

# Amendment Sheet

4 March 2021

## Item 1: - Swift House Albert Crescent Bristol BS2 0UD

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26	It should be noted that the illustrative plans on page 26 are inaccurate, and instead Members should refer to the plans provided in the supporting documents at the end of the report.
28	<p>Since the report was written a further 46 objections have been received. In large part these reiterate concerns that were expressed through the original consultation, particularly in relation to the environmental and traffic impacts of the development, particularly with regard to the impact on the nearby day nursery and education centre. In addition, the following comments were made:</p> <ul style="list-style-type: none"> <li>• Given the lack of community involvement any decision should be condition on the establishment of a community liaison group, to include clear responsibilities on the applicant to Monitor and resolve impacts. (Officer comment: Having discussed this with the applicant, they are intending to introduce a Community Liaison group in relation to this facility).</li> <li>• Any permission should be condition on the provision of a road crossing at the site (Officer comment: there is already an informal crossing in this location, and given the transport statement shows no significant increase in traffic movement, any upgrade would be difficult to justify).</li> <li>• The air quality assessment relies on monitoring stations outside St. Phillips, and underestimates the impacts, especially the impacts of particulates (Officer comment: the submitted air quality assessment includes a receptor at the nursery, and includes an assessment of the impact of particulates – as such the air quality officer is satisfied that this is fit for purpose).</li> </ul> <p>In addition, a comment has been received from Cllr Tony Carey (Brislington East Ward). Whilst this does not specifically object to the application, it does emphasis the value of the nursery adjacent to the site, and states that consideration must be given to moving the day nursery should the development go ahead. (Officer comment: This is beyond the scope of a planning application).</p> <p>In addition, 1 further supporting comment has been received on the basis that the proposal will bring additional jobs to the area</p>
41	<p>Following further discussions with the Council's flood drainage team and additional condition has been recommended, as follows:</p> <ol style="list-style-type: none"> <li>1. No development shall take place until a proportionate Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy shall demonstrate how the proposed site makes improvements to the existing surface water drainage system for the site. The approved drainage strategy shall be implemented in full prior to the development being brought in to operation, and shall be maintained thereafter, in accordance with the approved details.</li> </ol>

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	<p>Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.</p> <p>Finally, the applicant has raised a concern about proposed condition 11, which limits the lifespan of the development. This condition has been requested by the Environment Agency, and relates to the impact of climate change on flood levels on the site. The applicant argues that the Flood Risk Assessment demonstrates that the development will be safe even beyond the 40 years. This is being discussed with the Environment Agency, but has not been resolved at the time of writing.</p> <p>Therefore, the recommendation remains as previously proposed with the addition of the drainage condition listed above. Officers also request delegated powers to agree the final wording of condition 11, and to issue the decision once this has been agreed.</p>

### Item 2: - 493 - 499 Bath Road Brislington Bristol BS4 3JU

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	No amendments

### Item 3: - St Catherines Place East Street Bedminster Bristol

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Page 88	<p><b>RESPONSE TO PUBLICITY AND CONSULTATION</b></p> <p>Since the Committee Report was published, a further 8 comments were received, including a comment from the BS3 Planning Group.</p> <p>Of the 8 further comments, 6 comment were in objection, and 2 comments were in support.</p> <p>The further points of objection cited were:</p> <ul style="list-style-type: none"> <li>• The current plans would still create a development that overshadows the current building.</li> <li>• Lack of affordable housing and lack of family housing.</li> <li>• Height, scale and massing of Plot 3 and Plot 4.</li> <li>• Application not considered as compliant with the Bedminster Green Framework.</li> <li>• Impact on the light of local residents.</li> </ul> <p>The further points of support cited were:</p> <ul style="list-style-type: none"> <li>• Consider the application would support the need for redevelopment and housing.</li> <li>• Consider the application would support East Street and the existing shopping precinct.</li> <li>• Application is much improved in relation to scale and daylight for St Catherine's House.</li> </ul> <p>Officer Note: In reviewing these further points of objection, it is considered that the</p>

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	Committee Report already addresses the points raised.						
Page 94 and 95	<p><b>Response from internal consultees</b></p> <p>TRANSPORT DEVELOPMENT MANAGEMENT – APPROVAL SUBJECT TO CONDITIONS</p> <p>Final comments from Transport Development Management have been received to the application.</p> <p>The TDM recommendation is for approval subject to conditions.</p> <p>Final matters relating to highways works; cycle parking; swept path analysis, the travel plan have been addressed satisfactorily and where appropriate secured by way of conditions.</p> <p>TDM is in a position to recommend approval of the application subject to s.106 contributions and the conditions as outlined below.</p>						
Page 96	<p><b>FLOOD RISK TEAM</b></p> <p>Further details on the Drainage Strategy have been provided by the Applicant.</p> <p>Further details on the drainage strategy will be secured by way of a condition.</p>						
Page 99	<p><b>SUSTAINABLE CITIES TEAM</b></p> <p>Further information has been provided by way of Overheating Analysis.</p> <p>Conditions have been included to cover Energy and Sustainability; BREEAM communities; and Broadband.</p>						
Pages 102 - 104	<p><b>KEY ISSUE B</b></p> <p>The following Amendment Sheet text relates to Key Issue B titled <i>“Is the proposed development viable, and does it provide an appropriate level of Affordable Housing?”</i></p> <p>Since the Committee Report was drafted; Knight Frank and Lambert Smith Hampton have had further discussions regarding the Benchmark Land Value (BLV). It is pertinent to note that the applicant is proposing a BLV for Phases 1 to 4, which is significantly higher on a pro rata basis than the BLV previously agreed for the whole site. When asked for an explanation regarding this, Knight Frank responded that the applicant was previously being advised by a different consultant and had taken their advice accordingly. However Knight Frank disagreed with the approach taken and advice given by the previous consultant, and have advised the applicant that the BLV should be arrived at using a different approach. This results in a proposed BLV that is higher on a pro rata basis than was previously agreed.</p> <p>Lambert Smith Hampton and Knight Frank have subsequently agreed that the BLV for Phases 1 to 4 should be £1,689,905.</p> <p>Officer’s revised view of the viability of Phases 1 to 4 is summarised below:</p> <table border="1" data-bbox="418 1809 1284 1944"> <thead> <tr> <th>Benchmark Land Value</th> <th>Residual Land Value</th> <th>Deficit</th> </tr> </thead> <tbody> <tr> <td>£1,689,905</td> <td>- £572,033</td> <td>£2,261,938</td> </tr> </tbody> </table> <p>Consequently, it is agreed that the scheme remains unable to provide affordable housing. Viability Reviews should be undertaken as per the committee report, based on the Lambert Smith Hampton Viability Report, but with the revised Benchmark Land Value</p>	Benchmark Land Value	Residual Land Value	Deficit	£1,689,905	- £572,033	£2,261,938
Benchmark Land Value	Residual Land Value	Deficit					
£1,689,905	- £572,033	£2,261,938					

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	identified above being incorporated.
Page 122	<p><b>CONDITIONS</b></p> <p>Set out below is the recommended list of conditions should Members support the Officer recommendation to grant permission.</p>
Page 122	<p><b>CONDITIONS</b></p> <p><b><u>Time limits for commencement of development:</u></b></p> <p><b>1. Full Planning Permission</b></p> <p>Plots 1 – 4 as shown on the approved plans and hereby permitted shall begin before the expiration of three years from the date of this permission.</p> <p>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.</p> <p><b>2. Outline Permission</b></p> <p>Application for approval of the reserved matters for Plots 5 – 7 as shown on the approved plans shall be made to the Local Planning Authority before the expiration of 3 years from the date of this permission.</p> <p>The development hereby permitted shall begin no later than the expiration of 2 years from the date of approval of the last of the reserved matters to be approved.</p> <p>Reason: As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p> <p><b>3. Reserved Matters</b></p> <p>Approval of the details of layout, scale, appearance and landscaping for Plots 5 – 7 shown on the approved plans; (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.</p> <p>Reason: This is outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.</p> <p><b><u>Pre commencement conditions:</u></b></p> <p><b>4. Phasing Plan</b></p> <p>With the exception of any demolition of existing buildings on the site, the development hereby permitted shall not be commenced until a Phasing Plan has been submitted to and agreed in writing by the Local Planning Authority. Further to the Site Plan - Construction Phases (Drawing No. 153843-STL-ZZ-00-DR-A-XXXX-09008) submitted with the application, the Phasing Plan shall identify the phases of construction and occupation of development, including the relevant public realm / infrastructure elements shown on the approved drawings. The development shall be carried out in accordance with the provisions of the approved Phasing Plan and/or any subsequent amendments to it that have been agreed in writing by the Local Planning Authority.</p> <p>Reason: In the interests of the proper planning of the site.</p> <p><b>5. Groundwater and Contaminated Land</b></p> <p>No phase of development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:</p>

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	<p>1. A preliminary risk assessment which has identified:</p> <ul style="list-style-type: none"> <li>• all previous uses</li> <li>• potential contaminants associated with those uses</li> <li>• a conceptual model of the site indicating sources, pathways and receptors</li> <li>• potentially unacceptable risks arising from contamination at the site</li> </ul> <p>2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.</p> <p>3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.</p> <p>4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.</p> <p>Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.</p> <p>Reason: To protect the water environment and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</p> <p><b>6. Groundwater and Contaminated Land – Verification Report</b></p> <p>Prior to any phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.</p> <p>Reason: To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the National Planning Policy Framework.</p> <p><b>7. Land affected by contamination – surface water drainage</b></p> <p>No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.</p> <p>Reason: To protect the water environment and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</p> <p><b>8. Land affected by contamination - groundworks</b></p> <p>Piling and other foundation methodologies 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.</p> <p>Reason: To protect the water environment and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by,</p>

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	<p>unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</p> <p><b>9. Sustainable Drainage System (SuDS)</b></p> <p>No phase of development (Phases 2 – 4) shall commence (excluding demolition) until further details of a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority. The Detailed Strategy shall contain:</p> <ul style="list-style-type: none"> <li>- Detailed design of attenuation/SuDS features</li> <li>- BRE 365 Infiltration testing to prove that the conditions are suitable/unsuitable for infiltration-based SuDS</li> <li>- Approval that the scheme is acceptable from Wessex Water</li> </ul> <p>The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.</p> <p>Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.</p> <p><b>10. Highway works – General Arrangement Plan, Mill Lane, Leicester Street and Dalby Avenue to the east of Stafford Street</b></p> <p>No development of Plot 3 (excluding demolition) shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway of Mill Lane and Leicester Street to the east of Stafford Street and along Dalby Avenue to the east of Stafford Street has been submitted to and approved in writing by the Local Planning Authority.</p> <ul style="list-style-type: none"> <li>a) Footways of at least 3.5m width with the introduction of street trees must be provided along Mill Lane up to the pedestrianised area.</li> <li>b) The reconstruction of footways and carriageway using a similar design palette as the proposed Mill Lane Link is required and any concrete must be removed and an approved highway construction being installed along Mill Lane, Leicester Street and Stafford Street;</li> <li>c) Pennant kerblines to be installed to full kerb height;</li> <li>d) A lighting design will be required and the lighting in this area will need to be upgraded;</li> <li>e) Any other associated works, including tie-in to any wider works to be undertaken by BCC.</li> </ul> <p>The above plans must indicate proposals for:</p> <ul style="list-style-type: none"> <li>i. Existing levels of the finished highway tying into building threshold levels;</li> <li>ii. How the works comply with any wider corridor scheme proposed by BCC, retaining a minimum 3m footway width following construction;</li> <li>iii. Physical prevention of servicing, short stay and calling traffic from Dalby Avenue to the east of Stafford Street;</li> <li>iv. Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works;</li> <li>v. Signing, street furniture, street trees and pits;</li> </ul>

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	<p>vi. Structures on or adjacent to the highway;</p> <p>vii. Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement).</p> <p>No development shall take place over the route of any public right of way prior to the confirmation of a Town &amp; Country Planning Act 1990 path diversion/stopping up order.</p> <p>Prior to occupation of Plot 3 these works shall be completed in accordance with the plans approved in writing by the Local Planning Authority.</p> <p>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.</p> <p><b>11. Highway works – General Arrangement Plan, Dalby Avenue to the east of Stafford Street</b></p> <p>No development of Plot 4 (excluding demolition) shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway of Dalby Avenue to the east of Stafford Street has been submitted to and approved in writing by the Local Planning Authority.</p> <ul style="list-style-type: none"> <li>a) Pennant kerblines will need to be installed to full kerb height;</li> <li>b) The infill of the subway, ramps and steps and associated works;</li> <li>c) A lighting design will be required and the lighting in this area will need to be upgraded;</li> <li>d) Any other associated works, including tie-in to any wider works to be undertaken by BCC.</li> </ul> <p>The above plans must indicate proposals for:</p> <ul style="list-style-type: none"> <li>i. Existing levels of the finished highway tying into building threshold levels;</li> <li>ii. How the works comply with any wider corridor scheme proposed by BCC, retaining a minimum 3m footway width following construction;</li> <li>iii. Physical prevention of servicing, short stay and calling traffic from Dalby Avenue to the east of Stafford Street;</li> <li>iv. Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works;</li> <li>v. Signing, street furniture, street trees and pits;</li> <li>vi. Structures on or adjacent to the highway;</li> <li>vii. Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement).</li> </ul> <p>No development shall take place over the route of any public right of way prior to the confirmation of a Town &amp; Country Planning Act 1990 path diversion/stopping up order.</p> <p>Prior to occupation of Plot 4 these works shall be completed in accordance with the plans approved in writing by the Local Planning Authority.</p> <p>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.</p> <p><b>12. Highway to be adopted</b></p>

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	<p>No phase of development (excluding demolition and Phase 1) shall take place until plans to a scale of 1:200 showing the following information has been submitted to and approved in writing by the Local Planning Authority. This will relate to areas within the owners' land where highway dedication will be required.</p> <ul style="list-style-type: none"> <li>• Long sections</li> <li>• General arrangement</li> <li>• Threshold levels to buildings</li> <li>• Drainage</li> <li>• Structures</li> <li>• Swept path for two directional movement of a 11.4m long refuse vehicle passing a 4.98m long large saloon car</li> </ul> <p>Prior to occupation of each phase detailed technical plans to a scale of 1:200 setting out how the internal access road(s) will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.</p> <p>The works for each phase shall then be completed in accordance with the plans approved in writing by the Local Planning Authority.</p> <p>Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.</p> <p><b>13. Structure Adjacent To/Within 6m of the Highway</b></p> <p>No phase of development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures (including excavations) 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. Please note any undersailing of the highway is not permitted.</p> <p>Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.</p> <p><b>14. Construction Management Plan – Major Developments</b></p> <p>No phase of development shall take place, including any demolition works, until a construction management plan or construction method statement for each phase 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:</p> <ul style="list-style-type: none"> <li>• A construction programme including phasing of works, taking account any neighbouring construction programmes, their timescales and methodology;</li> <li>• A plan that shows any temporary access from the adopted highway and the routes construction traffic will use;</li> <li>• 24 hour emergency contact number;</li> <li>• Hours of operation;</li> <li>• Expected number and type of vehicles accessing the site: <ul style="list-style-type: none"> <li>○ Deliveries, waste, cranes, equipment, plant, works, visitors;</li> <li>○ Size of construction vehicles;</li> <li>○ The use of a consolidation operation or scheme for the delivery of</li> </ul> </li> </ul>

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	<p>materials and Goods;</p> <ul style="list-style-type: none"> <li>○ Phasing of works;</li> <li>● Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): <ul style="list-style-type: none"> <li>○ Programming;</li> <li>○ Waste management;</li> <li>○ Construction methodology;</li> <li>○ Shared deliveries;</li> <li>○ Car sharing;</li> <li>○ Travel planning;</li> <li>○ Local workforce;</li> <li>○ Parking facilities for staff and visitors;</li> <li>○ On-site facilities;</li> <li>○ A scheme to encourage the use of public transport and cycling.</li> </ul> </li> <li>● Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;</li> <li>● Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;</li> <li>● Locations for storage of plant/waste/construction materials;</li> <li>● Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;</li> <li>● Arrangements to receive abnormal loads or unusually large vehicles;</li> <li>● Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;</li> <li>● Any necessary temporary traffic management measures;</li> <li>● Measures to protect vulnerable road users (cyclists and pedestrians);</li> <li>● Arrangements for temporary facilities for any bus stops or routes;</li> <li>● Method of preventing mud being carried onto the highway;</li> <li>● Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses;</li> <li>● Dust mitigation measures as listed Appendix A of the Air Quality Assessment.</li> </ul> <p>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.</p> <p><b>15. Delivery and Servicing Plan</b></p> <p>No phase of development shall be occupied until a delivery and servicing plan has been submitted to and approved in writing by the Local Planning Authority. Other than use of the existing Iceland car park, servicing for the commercial units shall not be undertaken from Dalby Avenue to the east of Stafford Street.</p>

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	<p>The delivery and servicing plan must consist of:</p> <ul style="list-style-type: none"> <li>• A plan confirming the servicing of the commercial units;</li> <li>• Provision for delivery and servicing of St Catherine's House;</li> <li>• The contact details of a suitably qualified co-ordinator;</li> <li>• How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the adopted highway;</li> <li>• Details of a freight consolidation operation, centre and the delivery and servicing booking and management systems;</li> <li>• How deliveries and servicing will be prevented from taking place from Dalby Avenue to the east of Stafford Street.</li> </ul> <p>Reason: In the interests of highway safety and to minimise the impact of vehicles servicing the development upon congestion.</p> <p><b>16. Highway Condition Survey</b></p> <p>No development (excluding Plot 1) 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:</p> <ul style="list-style-type: none"> <li>• A plan to a scale of 1:1000 showing the location of all defects identified;</li> <li>• 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.</li> </ul> <p>No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good in accordance with the plans approved in writing by the Local Planning Authority.</p> <p>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.</p> <p><b>17. Protection of Retained Trees during the Construction Period – Plot 4</b></p> <p>No work of any kind shall take place on Plot 4 until the protective fences have been erected around the retained trees in the position and to the specification shown on the Barrel Tree Consultancy, Tree Protection Plan (Drawing No. Ref:17361-5). Once installed photos should be electronically sent to the Local Authority Case Officer, shall be submitted to and approved in writing by the LPA in order that the Local Planning Authority may verify that the approved tree protection measures are in place when the work may commence. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the Local Planning Authority.</p> <p>Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are</p>

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	<p>removed. Landscaping works within protected areas is to be agreed with the Local Planning Authority and carried out when all other construction and landscaping works are complete.</p> <p>Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area in line with Policy DM17.</p> <p><b>18. Cellular Confinement Systems – Plot 4</b></p> <p>No work of any kind shall take place on Plot 4 until a full design specification for the cellular confinement system around Trees 6-8 is provided and confirmed in writing by the local planning authority. The cellular confinement system shall be installed in accordance with the approved Barrell Tree Consultancy, Arboricultural Method Statement prior to demolition and construction taking place and retained and maintained in perpetuity</p> <p>Reason: In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.</p> <p><b>19. Arboricultural Method Statement</b></p> <p>The applicant/developer shall ensure that all works within the root protection area of retained trees, including the installation of the cellular confinement system must follow the detailed methodology with the Barrell Tree Consultancy, Arboricultural Method Statement. In the instance that major roots are found then further consultation with an arboriculturist will be required, any changes to the specified methodology must be agreed in writing by the local planning authority.</p> <p>Reason: To protect the retained tree from damage during construction and in recognition of the contribution which the retained tree gives and will continue to give to the amenity of the area.</p> <p><b>20. Arboricultural Supervision – Plot 4</b></p> <p>Prior to the commencement of development of Plot 4, a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant and the designated site foreman to discuss details of the working procedures. A schedule of visits shall be drawn up to ensure the Project arboriculturist is present during key stages of the development which include, but not limited to:</p> <ul style="list-style-type: none"> <li>• The removal of the existing hard surfacing around Trees T6-8</li> <li>• Installation of the Cellular confinement system around Trees T6-8</li> </ul> <p>Site visits must be carried out during the key stages identified above. Copies of written site notes and/or reports detailing the results of site supervision and any necessary remedial works undertaken or required shall be submitted to and approved in writing by the Local Planning Authority, prior to occupancy. Any approved remedial works shall subsequently be carried out under strict supervision by the arboricultural consultant immediately following that approval.</p> <p>Reason: In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.</p> <p><b>21. Artificial light (external)</b></p> <p>No phase of development shall be occupied until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and approved in writing by the Local Planning Authority.</p>

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	<p>Any light created by reason of the development shall meet the Obtrusive Light Limitations for Exterior Lighting Installations in table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011.</p> <p>Reason: In order to safeguard the amenity of adjoining residential occupiers.</p> <p><b>22. To ensure implementation of a programme of archaeological works, Plot 3</b></p> <p>No development of Plot 3 shall take place until the applicant/developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.</p> <p>The scheme of investigation shall include an assessment of significance and research questions; and:</p> <ol style="list-style-type: none"> <li>1. The programme and methodology of site investigation and recording</li> <li>2. The programme for post investigation assessment</li> <li>3. Provision to be made for analysis of the site investigation and recording</li> <li>4. Provision to be made for publication and dissemination of the analysis and records of the site investigation</li> <li>5. Provision to be made for archive deposition of the analysis and records of the site investigation</li> <li>6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.</li> </ol> <p>Reason: To ensure that archaeological remains and features are recorded prior to their destruction.</p> <p><b>23. To secure the conduct of a watching brief during development groundworks of Plot 3</b></p> <p>The applicant/developer shall ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the Local Planning Authority and in accordance with the Written Scheme of Investigation approved under condition 22.</p> <p>Reason: To record remains of archaeological interest before destruction</p> <p><b>24. To ensure completion of a programme of archaeological works</b></p> <p>Plot 3 shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition 22 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.</p> <p>Reason: To ensure that archaeological remains and features are recorded and published prior to their destruction.</p> <p><b>25. Local Employment Opportunities</b></p> <p>No development (excluding demolition and Plot 1) shall take place including any works of demolition until the developer/occupier enters into an agreement with the Local Planning Authority to produce and implement a strategy that aims to maximise the opportunities for local residents to access employment offered by the development. The approved strategy shall be undertaken in accordance with an agreed timetable.</p> <p>Reason: In recognition of the employment opportunity offered by the early phases of the construction and operation of the development.</p>

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	<p><b>26. Public Art Plan</b></p> <p>Prior to the commencement of development (excluding demolition and Plot 1) or as otherwise agreed in writing by the Local Planning Authority, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall set out the specific commissions developed and programme illustrating how the public art commission for the development would accord with the City Council's Public Art Policy and Strategy. The Public Art Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. The delivery of public art shall then be carried out in full accordance with the agreed Public Art Plan.</p> <p>Reason: In order to secure public art as part of the development in the interests of the amenity of the area.</p> <p><b>27. Energy and Sustainability in accordance with statement</b></p> <p>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 Energy &amp; Sustainability Statement (Hydrock, October 2020) and Energy &amp; Sustainability Statement Addendum (Hydrock, January 2021) prior to occupation.</p> <p>A total 13% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 20% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved.</p> <p>Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings), BCAP20 (Sustainable design standards), BCAP21 (connection to heat networks).</p> <p><b>28. BREEAM communities</b></p> <p>Prior to construction, a design stage BREEAM communities assessment demonstrating the proposed measures required to achieve a minimum BREEAM 'very good' rating should be submitted to the local planning authority and approved in writing. The development shall be constructed in accordance with the approved assessment.</p> <p>Reason: To ensure the development is built in a sustainable manner in accordance with BCS15 (Sustainable design and construction).</p> <p><b>29. Broadband</b></p> <p>Prior to commencement of each phase, evidence that the residential and non-residential parts of the development will provided with 'next generation broadband' shall be presented to the Local Planning Authority through provision of an installation order placed with BT, Virgin Media, or an alternative provider. Registration should show the speed rating/specification of the connection.</p> <p>Prior to occupation, the development shall be connected to the broadband infrastructure to achieve the speeds stated.</p> <p>Reason: To show that residents and businesses will have access to ultrafast broadband from occupation.</p> <p><b>30. Further details of the following before relevant element started – Plot 2</b></p> <p>Further to the floor plan drawings (Drawing No. 153843-STL-P2-00-DR-A-XXXX-01001 - 153843-STL-P2-03-DR-A-XXXX-01004) submitted with the application, the following shall be submitted to and be approved in writing by the Local Planning Authority before the</p>

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	<p>relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.</p> <p>a) the provision of natural light and ventilation of the core of the six storey building, to include a glazed partition between stair and corridor to all upper floors and either glazed fire doors or doors on 'hold – open' device linked to fire alarm system to the corridors</p> <p>b) the congruent location of roof lights over the internal circulation and bathrooms of the three storey building</p> <p>c) further details of the flat roof element over the core of the three storey building</p> <p>Detailed sectional and elevational drawings at the scale of 1:10 (unless otherwise specified) of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.</p> <p>i) Frontage of retail units</p> <p>ii) Enclosure of core for both buildings, six and three storeys</p> <p>iii) Front doors</p> <p>iv) Balcony balustrades</p> <p>v) Rainwater goods</p> <p>Reason: In the interests of visual amenity and the character of the area.</p> <p><b>31. Further details of the following before relevant element started – Plot 3</b></p> <p>Further to the floor plan drawings (Drawing No. 153843-STL-P2-00-DR-A-XXXX-01010 - 153843-STL-P2-03-DR-A-XXXX-01017) submitted with the application, the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.</p> <p>a) the provision of natural light and ventilation of the core of the six storey building, to include a glazed partition between stair and corridor to all upper floors and either glazed fire doors or doors on 'hold – open' device linked to fire alarm system to the corridors</p> <p>b) refine elevations (Drawing No. 153843-STL-P3-ZZ-DR-A-XXXX-02014) to allow natural light penetration into internal circulation: the provision of a rooflight to serve the second floor corridor and either a glazed side light or clerestory window above the entrance door</p> <p>c) refine plan (Drawing No. 153843-STL-P3-ZZ-DR-A-XXXX-02014) for access to balcony from internal circulation</p> <p>Detailed sectional and elevational drawings at the scale of 1:10 (unless otherwise specified) of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.</p> <p>i) Windows (including window profiles, external openings, cills, heads and surrounds, reveals, recesses)</p> <p>ii) Front doors</p> <p>iii) Balcony balustrades</p> <p>iv) Rainwater goods</p> <p>v) Frontage of refuse collection point and bicycle storage including metal door with louvered front, metal mesh panel, metal door with metal mesh panel, metal balustrades, metal coping</p>

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	<p>vi) Boundary treatment of existing maisonettes wall and additional visual separation from existing to new courtyard</p> <p>Reason: In the interests of visual amenity and the character of the area.</p> <p><b>32. Further details of the following before relevant element started – Plot 4</b></p> <p>Further to the floor plan drawings (Drawing No. 153843-STL-P4-ZZ-DR-A-XXXX-01020 - 153843-STL-P4-ZZ-DR-A-XXXX-01022 1) submitted with the application, the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.</p> <p>a) the provision of natural light and ventilation of the core of the six storey building, to include a glazed partition between stair and corridor to all upper floors and either glazed fire doors or doors on ‘hold – open’ device linked to fire alarm system to the corridors</p> <p>b) the inclusion of omitted window on master bedroom</p> <p>c) revision of consistency of elevation – revision of ground floor and first floor kitchen and bedroom window to unit 00-02 and above to be recessed in line with predominant elevation</p> <p>Detailed sectional and elevational drawings at the scale of 1:10 (unless otherwise specified) of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.</p> <p>i) Windows (including window profiles, external openings, cills, heads and surrounds, reveals, recesses)</p> <p>ii) Front doors</p> <p>iii) Balcony precast stone and metal balustrades</p> <p>iv) Rainwater goods</p> <p>vi) Frontage of refuse collection point and disable access including metal door with louvered front, metal balustrades, metal coping</p> <p>Reason: In the interests of visual amenity and the character of the area.</p> <p><b><u>Pre-occupation condition(s)</u></b></p> <p><b>33. Flood Risk</b></p> <p>The development shall be carried out in accordance with the submitted Flood Risk Assessment (FRA) (‘St Catherine’s Place Full Planning Application – Flood Risk Assessment’, revision P02 dated 7 October 2020, Hydrock Consultants Limited, ref. 8012-HYD-XX-XX-RP-FR-0002), the additional subsequent Technical Design Note that supersedes the FRA in part (‘St Catherine’s Place, Bristol – Hydraulic Modelling Technical Design Note, Revision P01 dated 15 December 2020, Hydrock Consultants Limited, ref. 08012-HYD-XX-XX-RP-FR-0003) and the following mitigation measures these documents detail:</p> <ul style="list-style-type: none"> <li>• Finished floor levels shall be set no lower than 8.867 metres above Ordnance Datum (AOD) for all proposed uses except ‘less vulnerable’ retail units fronting onto East Street, as detailed on page 4 of the Hydraulic Modelling Technical Design Note.</li> <li>• Flood resilience measures shall be provided to a level of at least the “F100yr 70%CC (Upper End) with T1yr in 2120 event peak flood level at the nearest reference point to each building”, as detailed on page 4 of the Hydraulic Modelling</li> </ul>

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	<p>Technical Design Note, including:</p> <ul style="list-style-type: none"> <li>○ Use of ground supported solid slab ground floors, and low permeability floor coverings</li> <li>○ Walls constructed of materials with low water penetration, good drying ability, and good retention of pre-flood integrity</li> <li>○ Sensitive services (i.e. electrics) set as high as is feasible / practicable within proposed buildings</li> <li>○ Non-return valves fitted to drainage services</li> </ul> <p>These mitigation measures shall be fully implemented prior to first occupation. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.</p> <p>Reason: To reduce the risk of flooding to the proposed development and future occupants. To prevent increases in flooding elsewhere.</p> <p><b>34. Sample Panels before specified elements started</b></p> <p>Sample panels of the all external materials to the building demonstrating the colour, texture, face bond and pointing are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.</p> <p>Reason: In order that the external appearance of the building is satisfactory.</p> <p><b>35. Residential sound insulation (general)</b></p> <p>All recommendation detailed in the Noise Planning Report (REF. SCP-HYD-ZZ-XX-RP-Y-1001) (Hydrock, October 2020) submitted with the application with regards to sound insulation and ventilation of residential properties shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.</p> <p>Reason: In order to safeguard the amenity of adjoining residential occupiers.</p> <p><b>36. Sound Insulation between residential &amp; commercial – Plot 2</b></p> <p>No commencement of use of any ground floor units to Plot 2 shall take place until a scheme of noise insulation measures for the partition between the proposed use and the residential accommodation above has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The scheme of noise insulation measures shall be prepared by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings.</p> <p>The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.</p> <p>Reason: To safeguard the amenity of nearby and future occupiers.</p> <p><b>37. Bird Nesting and Bat Roosting Opportunities</b></p> <p>Prior to occupation of each phase of the development details provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities integrated within buildings and shown on a site plan with compass directions marked on it. This shall include 20 built-in bird bricks or boxes to include at least 15 swift bricks or boxes and 8 built-in bat boxes.</p> <p>Bird boxes shall be installed to face between north and east to avoid direct sunlight and</p>

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	<p>heavy rain. Bird boxes shall be erected out of the reach of predators and at least 3.5 metres high on publicly accessible sites. For small hole-nesting species bird boxes shall be erected between two and four metres high.</p> <p>Swift boxes or bricks shall be provided in pairs or groups (e.g. at least two or three on a building, avoiding windows) on north, north-east or east facing walls, at least 5 metres high, so that there is a clear distance (drop) below the swift boxes/bricks of 5 metres or more. Swift boxes shall be located under eaves where present.</p> <p>House sparrow nesting boxes shall be grouped together and located at least 1.5 metres apart. House sparrow nesting boxes shall be positioned high up under the eaves where present.</p> <p>Bat boxes shall face south, between south-east and south-west. Bat boxes shall be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings shall be placed as close to the eaves (if present) as possible.</p> <p>Development shall be undertaken in accordance with the approved details.</p> <p>Reason: To help conserve legally protected bats and birds which include priority species.</p> <p><b>38. Noise from plant &amp; equipment</b></p> <p>No commencement of use shall take place until an assessment to show that the rating level of any plant &amp; equipment, as part of this development, will be at least 5 dB below the background level has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.</p> <p>Reason: To safeguard the amenity of nearby and future occupiers.</p> <p><b>39. Sound insulation - residential</b></p> <p>No development of Plots 5 – 7 shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of noise insulation measures for all residential accommodation, this scheme shall also include details of ventilation.</p> <p>The scheme of noise insulation measures shall take into account the recommendations detailed in the Noise Assessments submitted with the application and the provisions of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings".</p> <p>The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.</p> <p>Reason: To safeguard the amenity of nearby and future occupiers.</p> <p><b>40. Noise from commercial premises</b></p> <p>No commencement of use of the any commercial premises shall take place until an assessment on the potential for noise from that use affecting residential properties as part of this development and existing residential properties in the area has been submitted to and approved in writing by the Local Planning Authority.</p> <p>The assessment shall include noise from:</p> <p>Ventilation, refrigeration and air conditioning plant or equipment Customers including outside areas Entertainment Servicing (deliveries and refuse collections)</p> <p>If the assessment indicates that noise from the development is likely to affect neighbouring affecting residential or commercial properties then a detailed scheme of noise mitigation</p>

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	<p>measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.</p> <p>The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development.</p> <p>The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 Methods for rating and assessing industrial and commercial sound and of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings".</p> <p>The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.</p> <p>Advice</p> <p>The recommended design criteria for dwellings are as follows:</p> <p>Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms &amp; 50 dB in outdoor living areas.</p> <p>Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours &amp; LMax less than 45 dB in bedrooms.</p> <p>Where residential properties are likely to be affected by amplified music from neighbouring pubs or clubs, the recommended design criteria is as follows:</p> <p>Noise Rating Curve NR20 at all times in any habitable rooms</p> <p>Reason: To safeguard the amenity of nearby and future occupiers.</p> <p><b>41. Landscaping (Tree Planting)</b></p> <p>The Planting proposals hereby approved (Drawing No. 153843-STL-XX-XX-DR-L-XXXX-09140 Rev:PL02) shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a program, details of which shall be submitted to and agreed in writing by the local planning authority. The details to be submitted should explore the realignment of the trees proposed to the front of Plot 3 to the back of the footway in order to give more space to grow and form a contiguous line. All planted materials shall be maintained for 5 years and any trees removed, dying, being severely damaged or become seriously diseased within 5 years of planting shall be replaced with others of a similar size and species to those originally required to be planted.</p> <p>Reason: To ensure that the appearance of the development is satisfactory and in line with Policy DM17.</p> <p><b>42. Land affected by contamination - Reporting of Unexpected Contamination</b></p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.</p> <p>Reason: To protect the water environment and to ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework.</p> <p><b>43. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans</b></p> <p>No building or use within each phase of development hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials for that phase as shown on the Phasing Plan approved by condition</p>

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	<p>4, 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.</p> <p>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.</p> <p><b>44. Completion of Vehicular Access – Shown on Approved Plans</b></p> <p>No building or use within each phase of development hereby permitted shall be occupied or use commenced until the means of vehicular access for that phase as shown on the Phasing Plan approved by condition 4 has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.</p> <p>Reason: To ensure that the vehicular access point is safe and includes adequate drainage.</p> <p><b>45. Completion of Pedestrians/Cyclists Access – Shown</b></p> <p>No building or use within each phase of development hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists for that phase as shown on the Phasing Plan approved by condition 4 have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.</p> <p>Reason: In the interests of highway safety.</p> <p><b>46. Completion and Maintenance of Vehicular Servicing facilities – Shown</b></p> <p>No building or use within each phase of development hereby permitted shall be occupied or use commenced until the facilities for loading, unloading, circulation and manoeuvring for that phase as shown on the Phasing Plan approved by condition 4 have been completed in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these uses.</p> <p>Reason: To ensure that there are adequate servicing facilities within the site in the interests of highway safety.</p> <p><b>47. Completion and Maintenance of Cycle Provision – Shown</b></p> <p>No building or use within each phase of development hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans for that phase as shown on the Phasing Plan approved by condition 4 has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.</p> <p>Reason: To ensure the provision and availability of adequate cycle parking.</p> <p><b>48. Submission and Approval of Landscaping Scheme</b></p> <p>No building or use within each phase hereby permitted shall be occupied or the use commenced until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained, together with measures for their protection, in the course of development. The approved scheme</p>

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	<p>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 Local Planning Authority gives written consent to any variation.</p> <p>Reason: To protect and enhance the character of the site and the area, and to ensure its appearance is satisfactory.</p> <p><b>49. Details of Kitchen Extraction/Ventilation System</b></p> <p>No equipment for the extraction and dispersal of cooking smells/fumes shall be installed until details including method of construction, odour control measures, noise levels, appearance and ongoing maintenance have been submitted to and been approved in writing by the Local Planning Authority. The approved scheme shall be installed before the installation of any such equipment and thereafter shall be permanently retained.</p> <p>Reason: To safeguard the amenity of nearby and future occupiers.</p> <p><b><u>Post occupation condition(s):</u></b></p> <p><b>50. Use of Refuse and Recycling facilities (commercial uses)</b></p> <p>Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.</p> <p>Reason: To safeguard the amenity of nearby and future occupiers</p> <p><b>51. Deliveries (commercial uses)</b></p> <p>Activities relating to deliveries shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.</p> <p>Reason: To safeguard the amenity of nearby and future occupiers.</p> <p><b>52. Opening hours (commercial uses)</b></p> <p>The use of the commercial space shall not be carried out outside the hours of 08.00 to 23.30 on any day.</p> <p>Reason: To safeguard the residential amenity of nearby occupiers.</p> <p><b>53. Outdoor dining/eating areas (commercial uses)</b></p> <p>There shall be no use of any outdoor eating or drinking areas associated with any A3 use after 22.00 on any day.</p> <p>Reason: To safeguard the amenity of nearby and future occupiers.</p> <p><b>54. Restriction of Parking Level on site</b></p> <p>Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.</p> <p>Reason: To control the level of parking on the site and to safeguard the uses of other areas.</p> <p><b>55. Protection of Parking and Servicing Provision</b></p> <p>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.</p> <p>Reason: To ensure the provision and availability of satisfactory off-street parking and</p>

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	<p>servicing/loading/unloading facilities for the development.</p> <p><b>56. Travel Plan – Implemented by the Highways Authority</b></p> <p>Prior to occupation or use commenced of each phase, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority.</p> <p>The developer shall then enable the Highways Authority to implement, monitor and review the approved Travel Plan in accordance with the plan approved in writing by the Local Planning Authority.</p> <p>Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.</p> <p><b>57. Existing resident parking scheme (RPS) / future RPS permit informing future owners / tenants</b></p> <p>Future buyers, tenants and owners shall be informed by the current owner, landlord, or lease operator prior to the point of exchange / lease or rent that this development has been approved on the basis that it has been recommended to the transport authority that residents of this development shall be exempted from obtaining residents parking permits of the current or any future RPS in this area.</p> <p>Reason: For the avoidance of doubt and future misunderstanding.</p> <p><b>58. List of approved plans and drawings:</b></p> <p>The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed in writing by the Local Planning Authority in order to discharge other conditions attached to this decision.</p> <p>Site Location Plan (Rev. PL2), received 9 October 2020</p> <p>Existing Ground Floor (Rev. PL2), received 9 October 2020</p> <p>Existing First Floor (Rev. PL2), received 9 October 2020</p> <p>Existing Elevations (Rev. PL2), received 9 October 2020</p> <p>Site Plan - Plots 1-4 (Rev. PL10), received 2 February 2021</p> <p>Site Plan - Indicative Plots 5,6,&amp;7 (Rev. PL2), received 9 October 2020</p> <p>Site Wide - Plots 1-4 Site Wide Roof Plan (Rev. PL10), received 2 February 2021</p> <p>Site Plan - Building Plots (Rev. PL2), received 9 October 2020</p> <p>Site Plan - Construction Phases (Rev. PL2), received 9 October 2020</p> <p>Refuse, Servicing &amp; Disabled Parking Plots 1-4 (Rev. PL12), received 22 February 2021</p> <p>Refuse, Servicing &amp; Disabled Parking Plots 5-7 (Rev. PL12), received 22 February 2021</p> <p>Plot 1 Drawings (Rev. PL10), received 1 February 2021</p> <p>Plot 2 - 00 Ground Floor (Rev. PL10), received 1 February 2021</p> <p>Plot 2 - 01 First Floor (Rev. PL10), received 1 February 2021</p> <p>Plot 2 - 02 Second Floor (Rev. PL10), received 1 February 2021</p> <p>Plot 2 - 03 Third Floor (Rev. PL2), received 1 February 2021</p> <p>Plot 2 - 04-05 Fourth &amp; Fifth Floors (Rev. PL2), received 9 October 2020</p> <p>Plot 2 - 06 Roof Plan (Rev. PL3), received 9 October 2020</p> <p>Plot 3 - 00 Ground Floor (Rev. PL9), received 1 February 2021</p>

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	<p>Plot 3 - 01 First Floor (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - 02-03 Second &amp; Third Floors (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - 04 Fourth Floor (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - 05-06 Fifth and Sixth Floors (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - 07 Seventh Floor (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - 08-11 Eighth to Eleventh Floors (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - 12-13 Twelfth to Thirteenth Floors (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - 14 Roof Plan (Rev. PL3), received 9 October 2020</p> <p>Plot 4 - 00 Ground Floor (Rev. PL10), received 1 February 2021</p> <p>Plot 4 - 01 First Floor (Rev. PL10), received 1 February 2021</p> <p>Plot 4 - 02-06 Second to Sixth Floors (Rev. PL2), received 9 October 2020</p> <p>Plot 4 - 07 Roof Plan (Rev. PL3), received 9 October 2020</p> <p>Plot 3 Cycle Storage Provisions Lower (Rev. PL), received 1 February 2021</p> <p>Plot 3 Cycle Storage Provisions Upper (Rev. PL), received 1 February 2021</p> <p>Plot 2 Cycle Storage Provisions (Rev. PL), received 1 February 2021</p> <p>Plot 4 Cycle Storage Provisions (Rev. PL11), received 22 February 2021</p> <p>Plot 2 - North Elevation (Rev. PL11), received 22 February 2021</p> <p>Plot 2 - East Elevation (Rev. PL6), received 1 February 2021</p> <p>Plot 2 - South Elevation (Rev. PL6), received 1 February 2021</p> <p>Plot 2 - West Elevation (Rev. PL6), received 1 February 2021</p> <p>Plot 2 - East &amp; West Lane Elevations (Rev. PL6), received 1 February 2021</p> <p>Plot 3 - North Elevation (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - East Elevation (Rev. PL10), received 1 February 2021</p> <p>Plot 3 - South Elevation (Rev. PL10), received 1 February 2021</p> <p>Plot 3 - West Elevation (Rev. PL2), received 9 October 2020</p> <p>Plot 3 - Duplex Drawings (Rev. PL2), received 9 October 2020</p> <p>Plot 4 - North Elevation (Rev. PL2), received 9 October 2020</p> <p>Plot 4 - East Elevation (Rev. PL5), received 1 February 2021</p> <p>Plot 4 - South Elevation (Rev. PL8), received 1 February 2021</p> <p>Plot 4 - West Elevation (Rev. PL5), received 1 February 2021</p> <p>Plot 2_1-20 elevation study_sheet 01 (Rev. PL2), received 9 October 2020</p> <p>Plot 2_1-20 elevation study_sheet 02 (Rev. PL2), received 9 October 2020</p> <p>Plot 3_1-20 elevation study_sheet 01 (Rev. PL2), received 9 October 2020</p> <p>Plot 3_1-20 elevation study_sheet 02 (Rev. PL2), received 9 October 2020</p> <p>Plot 3_1-20 elevation study_sheet 03 (Rev. PL2), received 9 October 2020</p> <p>Plot 3_1-20 elevation study_sheet 04 (Rev. PL2), received 9 October 2020</p> <p>Plot 3_1-20 elevation study_sheet 05 (Rev. PL2), received 9 October 2020</p>

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	<p>Plot 4_1-20 elevation study_sheet 01 (Rev. PL2), received 9 October 2020</p> <p>Context site sections - sheet 01 (Rev. PL10), received 1 February 2021</p> <p>Context site sections - sheet 02 (Rev. PL10), received 1 February 2021</p> <p>Landscape General Arrangement (Plots 1-4) (Rev. PL11), received 2 February 2021</p> <p>Tree Retention &amp; Removal Plan (Rev. PL2), received 9 October 2020</p> <p>Planting Plan (Rev. PL2), received 9 October 2020</p> <p>Tree Pit in Soft (Rev. PL2), received 9 October 2020</p> <p>Tree Pit in Hard (Rev. PL2), received 9 October 2020</p> <p>Soil Depths Profile Details (Rev. PL2), received 9 October 2020</p> <p>Site Sections (Rev. PL2), received 9 October 2020</p> <p>Reason: For the avoidance of doubt.</p>
Page 122	<p><b>ADVICES</b></p> <p>Set out below is the recommended list of advices should Members support the Officer recommendation to grant permission.</p>
Page 122	<p><b>ADVICES</b></p> <p><b>Works on the Public Highway</b></p> <p>The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the Council, which would specify the works and the terms and conditions under which they are to be carried out.</p> <p>Contact the Highway Authority's Transport Development Management Team at <a href="mailto:transportDM@bristol.gov.uk">transportDM@bristol.gov.uk</a> allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils costs in undertaking the following actions:</p> <ol style="list-style-type: none"> <li>I. Drafting the Agreement</li> <li>II. A Monitoring Fee equivalent to 15% of the planning application fee</li> <li>III. Approving the highway details</li> <li>IV. Inspecting the highway works</li> </ol> <p>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.</p> <p><b>Traffic Regulation Order (TRO)</b></p> <p>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.</p> <p>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</p>

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	<p>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.</p> <p>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 <a href="mailto:transportdm@bristol.gov.uk">transportdm@bristol.gov.uk</a></p> <p>N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.</p> <p><b>Highway to be Adopted</b></p> <p>The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's Engineering Standard Details and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.</p> <p>Contact the Highway Authority's Transport Development Management Team at <a href="mailto:DMEngineering@bristol.gov.uk">DMEngineering@bristol.gov.uk</a> You will be required to pay fees to cover the Councils cost's in undertaking the following actions:</p> <ol style="list-style-type: none"> <li>I. Drafting the Agreement</li> <li>II. Set up costs</li> <li>III. Approving the highway details</li> <li>IV. Inspecting the highway works</li> </ol> <p>To discuss the requirement for sewers contact the Highway Authority's Flood Risk Management Team at <a href="mailto:flood.data@bristol.gov.uk">flood.data@bristol.gov.uk</a> You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.</p> <p>N.B. The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.</p> <p><b>Impact on the highway network during construction</b></p> <p>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 <a href="mailto:traffic@bristol.gov.uk">traffic@bristol.gov.uk</a> 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.</p> <p><b>Restriction of Parking Permits – Existing Controlled Parking Zone/Residents Parking Scheme</b></p> <p>Note that in deciding to grant permission, the Committee/Planning Service Director also decided to recommend to the Council's Executive in its capacity as Traffic Authority in the administration of the existing Controlled Parking Zone of which the development forms part, that the development should be treated as car free / low-car and the occupiers ineligible for resident parking permits.</p> <p><b>Restriction of parking permits – future controlled parking zone/residents parking</b></p>

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	<p data-bbox="296 257 400 286"><b>scheme</b></p> <p data-bbox="296 309 1385 472">You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.</p> <p data-bbox="296 495 651 524"><b>Highway Condition Survey</b></p> <p data-bbox="296 546 1362 640">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 <a href="mailto:transportDM@bristol.gov.uk">transportDM@bristol.gov.uk</a></p> <p data-bbox="296 663 874 692"><b>Excavation Works on the Adopted Highway</b></p> <p data-bbox="296 714 1374 837">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 <a href="http://www.bristol.gov.uk/highwaylicences">www.bristol.gov.uk/highwaylicences</a></p> <p data-bbox="296 860 671 889"><b>Street Name and Numbering</b></p> <p data-bbox="296 911 1378 1140">You are advised that to ensure that all new properties and streets are registered with the emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases, details of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets must be submitted to the Highway Authority.</p> <p data-bbox="296 1162 1401 1326">Any new street(s) and property naming/numbering must be agreed in accordance with the Councils Street Naming and Property Numbering Policy and all address allocations can only be issued under the Town Improvement Clauses Act 1847 (Section 64 &amp; 65) and the Public Health Act 1925 (Section 17, 18 &amp; 19). Please see <a href="http://www.bristol.gov.uk/registeraddress">www.bristol.gov.uk/registeraddress</a></p> <p data-bbox="296 1348 874 1377"><b>Stopping Up/Diversion of Adopted Highway</b></p> <p data-bbox="296 1400 1406 1563">You are advised that to facilitate the development an order must be obtained to stop up or divert the adopted highway under sections 247 and 248 of the Town and Country Planning Act 1990. Please see <a href="http://www.gov.uk/government/publications/stopping-up-and-diversion-of-highways">www.gov.uk/government/publications/stopping-up-and-diversion-of-highways</a> or contact the National Transport Casework Team at <a href="mailto:nationalcasework@dft.gov.uk">nationalcasework@dft.gov.uk</a></p> <p data-bbox="296 1585 935 1615"><b>Structure Adjacent To/Within 6m of the Highway</b></p> <p data-bbox="296 1637 1374 1731">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.</p> <p data-bbox="296 1753 1374 1877">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 <a href="mailto:bridges.highways@bristol.gov.uk">bridges.highways@bristol.gov.uk</a>.</p> <p data-bbox="296 1899 584 1928"><b>Freight Consolidation</b></p> <p data-bbox="296 1951 1401 2045">You are advised that to reduce the impact of delivery vehicles servicing the development a freight consolidation scheme can be utilised. Further details about freight consolidation are available at <a href="http://www.travelwest.info/freight">www.travelwest.info/freight</a></p>

