and resurfacing of vehicle crossover, incorporating a drainage channel and stop line.
- o Illuminated turn ban traffic sign.
- o Where applicable indicating proposals for:
- o Existing levels of the finished highway tying into building threshold levels
- o Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- o Signing, street furniture, street trees and pits
- o Structures on or adjacent to the highway
- o Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority.

Reason: In the interests of public safety and to ensure that all road works 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.

5. PROW

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order. Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

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

6. Construction Management Plan

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

- o 24 hour emergency contact number;
- o Hours of operation;
- o Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- o Routes for construction traffic;

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- o Locations for loading/unloading and storage of plant, waste and construction materials;
- o Method of preventing mud being carried onto the highway;
- o Measures to protect vulnerable road users (cyclists and pedestrians)
- o Any necessary temporary traffic management measures;
- o Arrangements for turning vehicles;
- o Arrangements to receive abnormal loads or unusually large vehicles;
- o Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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.

7. Structure Adjacent To/Within 6m of the Highway

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

8. Highway Condition Survey

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- o A plan to a scale of 1:1000 showing the location of all defects identified;
- o A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

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

9. Sustainable Urban Drainage System (SUDS)

No development shall take place until a detailed design of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved development shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

10. Reptile mitigation strategy

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Prior to clearance of the site and/or commencement of development, a method statement shall be submitted to and approved in writing by the Local Planning Authority for the protection of slow-worms from killing or injury as a result of the development. The method statement shall include the provision of at least ten log piles and four reptile and amphibian hibernacula/refugia on site (including Area 2 as defined in the Amphibians and Reptiles report dated October 2020), including written details of their associated dimensions and composition shown on a site plan. The development shall be carried out in accordance with the approved statement or any amendment approved in writing by the Local Planning Authority.

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

11. Precautionary Method of Working

Prior to the commencement of development hereby approved, including all site clearance and vegetation removal, a method statement for a Precautionary Method of Working with respect to vegetation and site clearance and the potential presence of great crested newts and any other legally protected and priority species to include common toads and hedgehogs shall be prepared by a suitably qualified ecological consultant and submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved method statement.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration.

12. Ecological mitigation and enhancement strategy

Prior to the commencement of development hereby approved, including all site clearance and vegetation removal, an ecological mitigation and enhancement strategy for amphibians, to incorporate the recommendations in the Amphibians and Reptiles report dated October 2020, and prepared by a suitably qualified ecological consultant, shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- o A site plan and profile plan showing a pond at least 13 metres long by 8 metres wide and ranging from 50 cm to 1.5 metres in depth created within Area 2 as defined in the Amphibians and Reptiles report dated October 2020. The pond shall have shallow sloping margins and be designed to maximise its value for Great Crested Newts;
- o A plan showing at least four associated log piles located close to the pond including written details of their associated dimensions and composition to provide refuges and hibernacula for amphibians including Great Crested Newts.

The development shall be carried out in full accordance with the approved strategy.

Reason: To conserve legally protected and priority (Section 41) amphibian species which are a material planning consideration and provide ecological mitigation in accordance with paragraph 170(d) of the National Planning Policy Framework (2019).

13. Cotoneaster

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

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

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Prior to the commencement of work on the site an amended/updated Arboricultural Report shall be submitted to and approved in writing by the Local Planning Authority. This must include details of (but not be limited to) specific areas of required pruning and detail of the extent of such works. Works on site shall then be undertaken in full accordance with the details approved.

Reason: To protect and enhance the character of the site and its biodiversity.

15. Submission and Approval of Landscaping Scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details those to be retained, together with measures for their protection, in the course of development. Full details of replacement tree planting shall be provided, including tree locations, species, planting stock size (Minimum 12-14cm Girth) along with a maintenance schedule for watering and aftercare to ensure the establishment of newly planted trees. Landscape proposals for the retained wildlife area must be designed to ensure appropriate habitat is provided for reptiles, including the provision of a pond refuges/hibernacula as set out within associated conditions requiring reptile mitigation strategy and ecological enhancements. The approved landscaping scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

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

16. Vegetation Clearance

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

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

17. Sample Panels before specified elements started

Sample panels of all external finishing materials are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

Reason: To ensure an appropriate finished appearance.

18. Security Fencing/Railings

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Prior to the commencement of the relevant element of the works, full details of the proposed fencing proposed to the top of the retained boundary wall shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in accordance with the details approved.

Reason: To ensure an acceptable appearance within the street scene.

Pre occupation condition(s)**19. Reporting of Unexpected Contamination**

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice. Where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is in line with paragraph 170 of the National Planning Policy Framework.

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

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

Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.

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

21. Completion of Vehicular Access - Shown on Approved Plans

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

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include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

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

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

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

Reason: In the interests of highway safety.

23. Installation of vehicle crossover - Shown on Approved Plans

No building or use hereby permitted shall be occupied or use commenced until drop kerbs has been installed at the carriageway edge and a vehicle cross-over constructed across the footway fronting the site in accordance with the approved plans and retained in that form thereafter for the lifetime of the development.

Reason: In the interests of pedestrian safety and accessibility

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

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

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

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

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

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

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

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

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

27. Provision of Pedestrian Visibility Splays

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No building or use hereby permitted shall be occupied or use commenced until pedestrian visibility splays of 2 metres x 2 metres to the rear of the footway, shall be provided at the proposed access (or drive). Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres to the rear of the footway which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure motorists have clear and unrestricted views of approaching pedestrians when pulling out onto the adopted highway, in the interest of highway safety.

28. Provision of Vehicular Visibility Splays

No building or use hereby permitted shall be occupied or use commenced until visibility splays 2.4 metres back from the centre line of the access and extending (FILL IN) metres on the nearside carriageway edge shall be provided at all accesses/junctions, as shown on the approved plans. Nothing shall be erected, retained, planted and/or allowed to grow at or above a height of 0.6 metres above the nearside carriageway level which would obstruct the visibility splay. The visibility splays shall be maintained free of obstruction at all times thereafter for the lifetime of the development.

Reason: To ensure motorists have clear and unrestricted views of approaching cyclists/vehicles in the interest of highway safety.

29. Electric Vehicle Charging Points

No building or use hereby permitted shall be occupied or use commenced until details of the total number of car parking spaces, the number/type/location/means of operation and a programme for the installation and maintenance of Electric Vehicle Charging Points and points of passive provision for the integration of future charging points has been submitted to and approved in writing by the Local Planning Authority prior to construction of the above ground works. The Electric Vehicle Charging Points as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.

30. Delivery & Servicing Plan

No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved delivery and servicing plan for the lifetime of the development. The delivery and servicing plan shall include:

- a) The contact details of a suitably qualified co-ordinator;
- b) How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;
- c) Details of any freight consolidation operation, centre and the delivery and servicing booking and management systems;

Reason: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion

31. Waste Management Plan

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No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved waste management plan for the lifetime of the development.

Reason: To ensure appropriate waste management facilities are provided to accommodate all waste generated by the development.

32. Car Park Management Plan

No building or use hereby permitted shall be occupied or use commenced until a car park management plan setting out how the car park will be managed has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved car park management plan for the lifetime of the development.

Reason: To ensure the safe operation of approved car park(s).

33. Energy and Sustainability in accordance with statement

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the approved Energy Strategy (ref. 5564 by Green Build Consult, dated November 2019) prior to occupation. This shall include the provision of on-site renewable energy generation (Solar PV) adequate to achieve a 20.51% reduction in CO2 emissions beyond Part L 2013 Building Regulations.

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)

34. Landscape and nature conservation management plan

Prior to occupation of the development hereby approved, a thirty year landscape and nature conservation management plan shall be produced for the application area (to include Area 2 as defined in the Amphibians and Reptiles report dated October 2020), by a qualified ecological consultant. This shall include consideration of features of interest, objectives, management compartments and prescriptions, a work schedule including a thirty year annual work plan, resourcing including a financial budget and ecological monitoring. The development shall be carried out in accordance with the approved plan.

Reason: To conserve and enhance the nature conservation and landscape features on the site.

35. Travel Plan Statement - Amendment

No building or use hereby permitted shall be occupied or use commenced until an amended Travel Plan Statement is submitted to include the provision of local transport travel vouchers to all staff, along with the measures set out within the Travel Plan statement submitted, comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The Approved Travel Plan Statement shall be implemented in accordance with the measures set out therein.

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Within three months of occupation, evidence of the implementation of the measures set out in the Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority unless alternative timescales are agreed in writing.

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

Post occupation management**36. Ours of operation**

Except for in the event of allowed out of hours operation the site shall only operate between the hours of 8am-6.30pm Monday to Friday.

Reason: To safeguard the residential amenity of surrounding occupiers and in accordance with the application submitted.

37. Collections and Deliveries

Except for in the event of allowed out of hours operation any deliveries or collections made by vehicles to the site shall only be carried between the hours of 8am-6.30pm Monday to Friday.

Reason: To safeguard the residential amenity of surrounding occupiers and in accordance with the application submitted.

38. Out of Hours Operation

Access may only be gained to the site outside of the hours of 8am-6.30pm Monday to Friday only to pick up and return operational plant and equipment in order only to necessitate emergency repair works to reinstate gas supplies off-site.

Reason: To safeguard the residential amenity of surrounding occupiers and in accordance with the application submitted.

39. Noise from plant & equipment affecting residential

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level at any time at residential premises.

Any assessments to be carried out and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the residential amenity of surrounding occupiers

40. Protection of parking and servicing provision

The areas allocated for vehicle parking, loading and unloading, circulation and manoeuvring on the approved plans shall only be used for the said purpose and not for any other purposes.

Reason: To ensure the provision and availability of satisfactory off-street parking and servicing/loading/unloading facilities for the development.

41. Gates to be Set Back from the Adopted Highway

Any gates at the vehicular access shall be set back a minimum of 5 metres from the back edge

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of the footway, be designed to slide open, be kept open during operational hours and permanently retained as such for the lifetime of the development.

Reason: To ensure vehicles are able to pull clear of the adopted highway and avoid becoming an obstruction to oncoming traffic.

42. Signage

Prior to the commencement of use of the site hereby approved, appropriately positioned signage shall be installed to warn motorists leaving the site to take extra care due to the location of the nearby nursery and primary school, and the signage retained and maintained for the lifetime of the development.

Reason: In the interests of pedestrian safety.

43. Piling

Piling using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed development, does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

List of approved plans

44. 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.

Sustainability statement, received 25 November 2019
 Ground Investigation Report, received 1 December 2020
 Soft Landscaping Plan, received 1 December 2020
 Landscape Specification and Management Plan, received 1 December 2020
 Amphibian and Reptile Supplementary Report, received 30 October 2020
 TN02 Stage 1 Road Safety Audit - Designers Response, received 1 July 2020
 Ground Conditions Statement, received 1 July 2020
 A02A General Arrangement Plan, received 21 September 2020
 R1781.20.5038 Ground Investigation Report, received 1 December 2020
 LP-01 Site location plan, received 25 November 2019
 01B Proposed site plan, received 21 September 2020
 02 Proposed floor plans and elevations, received 25 November 2020
 03 Existing site plan, received 25 November 2019
 04 Proposed bike shelter, received 25 November 2019
 Drainage statement, received 25 November 2019
 Explosive ordnance threat assessment, received 25 November 2019
 Factual environmental report, received 25 November 2019
 Geo-environmental liability assessment, received 25 November 2019
 Habitat survey, received 25 November 2019
 Land quality statement, received 25 November 2019
 Statement of community statement, received 25 November 2019
 Transport statement, received 25 November 2019

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edp6351_d002-A Tree Protection Plan, received 21 July 2020
edp6351_d001-A Tree Constraints Plan, received 21 July 2020
edp6351_r002-A Arboricultural Baseline Note, received 21 July 2020
edp6351_r001-B Arboricultural Impact Assessment, received 30 October 2020

Reason: For the avoidance of doubt.

Advices**1 Alterations to Vehicular Access**

The development hereby approved includes the carrying out of alterations to vehicular access(s). You are advised that before undertaking work on the adopted highway you will require a Section 184 Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences

The works shall be to the specification and constructed to the satisfaction of the Highways Authority. You will be required to pay fees to cover the Council's costs in undertaking the approval and inspection of the works.

2 Minor Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking any work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council.

You will be required to pay fees to cover the council's costs in undertaking the approval and inspection of the works. Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk

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

3 Traffic Regulation Order (TRO)

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

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

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

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

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amend and seal the TRO.

4 Impact on the highway network during construction

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

5 Highway Condition Survey

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

6 Excavation Works on the Adopted Highway

The development hereby approved includes the carrying out of excavation works on the adopted highway. You are advised that before undertaking any work on the adopted highway you will require a Section 171 (Excavation) Licence from the Highway Authority which is available at www.bristol.gov.uk/highwaylicences

7 Structure Adjacent To/Within 6m of the Highway

The development hereby approved includes the construction of structures adjacent to or within six metres of the adopted highway. You are advised that before undertaking any work on the adopted highway you must prepare and submit an AiP Structural Report.

You will be required to pay technical approval fees (as determined by the proposed category of structure to be assessed) before the report will be considered and approved. Contact the Highway Authority's Bridges and Highway Structures Team at bridges.highways@bristol.gov.uk

8 Promotor of works must contact Wales and West Utilities

Wales & West Utilities have no objections to these proposals, however our apparatus may be at risk during construction works and should the planning application be approved then we require the promoter of these works to contact us directly to discuss our requirements in detail. Should diversion works be required these will be fully chargeable.

9 COMAH

The site is adjacent to a Lower Tier Control of Major or Major Accident Hazards (COMAH) site that stores flammable liquids and gases. This application does not impact the area where hazardous materials are stored. The applicant should ensure that their COMAH internal emergency plan is updated to include any new buildings and that the local Fire Rescue Service are made aware of any changes to the site layout.

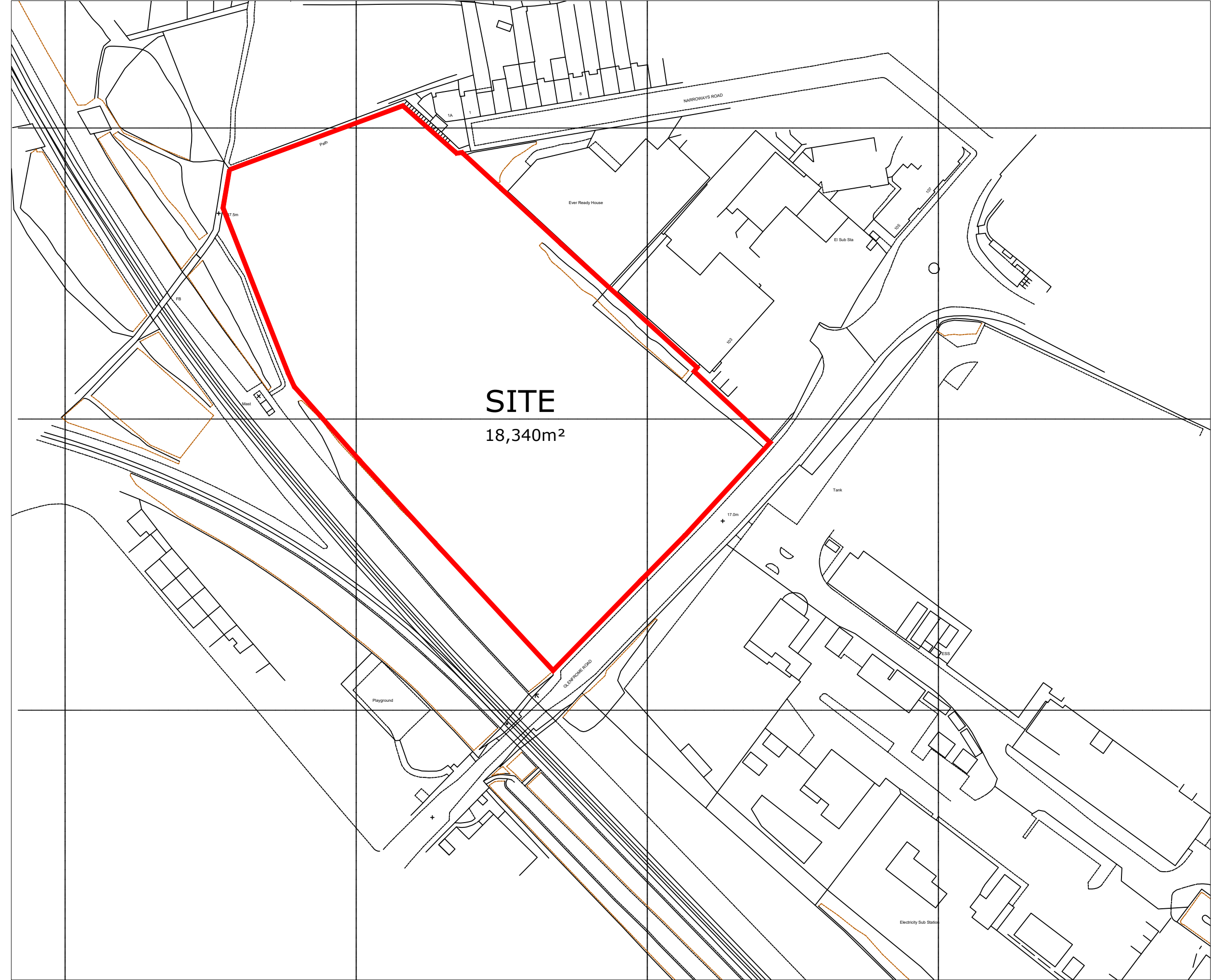
Supporting Documents

1. Former Gas Holder Site, Glenfrome Road.

1. Site location plan
2. Proposed site plan
3. Plans and elevations
4. Highways general arrangement plan

SITE LOCATION PLAN

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PLANNING

Revision	Description	Date



Client
Wales & West Utilities

Project Title
**Proposed development of WWU Depot at
Glenfrome Road, Bristol, BS2 9UZ**

Drawing Title
Site Location Plan

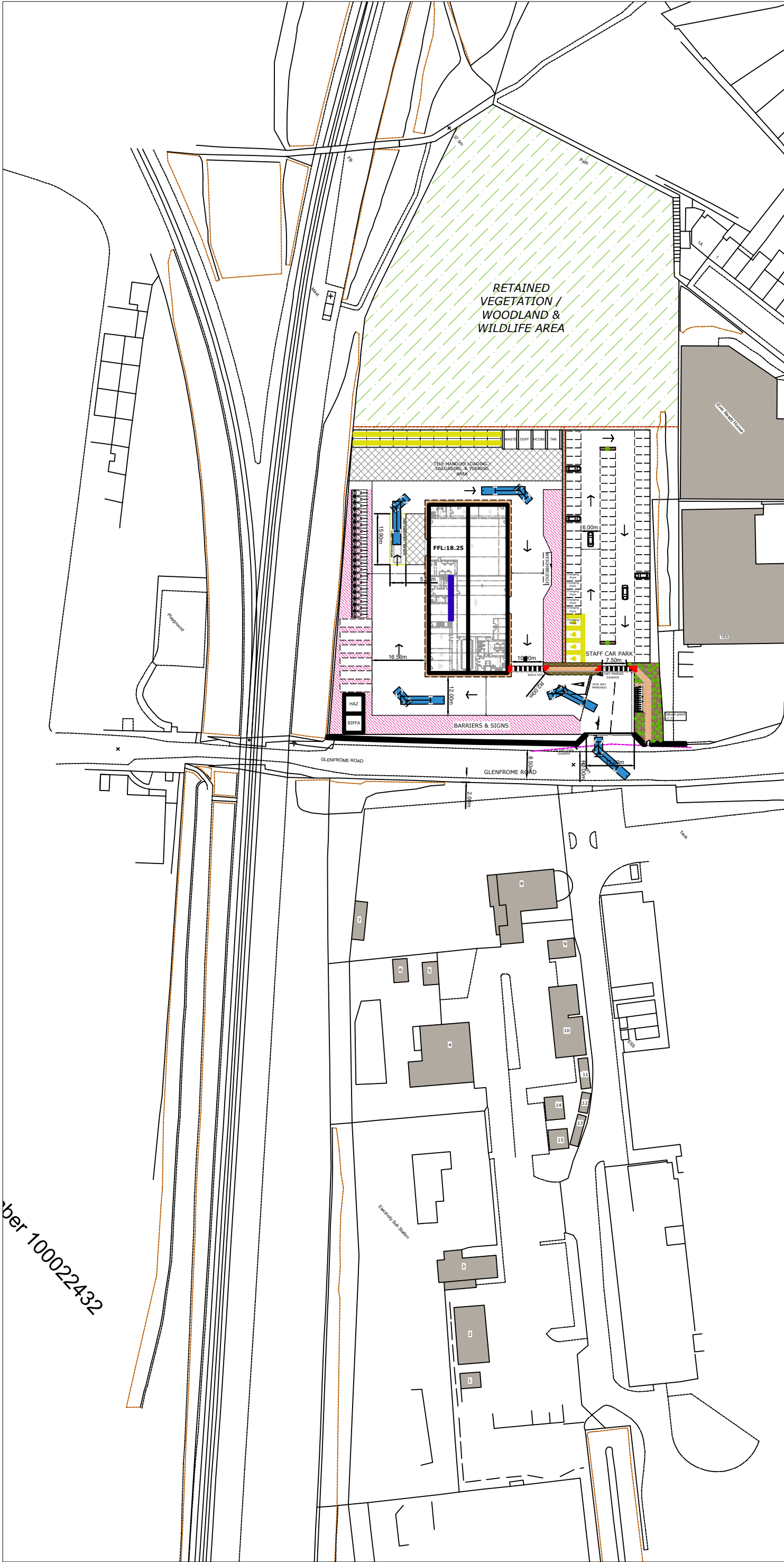
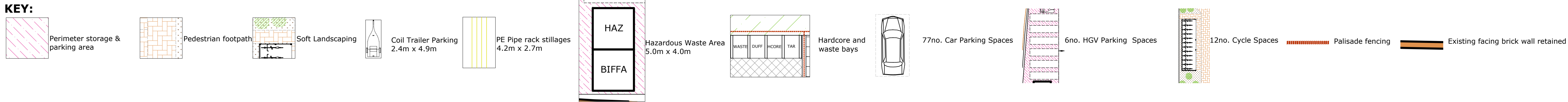
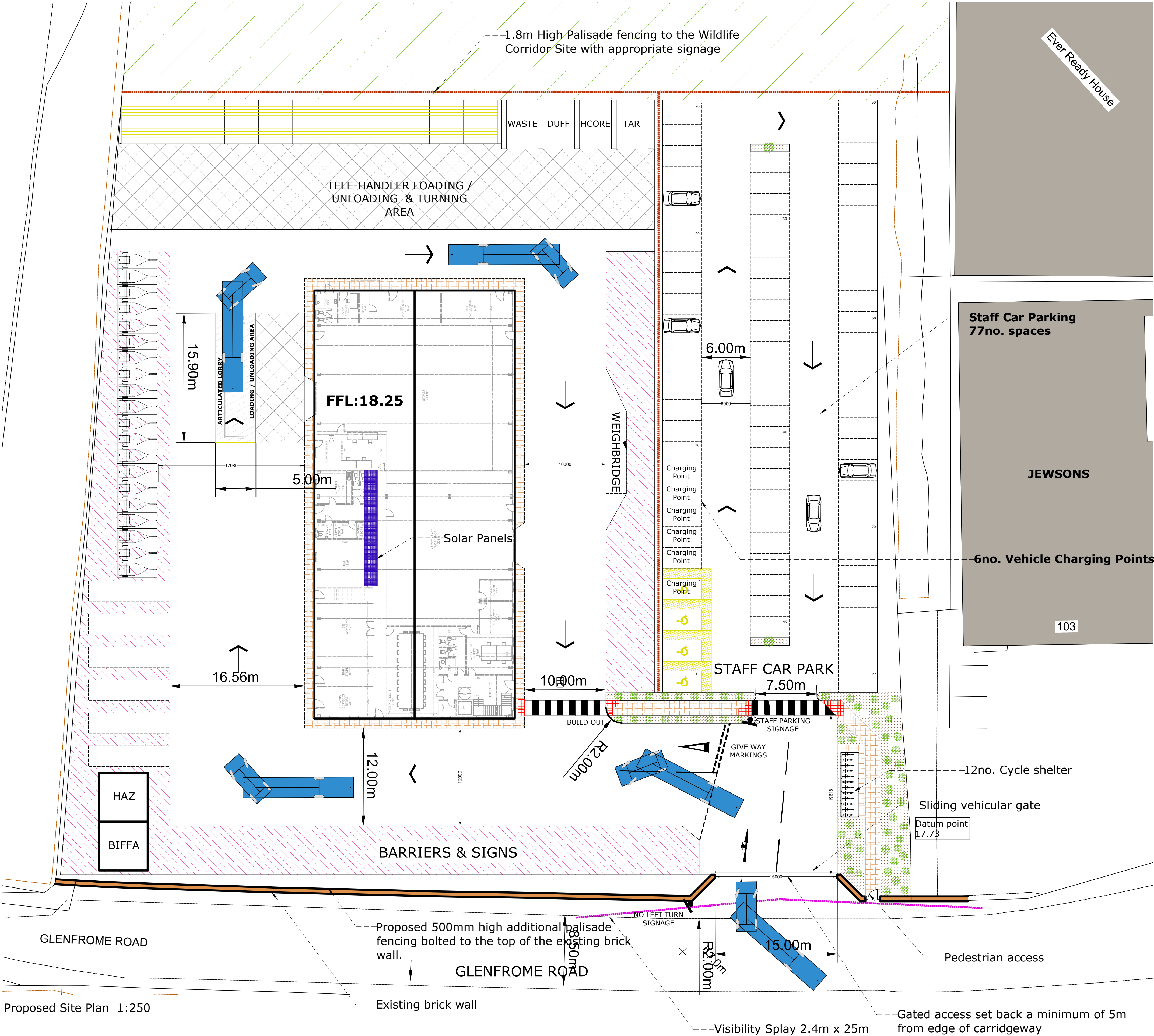
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Date 09.09.2019	Job No. 2019-859	Drawing No. LP-01
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Revision *	Checked *	Sheet Size A3
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Email: design@sauro.co.uk
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PROPOSED SITE PLAN



Proposed Site Plan 1:1250

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PLANNING

Revision	Description	Date
A	Initial Revisions	29.05.2020
B	Access Revisions	17.09.2020



Client: Wales & West Utilities

Project Title: Proposed development of WWU Depot at Glenfrome Road, Bristol, BS2 9UZ

Drawing Title: Proposed Site Plan

Scale: 1:250

Drawn by: 03

Date: 09.09.2019

Job No: 2019-059

Drawing No: 01

Sheet Size: A1

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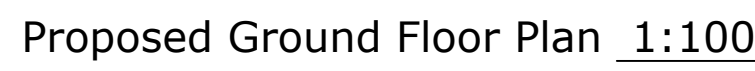
Email: design@sauro.co.uk

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Proposed Front Elevation 1:100



Rain water goods
Powder coated aluminum col. RAL 7106 (dark grey)



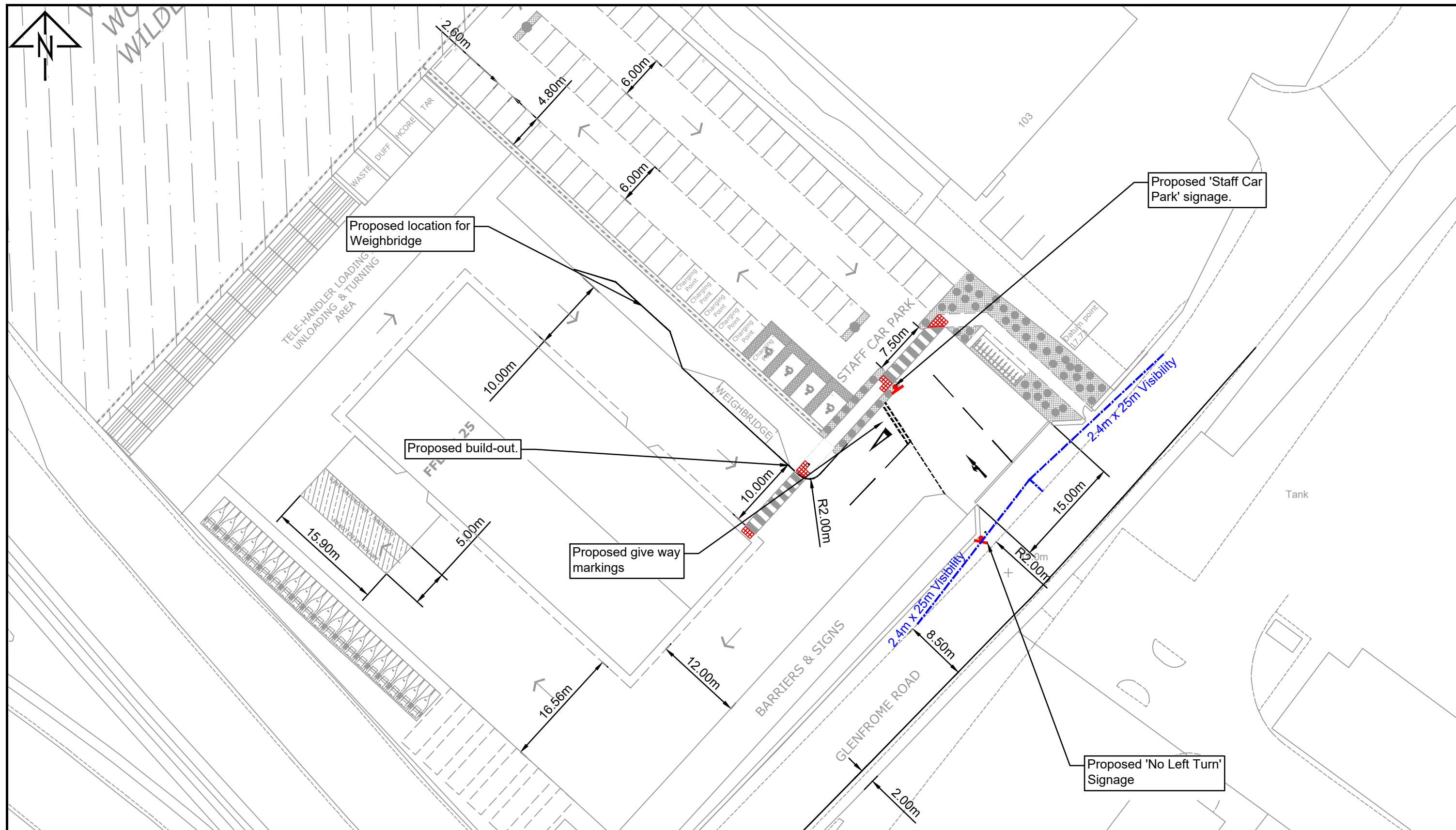
SCHEDULE OF ACCOMMODATION		SCHEDULE OF ACCOMMODATION	
Ground Floor		First Floor	
Entrance	38.9m ²	Landing	40.9m ²
Plant	3.9m ²	Female WC	10.1m ²
Meeting Room	70.8m ²	Male WC	10.9m ²
Network Services	24.8m ²	DDA WC	3.3m ²
B&R Store	24.8m ²	Coms	5.7m ²
E & I Workshop	46.5m ²	Coms	5.7m ²
	41.0m ²	Meeting Room	22.1m ²
Cleaner Store	4.0m ²	Office Space	471.4m ²
Shower Room	5.4m ²	Meeting Room	33.8m ²
DDA WC	4.0m ²	Canteen	18.0m ²
Canteen	17.0m ²		
Toilets	10.1m ²		
Stores Office	39.9m ²		
	386.0m ²		
Toilet	9.3m ²		
Gasco Checker	9.2m ²		
Drying Room	4.4m ²		
B & R Out of Hours	32.1m ²		
EMS Out of Hours	32.1m ²		
Maintenance Workshop	269.2m ²		
B.A Room	10.0m ²		
Calibration	16.0m ²		
Workshop Office	29.0m ²		
Store	3.9m ²		
Male WC	2.4m ²		
Female WC	2.4m ²		
DDA WC	4.0m ²		
Circulation	75.0m ²		




PLANNING

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GROSS EXTERNAL AREA 1,969m²



REV.	DETAILS	DRAWN	CHECKED	DATE	Notes:	Glenfrome Road, Bristol	Wales and West Utilities
A	VEHICLE CROSS-OVER ARRANGEMENT SHOWN AS PER BCC REQUEST	SCJ	IS	11/09/20	<p>1. This is not a construction drawing and is intended for illustrative purposes only.</p> <p>2. White lining is indicative only.</p> <p><u>LEGEND</u></p> <p>— Proposed Kerbing</p>	<p>Site Plan</p> <p>General Arrangement</p>	 <p>Ground Floor Helmont House, Churchill Way, Cardiff, CF10 2HE t: 029 2072 0861 e: enquiries@vectos.co.uk</p>
		DRAWN: KR	CHECKED: DS	DATE: 16.06.20	SCALES: 1:500 at A3	DRAWING NUMBER: 194715 - A02	REVISION: A