

WARD: Lawrence Hill
SITE ADDRESS: Chanson Foods Avon Street Bristol BS2 0PS

APPLICATION NO: 19/02664/F Full Planning

DETERMINATION DEADLINE: 31 January 2022

Demolition of the existing building and redevelopment of the site for purpose built student accommodation (Sui generis use) and flexible Class A1/A3 / B1/ D1 use, together with servicing arrangements, public realm works and landscaping.

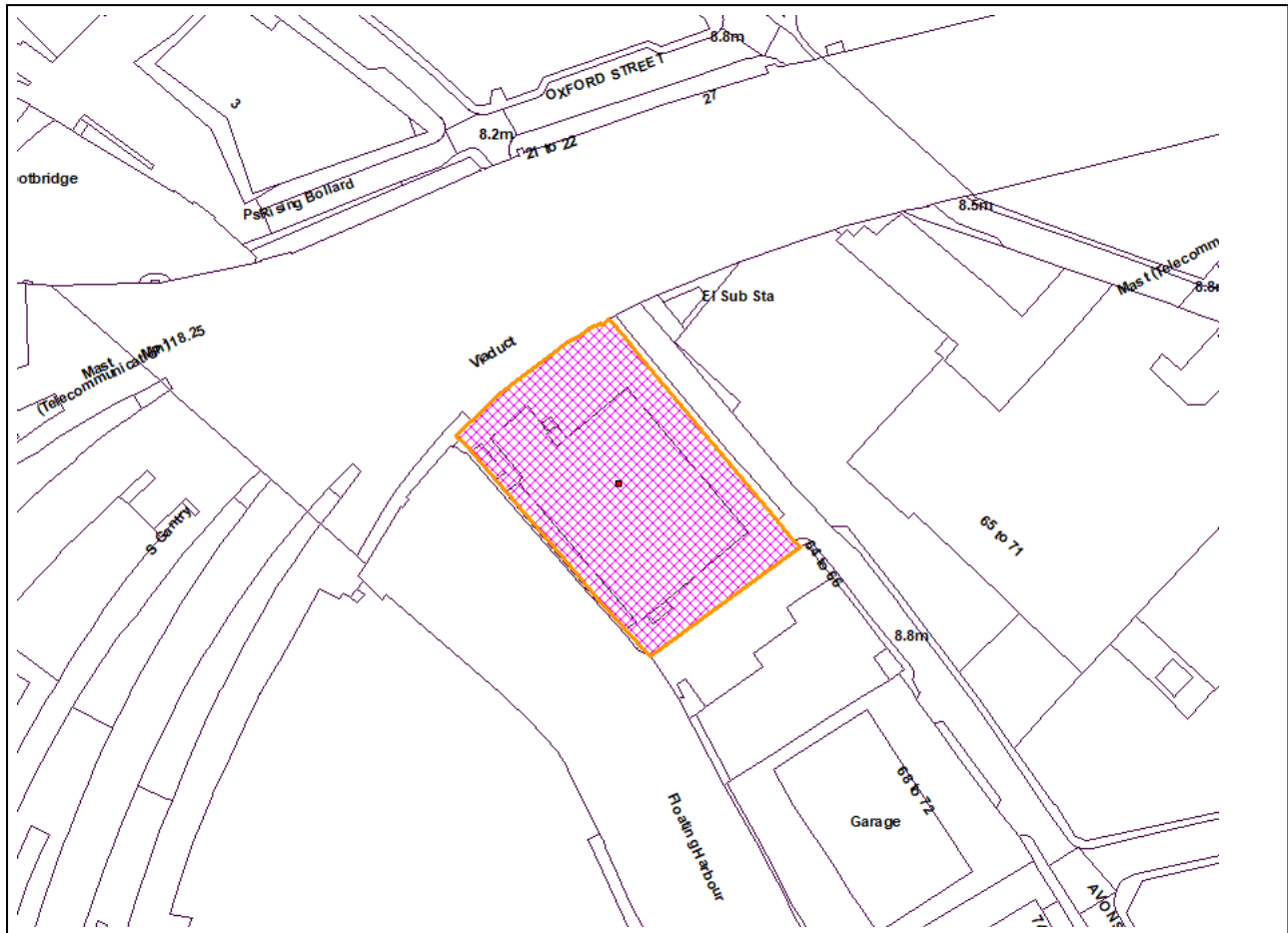
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Savills
Embassy House
Bristol
BS8 1SB

APPLICANT: Victoria Hall Management Limited

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

LOCATION PLAN:



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The proposals concern the site of Chanson Foods, which is used for food production and distribution, with the rest of the site comprising of an area of hardstanding and a small parcel of scrub in the northwest corner. The site measures 0.36 hectares and is located just south-east of Bristol Temple Meads station. The proposal is for the erection of purpose-built student accommodation (PBSA) comprising of 471 bed spaces, along with 300 square metres of flexible space in the form of a hub.

As the site is allocated for development, by virtue of being within the Enterprise Zone, officers are generally supportive of the re-development of this site. It is stated that the proposal would directly support the new University Campus and that of the University's expansion, as envisaged within Policy BCS2 of the Bristol Development Framework Core Strategy. Policy BCAP35 of the Central Area Plan confirms that sites within Bristol Temple Quarter will be developed for a wide range of uses as part of the growth and regeneration of the area as an employment-led, mixed-use quarter of the city centre, an exemplar for new initiatives and a hub for all creative minded businesses. Given the policy and the emerging context, it is considered that the use of the site for student accommodation would be acceptable.

However, this proposal generates concerns given its location which will need to be balanced against the wider benefits that the proposal will bring. This includes the scale and appearance of some elements of the scheme, and the degree of harm this may have to the heritage value on the designated Silverthorne Lane Conservation Area.

The risk of flooding is another key consideration, and consequently has generated an objection from the Environment Agency. However, considering the appeal decisions at Silverthorne Lane and Feeder Road, along with the proposed additional flood mitigation measures, officers conclude the impacts would not be as significant to warrant a refusal of the application on flooding grounds. Nonetheless, as a statutory consultee, there would be a need to refer the application to the Secretary of State for determination as part of a resolution to grant approval of this planning application, were the Environment Agency to maintain their holding objection. Officers will update members of the Environment Agency's position verbally at the meeting.

It should also be noted that concern has been raised regarding the potential impact on the nearby Motion nightclub. It needs to be ensured that the development accords with the 'Agent of Change' principles as set out in the NPPF, and thus allows Motion to continue to operate as it currently does.

Members will need to balance the benefits of the development against the harm that would result from the proposal, and in particular with regards to concerns regarding flood risk. In that respect the application has raised very similar issues to the appeal decisions at Silverthorne Lane and Feeder Road, and which have led to the delay on the decision of this application. It is for these reasons why the application is being reported to committee.

SITE DESCRIPTION & BACKGROUND

The application site is located approximately 200m east of Bristol Temple Meads station and is bounded by the railway viaduct to the north, Avon Street to the north-east, the Kawasaki motorcycle showroom to the south, and the Floating Harbour to the west. The site extends to 0.36 hectares and comprises a predominantly single storey industrial building, which is currently used

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for food production and distribution. There is a surrounding area of hardstanding and a small parcel of scrub in the north-west corner.

The area immediately beyond the site comprises of industrial uses within St Philip's Marsh. There is residential development to the north-east and new office and residential developments to the north at Glass Wharf. To the south-west on the western side of the Floating Harbour lays the site of the now demolished former Post Office Sorting Office at Cattle Market Road. This site is now subject to a planning consent, following the Council's resolution in July 2018 to grant outline planning permission for the redevelopment for the Bristol University Temple Quarter Enterprise Campus.

It should be noted that the application is allocated for development through policy BCP35 of the Bristol Central Area Plan, and as such sits within an area of significant change. Whilst few applications have come forward within the Silverthorne Island area to date, it is expected that a number of sites will come forward for development in the near future.

RELEVANT PLANNING HISTORY

The site has no specific relevant planning history. However, the summary of the Inspector's decision on the appeal decisions to Silverthorne Lane and Feeder Road are set out below.

Land at Silverthorne Lane (APP/Z0116/V/20/3264641 and 3264642)

As agreed by the main parties the key policy which allocates this site for development is Policy BCAP35, which is set out in full at paragraph 31 above. I am satisfied that the proposed development is in accord with this key policy, as well as associated Policy BCS2 Bristol City Centre's role including expansion into the St. Philips Area, emphasis on waterfront access and achieving community cohesion. There are numerous other policies which are directly relevant to the proposal. Of those, many have not raised objection, or resulted in objections that have been overcome, and therefore accord with them is apparent. Indeed, this can be seen in the preceding section where benefits can be seen in the light of relevant policies albeit in general terms. This leaves two key policy areas, flooding and heritage matters.

In terms of flood matters the key development plan policy is Policy BCS16 set out under Flood Risk and Water Management. This policy explains Bristol will follow a sequential approach to flood risk management giving priority to sites with the lowest risk of flooding. However, it goes on to explain that the development of sites with a sequentially greater risk of flooding will be considered where essential for regeneration or where necessary to meet development requirements of the city. Of course, this is an allocated site so the principle of development here is accepted and thus there is accord with this element of Policy BCS16.

With regard to flood resilience, I have set out why there would be accord for plots 1-4 and 6, and that there is a lack of strict adherence in respect of Plot 5. The flood risk here relates to the sports hall. I do not consider lack of accord for this element should be so constraining as to resist the development as a whole. Moreover, it is evident that there is a tension between policies here. This is because the building on Plot 5 which causes concern is a heritage asset (listed building) which other policies of the plan seek to encourage the retention and re-use of in precisely the type of way proposed.

In terms of heritage matters, I have concluded that the proposed development does not accord with development plan policy in terms of heritage assets. However, as explained, those policies do not provide for a balance of heritage harms with public benefits as required by the Framework. The internal balance of heritage harms and heritage benefits has been addressed above. On

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balance in the internal 'heritage balance' I have found the benefits of the scheme do not outweigh the heritage harms. The heritage harms, whilst less than substantial harms in terms of the Framework, are a matter of considerable weight and importance. However, there is a further balance to be made to weigh heritage harms against public benefits. I have no doubt that there are very significant public benefits in this case, particularly those associated with the provision of education facilities in an area of educational need where there are significant levels of deprivation, and housing, including affordable housing. The cost of attaching an appropriate level of serious weight to those public benefits is acceptance that there would be a failure to preserve the character and appearance of the recently designated Silverthorne Lane Conservation Area and some harm to the historic assets including partial demolition of listed buildings, and harm to the setting of listed buildings. Despite this it seems to me that there is clear and convincing justification for that harm to be accepted.

I recommend that the applications be allowed on the basis of the revised plans and revised description, and that planning permission and listed building consent be granted subject to conditions set out in Schedules A and B, satisfaction with the Deed of Easement position, and the s.106 Agreement.

10 and 12-16 Feeder Road and 6-8 Albert Road (APP/Z0116/W/21/3279920)

It was a matter of common ground that the Council is unable to demonstrate a five-year supply of housing land. As a consequence, so-called tilted planning balance set out in Framework paragraph 11d)ii) is engaged. In essence, permission should be granted unless the presumption in favour of sustainable development can be displaced.

Subject to the use of appropriate conditions, I have found no harm in terms of flood risk, with residual risks in terms of safety suitably addressed. I am mindful, in this regard, that paragraph 167 of the Framework refers to the need to manage residual risk, an acknowledgement that not all risk can be eliminated. Indeed, the Planning Practice Guidance defines residual risks as those that remain after applying the Sequential Test and the taking of mitigating actions. As such, having regard to paragraph 11d) i) of the Framework and footnote 7, the risk of flooding in this case does not provide a clear reason for refusal.

I recognise that the Environment Agency in particular will be disappointed at this outcome. I am very mindful, in this regard, that it is the statutory body tasked with protection of the environment relating to threats including flooding. I am also aware of the precautionary principle. However, the views of the Agency, important though they are, need to be considered in the light of all the evidence before me. In coming to my conclusions, especially on flood related matters, I have taken full and careful account of all the evidence submitted and the representations that have been made, which I have balanced against the provisions of the development plan, the relevant sections of the National Planning Policy Framework (in particular section 14) and other material considerations including relevant guidance. On balance, however, the evidence in this case leads me to the view that the appeal should be allowed.

I have, however, found harm to the heritage significance of the grade I listed Temple Meads Station and the Former Mosaic Factory, albeit less than substantial. Having regard to the provisions of paragraph 202 of the Framework, I consider the benefits outlined above to be more than sufficient to outweigh the identified heritage harm. In reaching this conclusion I have applied the balancing exercise so as to give great weight and importance to the conservation of the heritage assets, understanding that they are an irreplaceable resource. The outcome of this balance does not, therefore, in the terms of paragraph 11d) i) of the Framework and footnote 7, provide a clear reason for refusal. That said, a finding of less than substantial harm in relation to designated heritage assets does not equate to a less than substantial planning objection.

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In the overall planning balance, I am firmly of the view that the identified harms to the heritage assets, including the non-designated assets, do not significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework taken as a whole. On balance therefore, I conclude that the appeal should succeed.

APPLICATION

The proposals seek to demolish the existing commercial building on the site, and erect purpose-built student accommodation (PBSA) targeted at undergraduate students. The agents acting on behalf of the applicant Victoria Hall Management Ltd (VHML), state that the development will provide essential bed spaces to the Bristol University, who have agreed a 15-year nominations agreement with the developers. The applicants initially sought to deliver the accommodation in time for the campus opening in 2022.

The accommodation would comprise of a range of different student bedrooms totalling 471 bed spaces within cluster flats and across three tower blocks set in a u-shape arranged around a central courtyard, with building heights ranging from 8 - 12 storeys. The arrangement of accommodation which would be on all upper levels of the various blocks, is proposed as follows:

- 7x9 bed cluster flats for student accommodation (total 63 student beds)
- 11 x 10 bed cluster flats (total 110 student beds)
- 5 x 11 bed cluster flats (total 55 student beds)
- 17 x 12 bed cluster flats (total 204 student beds)
- 3 x 13 bed cluster flats (total 39 student beds)

There would be a significant proportion of the ground floor area to be used for communal facilities. This would support Bristol University's focus on health and well-being. The facilities would include a large reception area, a social laundry area, quiet study area, wellness/pastoral care suite for small group activities or individual use, and communal lounge. There would be a large cycle store just off the main reception area that would accommodate up to 162 spaces. There would be a single point of entry for pedestrians and cyclists via the glazed reception from Avon Street between the northern and middle blocks of the student accommodation. There would be three vertical cores (one to each block).

It is envisaged that the courtyard would provide the students with an area to both study and recreation/relaxation. There would be direct access for the student to the courtyard from all parts of the accommodation. There would be a two-storey stand-alone hub building located to the south west part of the site fronting the Floating Harbour, which would provide 295 square metres square metres of flexible floorspace (179sqm of A1/A3 use and 170sqm of B1/D1 use). Three cycle spaces would also be provided for the proposed hub building.

Summary of amendments

Since the submission, the proposals have undergone changes following discussion with both the Local Planning Authority and on review with Design West (Formally the Bristol Urban Design Forum or BUDF). The changes include a more simplified design removing the opposing stepped flanking elements of the building. The buildings step down in the south-eastwards direction towards the Listed Buildings at the Marble Factory. The resulting reductions reduced the number of purpose-built student accommodation bed spaces from 502 to 471.

The layout has also been revised to enhance access to the floating harbour wall by providing access down the side of either flank elevation of the building to the proposed pedestrian walkway.

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The previously proposed colonnade has been omitted and the building blocks have been pulled back in order to increase the sense of openness and visibility of the viaduct structure.

The access within the site has been further developed following comments from the Environment Agency in regard to a safe means of escape in the case of an extreme flood event. This would include access/egress via the ground floor and the raised central courtyard area onto a raised walkway. There would be access/egress created via the first floor with a direct connection to the raised walkway. This would also be accessed via an internal stair and lift located to the elevation facing the Kawasaki site, from the entrance into the building. The proposed raised walkway would run south of the buildings adjacent to the floating harbour and would connect to a new bridge on to the University Campus site.

Whilst the bridge is not part of a current application and would be outside of the application site for this application, it is identified in the Temple Quarter Spatial Framework. However, it should be noted that the delivery of the bridge forms part of the wider proposals for the expansion of the University of Bristol Campus (Temple Campus Phase 2), and which at the time of writing is currently pending consideration (application 21/02141/P). The applicants have stated that they are also in discussions with the University on the delivery of the bridge.

As the Environment Agency require periodic access to this area to undertake maintenance work to the harbour wall, all hard and soft landscaping has been removed from these access points surrounding the footprint of the building. The site levels in the internal courtyard of the student accommodation building have been raised above existing ground levels to protect against flood risk.

In terms of the external finish to the buildings, the pallet of materials has been both altered and simplified in response to City Design's request to comprise of a combination of red brick to the upper floors, red oxide coloured metal panels, window reveals at ground floor and to the top floors of the middle and railway blocks. This same material would also be used for the waterside Hub building, where seamed panels reference the riveted ironwork of the adjoining viaduct structure.

It should also be noted that the FRA has subsequently been updated following the appeal decisions at Silverthorne Lane and feeder Road. The external building wall has been amended to include measures such as structural concrete upstand, floodproof glazing, external temporary flood barriers and a higher-level entrance threshold to Avon Street. These are for the purposes of flood mitigation.

PRE APPLICATION COMMUNITY INVOLVEMENT

i) Process

The application was accompanied by a Statement of Community Involvement, which outlines the measures taken to engage with local communities prior to the submission of the application. The following measures were identified:

- The developers undertook consultation with Bristol City Council, the Ward Councillors for Lawrence Hill, Bristol Urban Design Forum and local residents, community groups, and businesses. Consultation was also undertaken with Historic England and Network Rail.
- Informal pre-application meetings were held with Bristol City Council between January and April 2019 and with the Bristol Urban Design Forum (BUDF) (now Design West) between February and April 2019.

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- There was a leaflet drop carried out to inform local residents and businesses in the area of the proposals in April 2019.
- An interactive website was created to allow interested parties to find out more about the scheme and submit their views. The website can be found at avonstreetdevelopment.com. This was live between Friday 12 April and Sunday 28 April 2019. After that point a telephone number was left for any further comments to be made. The website was developed to enable interested parties to review the information available at their convenience and to provide a more interactive experience.
- There was continuous liaison throughout this process with community group co-ordinators to inform and address any issues they had with the proposal. Contact was made with the Bristol Neighbourhood Planning Network (NPN) early in the process.
- Overall, approximately 45 feedback forms were completed, or partially completed. 62 people visited the website to comment on the proposals.
- The majority of respondents were residents from the nearby locality with a small number of responses coming from the wider surrounding area that had interest in such proposals.
- With regard to feedback, positive responses included that the development would bring more business into the area.
- Neutral comments included that the development should provide accommodation for key workers and low income families.
- Negative comments included that the development would be too high for Avon Street, that it would bring too many students into the area, concerns over parking/congestion and potential for noise, disturbance and anti-social behaviour.

ii) Fundamental Outcomes - CIS

As part of the statement the applicants have responded to the issues raised as follows:

- The Transport Assessment submitted as part of the application provides a full assessment of the impact on the road network, noting the concerns related to the lack of amenities in the area and the impact on congestion and parking. Consequentially the development will be car free and students will not be allowed to bring private vehicles. The applicant states that a Management Plan will be secured by condition to manage pick up and drop off. The applicant adds that it is likely that the scheme will make a commitment to the expansion of a residents parking zone to mitigate against any potential impacts.
- Concerns regarding current provision of amenities and services were acknowledged. The applicant states that the development of this site and the wider Temple Quarter Enterprise Zone will deliver a range of new services and facilities for the benefit of both the existing and future communities.
- The clear message from the local community was that they want the tunnels to remain open, including to the connection to the Dings. The applicant states that they are engaged with Bristol City Council to establish the most appropriate scope for any enhancement.
- With regards to the scale of the scheme raised by respondents, the applicant states that the proposed heights are commensurate with heights in at nearby Glass Wharf and the emerging context of the enterprise campus, which sits on raised land.

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- At the time of the community engagement, the applicant made a commitment to on-going consultation during the course of the application. This includes a continuation of liaison with key stakeholders, through to the determination of the planning application, and an accompanied walk of the local area with representatives of this local community.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by the erection of site notices around the site, by press notification, and by individual letter to neighbouring properties. There were two letters of objection received from residents on grounds including the following:

- The creation of a high-density block in an already overcrowded area would lead to further public order issues in the area, especially given that it's students.
- The size of the development would dominate the area, and therefore not enhance it
- The height of the buildings would be in excess of what is recommended in the Temple Quarter Enterprise Framework

[It should be noted that these comments were in response to the original submission and not the subsequent revision to the application].

Design West

The architecture and landscape team from the developers explained how the proposal for Avon Street had been refined and developed since April 2019 explaining the rationale for building height and form. With regard to the latest iterations submitted as of December 2019, the massing has been revised, and now steps down from the height of the commercial buildings opposite towards the nearby listed buildings. It is less symmetrical and comprised of more articulated elements or forms. Instead of an articulated courtyard block framed by two stepped elements (linked by a third) the buildings now arranged of four elements of varying height. Consequently, the building forms are smaller in scale and more various.

More emphasis is given to differences between the base, middle and top of each building. The proposed massing and its impact on views of Temple Meads Station and eight other key views have been tested. The visualisations demonstrate that the proposed towers do not break the roofline of Temple Meads Station from specific viewpoints. The panel considers that this result should be maintained.

The footprint of the building has been pulled back to the north to create a wider pavement and to the south to make more room for a future canal side link. Also, the qualities of key public/landscape spaces had been developed further. It was demonstrated that a variety of needs could be met including the potential for quiet restorative time or time to be alone. The interaction with sunlight and shade during the day had been considered.

A character appraisal of the Silverthorne Lane Area informs the approach to materials proposed for the buildings. Distinctive bricks and mortar are proposed that relates to red brick found locally with the addition of a dark grey brick for the plinth. A good quality clay brick is proposed. Metal elements introduce concentrated rust red colour when seen obliquely. Sketches captured how the elevations would be articulated differently giving the buildings a distinctive base middle and top.

The panel responded warmly to the alternative massing which they considered worked better when seen from key viewpoints such as from Temple Meads station approach, the railway platforms and the street. As before they felt the judgements about scale and height were right for the emerging context. The building is one of a series of recently consented and emerging proposals for the Temple Quarter. The buildings proposed also have a graduated language whilst also responding to movement along the railway. This language is articulated in a contemporary

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way. The panel felt that the approach to architecture was developing well but needed to be described more explicitly and developed further. The articulation of the massing is developing well but could be pushed further to be more distinctive as shown in early sketches. The panel noted the challenges of ensuring the repetition of similar windows did not dominate.

The panel considered that the base of the main blocks lacked the visual 'weight' that the upper storeys might imply and suggested that the ground floor elevations might be strengthened by additional substantial piers, under the blank brickwork panels above. The panel appreciated the quality of the brick proposed. They thought the colour palette of the brick, fenestration and coloured metals (red/gold) should be carefully considered.

In terms of the wider context, the panel remain concerned that there is not yet clarity between the city and university about how infrastructure in particular the important bridge link across the canal to the new campus and Temple Meads station will be delivered. This is outside the developer's control, but we note that as well as active travel links to the university and the Avon Street bus routes, access for students to essentials such as affordable food and health services need to be delivered. As before we note that the density proposed depends upon the provision of a high-quality and varied outdoor spaces and public realm and an ease about accessing everyday needs and support. Therefore, joint working with the University and other partners is essential to meet the strategic aspirations of BCC and ensure the buildings are well served and connected.

It is important that the design aspirations continue to rise to the immediate setting of the sites. The buildings will make an important contribution to views across the Floating Harbour, the railway gateway to the city and to the Temple Quarter. As a result, we would expect the design process to be in depth and rigorous.

The University of Bristol (Campus Division) broadly supports the proposals that meet the University's commercial criteria as rooms will offer student facilities at an appropriate rent point. It would be within 1 mile of the University's Clifton Campus. The 471 beds would meet our minimum requirement of 200 new bedrooms in anyone location. The proposals are considered to respond to emerging planning policy H7. The proposed size and layout of the rooms would be in accordance with the University's guidance and is therefore supported. The University is satisfied by the standard of the design in these proposals. In addition the University recognises recent enhancements to the design and composition of the buildings. The proposals are now much less imposing from key vantage points. We conclude by stating that the proposed scheme is complementary and enabling in relation to emerging proposals we are developing for the rest of our land holding within the Temple Quarter Enterprise Zone area. We will look to the developer of these proposals to engage further in order to help achieve the very best cityscape and place making outcomes for this neighbourhood.

The Dings Community Association supports the proposals on the grounds that the development would be in keeping with the style of others in the area and there will be pedestrian access alongside the river providing a critical, safe option to cross the railway. We have been assured that creating a space for nature within the development is included of part of the plan. Assured creating a community which is respectful of the neighbourhood they will be joining and providing a mechanism for issues experienced by the Dings to be raised and dealt with. We would like to state though that the provision of a local supermarket remains a priority for the Dings, particularly following the closure of Gardiner Haskins, and needs to be a key part of the development plans for the wider area encompassing Avon St, Gas Lane, Silverthorne Lane and Freestone Road. We would like to commend the applicant and their willingness to engage with the community and hope that this level of engagement continues throughout the development phase and once the accommodation is being used.

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Plan-EL Neighbourhood Planning Group states that the development is adjacent to a significant travel pinch point into and out of the area. Ultimately a solution must be found to enable free North-South movement under the railway lines. Otherwise, sustainable integration into the rest of the city fails. It is critical, therefore that nothing restricts, or impedes any ultimate solution to the travel pinch point. As part of creating free movement under and around the railway lines, the potential for a harbourside public path south of the railway embankment needs to start with this development. This path could ultimately link to the Meads Reach Bridge and beyond. So public access to the entire harbourside of this development needs to be a planning condition if the scheme is approved.

We are unconvinced that students do not bring more cars into the area, and the lack of parking is going to have a significant impact on the surrounding neighbourhoods. This problem applies to all student accommodation developments in St Philip's Marsh and remains a major unsolved problem. So far, the assurances about students not having, or not being able to have private vehicles are proving to be hollow promises in other parts of the city.

The local context is changing fast, and it is not possible to further restrict the design. Virtually every new building in the area has dwarfed The Dings, and we cannot see how this ceases to be the pattern for the future.

The proximity of Motion means a significant contributor to the local economy needs protection under the Agent of Change provisions.

The Motion Nightclub has reviewed the letter submitted by the consultants in response to our objection. With regard to the NPPF and agent of change considerations, planning policies/decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). With regards to this application, I would highlight this section of the NPPF. When the plan making NPPF below has been addressed correctly the above needs to be given fair weight taking regard of other cases in the UK and its implementation. Motion does not consider that the applicants have fully complied with the requirements set out in the NPPF in regards to the above.

Our engagement with the applicant has been at a late stage, especially considering that the applicant undertook their sound recordings in March 2019. The applicant has been fairly forthcoming in terms of their plans and how they can work. However there has been little weight or opportunity given to us to shape or to give input to the proposal. We set out a way forward, but the request has been unanswered. In the current covid circumstance, our ability to bring in our noise consultants to review is limited in the current cash flow situation. We wanted to try and work with the application as is, including sharing our noise assessments. I would like to express this as being an example of our willingness to cooperate and hoped we would get the same returned to ourselves.

On reviewing their response we would need to see detailed modelling regarding the noise from Motion and make sure it's in line with national standards of NR and insulation. We understand the point and the view but modelling must be provided. We are very much open to ideas. At the very least we feel the consultants should explain to us their findings, narrating how their acoustic report tally's with ours ensuring that our business will remain unaffected. We have had some positive communications with the applicant's representative and feel the conclusion or follow up is from the consultants is premature in this circumstance, as conversations are ongoing.

OTHER COMMENTS

Environment Agency (Sustainable Places) has commented as follows:-

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We have reviewed the updated Flood Risk Assessment (FRA) and are pleased to see that all sleeping accommodation will be located above the modelled climate change scenario flood levels for the lifetime of the development. We welcome the additional detail provided on the flood resistance and resilience strategy. Notwithstanding the recent inquiry decisions referenced by the applicant, we maintain our flood risk objection because it fails the second part of the flood risk exception test.

We disagree with the assertion in the FRA that ground floor common spaces for student uses should be considered 'Less Vulnerable' to flooding. Our position remains that these should be considered 'More Vulnerable' with an associated 100 yr lifetime and the appropriate range of climate change allowances assessed. We therefore advise that increasing floor levels further or other passive measures in these areas are required to mitigate this risk.

Using the 'upper end' climate change allowance would be the more precautionary way to manage flood risk in this area. Therefore, we would require the incorporation of additional mitigation into these areas up to a level of 10.96 m AOD. If this is not possible, then passive measures to 10.44 m AOD in these areas with additional active measures to an appropriate level above 10.44 m AOD such as flood doors would be preferred over not protecting these areas up to this level.

The proposed walkway would have limited use for emergency access, as our usual requirement in emergencies would be for access by a 360 excavator (i.e., loading up to 20 tonnes). If this loading can be taken in this space next to the harbour wall, then a lighter weight demountable design would be preferred. The proposed area for turning needs to be clearly indicated and will need to be confirmed that none of the sustainable drainage infrastructure elements mentioned in the Drainage Strategy could compromise or affect ability to use/access around the proposed development.

Flood Risk Manager has commented as follows:-

The updated FRA notes that "It is acknowledged that at this time no detailed plans for the bridge have been developed" and goes on to state that "The developer would be liable for the risk of the building not being habitable until this route has been provided". This suggests acceptance of a Grampian type condition to prevent occupation until such time that the bridge and associated walkway has been constructed. This is consistent with the 10 Feeder Rd decision, and as such I am satisfied that the imposition of a Grampian condition is appropriate.

While arguably the escape route does not provide entirely voluntary and free movement of people post 2070 (due to the need for a managed escape), given the site's proposed use as student accommodation which would require a continuous site management presence, I do not consider this point to compromise the overall safety of the development.

The updated FRA P11 dated 23 May 2022 notes that vehicle access to the site cannot be provided during the full period of the design flood event up to 2122 as it would be restricted during the peak of the event at which point vehicles including the emergency services would not be able to reach the development. It goes on to note that this would require a pedestrian round trip of approximately 250m to the entrance to the building for the emergency services or others needing to reach the development in the event of flooding. A similar length of journey was considered an acceptable journey on foot for emergency services access on the Silverthorne Lane scheme, as well as the 10 Feeder Road appeal which were both allowed. On reflection of these decisions, I now consider this acceptable.

I therefore have no objection to the scheme on the basis that a Grampian condition is imposed to prevent the occupation of the building until such time that appropriate off-site infrastructure as described in the FRA is delivered. I would also request that our standard SUDS condition is

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applied.

Historic England has commented as follows:-

As originally submitted Historic England objected to the application as it would have the potential to impact on views of the Grade I listed Temple Mead complex.

In respect of the latest revision, the wireline images provided show that the proposed development is very close to the ridge of Temple Meads train shed when viewed from the Bath Road. However, the applicant is extremely confident that it will not rise above the ridge in these key views. They have tested other views slightly further East along the Bath Road and are confident that the selected viewpoint from outside "The Sidings" pub is the location where there is the greatest chance of the proposed development being seen above the train shed. But they are confident it will not be and I am minded to agree.

We still think there is the potential for this to rise above the train shed if plant is later added to the roof. If the LPA are minded to approve the proposals, then you could include a condition preventing the addition of plant to the roof which exceeds the height of the parapet line.

Transport Development Management has commented as follows:-

Following revisions to the application we have no objection, however we expect the following to be secured by condition:

- Provision of cycle parking
- Provision of refuse facilities
- Travel Plan
- Student Traffic Management Plan
- Operational Waste Management Plan
- Construction Management Plan
- Highway Works - upgrade of the footway and carriageway along the site frontage.

We welcome the further setting back of the building. This means that the spaces around the building now look much more suitable as public spaces and would provide potential to link to neighbouring sites as and when they come forward. We would need to agree how and when public access would be secured to these areas and what their formal status will be. We envisage that this would form part of a s106 agreement.

We are seeking a s106 contribution towards restricted parking measures in the vicinity of the site to overcome the potential impact of the site on surrounding areas. Subject to the scope of the highway works agreed we also consider that the development should contribute towards the Silverthorne Lane Area Public Realm Improvement Works.

We require a Standard Advice to be applied to ensure the development is treated as car free.

Pollution Control has commented as follows:-

Having now looked at the Technical Note from Arup along with the acoustic report submitted with the application I would confirm that I am now happy with the proposals for the insulation of the residential parts of the development from the existing noise environment. The deed of easement has been raised in Motion's objection and I would ask for an advice with regards for future complaints. Nevertheless, I am satisfied with the conclusions of the revised noise assessment and Technical Note.

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As the Hub is a standalone building, I don't have too many concerns but would want any resolution to grant planning consent subject to a list of conditions. This includes a restriction on noise from plant and equipment, details of any extraction and ventilation, odour management, noise from plant affecting residential units, time restrictions on refuse and recycling facilities, deliveries, and hours of operation for the commercial uses.

Network Rail has commented as follows:-

Network Rail has no objection in principle to the above proposal but due to the proposal being next to Network Rail land and our infrastructure and to ensure that no part of the development adversely impacts the safety, operation, and integrity of the operational railway we have included asset protection comments which the applicant is strongly recommended to action should the proposal be granted planning permission.

The local authority should include these requirements as planning conditions if these matters have not been addressed in the supporting documentation submitted with this application.

Bristol Civic Society has commented as follows:-

Following revisions to the design, the Bristol Civic Society agree that this is a sustainable location for access to the Campus. There is no local harmful concentration of student accommodation. However, the height and mass of the Temple Meads Campus is a substantial departure from the Framework guidance. The society supports the Framework planning guidance that development in Avon Street south of the railway should adopt a place making approach that is absent in the canyon of Avon Street, north of the railway. The Society would prefer the height of this development not to exceed the height of the new development along Oxford Street that faces the railway. However, we agree that if the height of the development is to exceed 11-floors, the railway end of the development is the preferred position. We assume that, as part of the planning process, there will be a review of whether the mass of this development could inhibit the development of the land east of Avon Street, currently a car compound.

Crime Reduction Unit has commented as follows:-

The National Planning Policy Framework require crime and disorder and fear of crime to be considered in the design stage of a development. Other paragraphs of the NPPF including 8, 104, 106, 110, 117, and 127 also require the creation of safe environments within the context of the appropriate section.

Student accommodation is specialist accommodation which has its own needs and crime risk. I refer you to the comments below which were made at the time of the application submitted in October 2019.

Having revived the amended application, the landscape plans indicate that a balustrade will be positioned along the wharf edge where sun benches and refectory tables have been proposed. Clarification should be provided with reference to the height of this balustrade due to safety concerns. Sitting and climbing on the balustrade should not be possible.

There has been no mention of hostile vehicle mitigation (HVM) at the Avon Street side of this application as recommended by my colleague from Counter Terrorism. This requires clarification.

At present, there is no proposed CCTV coverage of the main walking route through the railway tunnel. It is understood that the tunnel lies outside this application site, however, I strongly recommend that, as this route will be the recommended (and only route) for the large number of

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students, there is a responsibility to mitigate any issues in this location.

I would suggest that consideration should be given to applying for Secured by Design (SBD) certification as this would ensure minimum standards of physical security. Implementing Secured by Design has proved to reduce the number of burglaries where it has been implemented. Whilst recognising that there is a need for student accommodation, it must be of a decent, safe and secure standard so as to prevent any rise in crime, and subsequent economic detrimental effect. Due to the crime risk the applicant should seek to positively address the comments.

Nature Conservation Officer has commented as follows:-

No objection subject to conditions including no site clearance during nesting bird season, the installation of bird and bat boxes, and the provision of living roofs.

Urban Design has commented as follows:-

The Chanson Foods site is distinctly within the well-defined boundaries of the character area and has a role to play in establishing a cohesive urban look and feel. The principle to redevelop the site and provide an intensification of use is supported from a design perspective.

The general footprint of the urban layout is broadly appropriate and the intention to potentially link the harbour frontage to the future harbour walkway is supported. Although revisions have seen the amount of bed spaces has decreased and design improvements have been incorporated, the scheme still cannot be supported for the following reasons.

- Although the amount of development has decreased and design improvements have been incorporated, the proposed height and intensity of development is considered inappropriate for the site. The existing character and the emerging context of the area require a lower more human scaled development for the site.
- The amount of public realm does not meet the scale of new buildings and the needs of the emerging context. More generous future public realm connections and spaces around the building are required to future proof the area as a pedestrian focused neighbourhood.
- Both the outdoor and communal space is considered to be insufficient. This is particularly relevant given the under provision of green open space in the area and the specific public realm inadequacies above.
- It is considered that the internal configuration which fails to meet the liveability criteria

The comments above highlight how the project departs from the parameters in the current spatial framework Temple Quarter Enterprise Zone (TQEZ), from the Local Plan design policies DM26, DM27, DM28 and DM31 and it has yet to demonstrate recommendations from the Urban Living SPD. As such, an endorsement for approval could not be supported on design grounds. It is therefore highly recommended the applicant reconsiders the design issues and addresses the identified advice.

Natural England has commented as follows:-

Natural England has no comments to make on this application. Natural England has not assessed this application for impacts on protected species. Natural England has published Standing Advice which the LPA can use to assess impacts on protected species or may wish to consult the LPA's

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ecology services for advice.

Archaeology Team has commented as follows:-

The submitted archaeological desk-based assessment has established that the site has some archaeological potential particularly in relation to the industrial development of the area.

It will be necessary to ensure that any archaeological remains both above and below ground are suitably recorded prior to their loss.

Consequently, an archaeological mitigation strategy should be proposed that will include building recording, selective areas of excavation and monitoring of ground works. This can be secured through the standard conditions which should be attached to this application were it to be granted consent.

The applicants have submitted a Written Scheme of Investigation (WSI) report which they consider addresses the requirements under the recommended archaeological conditions. However, on reviewing the document, the applicants would require a new WSI detailing the methodology for the further archaeological excavation required by the conditions. If they can provide one prior to determination then we would only need a compliance condition, but the submitted WSI covers the scope of works for the evaluation that they have already done.

Air Quality has commented as follows:-

There's no air quality assessment but it looks like there will be no car parking provided, so the development should not result in additional transport emissions. It is distant from significant transport sources, and I do not believe that the railway would cause exceedance of air quality objectives. If biomass is proposed for heating, this would need an air quality assessment. No objections.

Arboricultural Team has commented as follows:-

I have reviewed the supporting documentation. There are no trees on site and therefore my involvement would be in any proposed tree planting. The documentation is indicative, even though the landscape planting appears to have been well considered.

We require a landscape plan and tree planting plan that can be assessed [It is considered that this information can be conditioned].

Contaminated Land Environmental Protection has commented as follows:-

The planning application has been reviewed in relation to land contamination. Further site investigation will be required, a good source of information to inform the sampling strategy is the archaeological desk study submitted with the application which includes a detailed site plan of the former lead works. Details on proposed groundworks were quite sparse, further detail is going to be required, especially regarding the made ground at the site.

Overall if the Environment Agency are in agreement with respect to contamination of controlled waters, we are happy to provide conditions where needed to facilitate further site investigation post demolition and a foundation works risk assessment condition to ensure any piling works do not pose a risk to controlled waters. If the Environment Agency object, then we will discuss this further with them and the planning officer.

Landscape has commented as follows:-

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The proposed hard and soft landscape treatments can be approved.

RELEVANT POLICIES

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – July 2021

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

For information, any policies quoted in the report with the prefix BCS are from the Bristol Development Framework Core Strategy, DM are from the Site Allocation and Development Management Policies, and BCAP are from the Bristol Central Area Plan.

(A) IS THE PRINCIPLE OF DEVELOPMENT ACCEPTABLE IN LAND USE TERMS?

The site is currently occupied by a large warehouse and the proposal would result in the loss of the existing B8/sui generis floorspace currently used for food production and distribution. Policy BCS8 states that outside of the designated Principal Industrial and Warehousing areas (such as this site), employment land will be retained where it makes a valuable contribution to the economy and employment opportunities. It should also be noted that Paragraph 119 of the National Planning Policy Framework (NPPF) 2021, encourage the effective use of land, particularly previously developed or 'brownfield' land, in meeting the need for homes and other uses. Policy BCAP35 of the Bristol Central Area plan establishes the aims for the Temple Quarter Enterprise Zone as an employment-led mixed use regeneration area. Amongst the specific developments allowed for in the zone include:

- At least 100,000m² of net additional high quality office and flexible workspace;
- Up to 2,200 new homes including live/work space;
- Complementary retail and leisure uses, particularly within and adjacent to Bristol Temple Meads station;
- New walking and cycle routes to connect the developments to the rest of the city centre and surrounding neighbourhoods;
- Green infrastructure and public realm enhancements including the improvement of open space to serve the new developments.

It should also be noted that the Temple Quarter Enterprise Zone Spatial Framework identifies the site as a redevelopment opportunity for mixed use development, accepting the principle of the loss of the existing land use.

The upshot is that this allows for considerable flexibility in the delivery of development across the enterprise zone. Although it also established that there should be a minimum provision of office floorspace and maximum provision of residential accommodation. The policy also requires development to reflect the Spatial Framework for the Enterprise Zone. The Spatial Framework should be read as a "living document" which sets out a strategy and framework for meeting the

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policy aims set out above. Whilst it does not hold the weight of adopted planning policy, it is a material consideration for the purposes of determining the application. In large part the Spatial Framework promotes the wider area for 'mixed-use development parcels (where residential comprises up to 60% of total floorspace)' along with 40% active employment ground floor uses. In effect, the site will provide for a mixed-use development overall, however the student accommodation which is sui generis would account for 97% of the development's total floorspace, which can be considered to be in conflict with the aspiration set out in the Framework.

According to the applicant the Chanson Food premises currently employs up to 13 full time employees and is in use for the production and distribution of food. As such it is considered to be a low density employment use and so its displacement is not considered to be significant in terms of the city's wider employment opportunities. Furthermore it is understood that the existing facility will be relocated, with negotiations underway to move to an industrial estate in east Bristol.

It should be noted that the introduction of the new University Campus in this area is considered to be a significant change in circumstances from when the policy was written, and the need to provide the essential services associated with the Campus was not factored into the policy. In addition, it is acknowledged that the student housing proposals tend to be more intensive, and utilise less land. Policies H1 to H7 of the emerging Draft Policies and Development Allocations acknowledge the need to provide higher residential numbers than are currently allocated in the Core Strategy, including student accommodation. Whilst these policies can only be given very limited weight at present, the direction of travel is very clear, and particularly in this area the need for additional student accommodation requires acknowledgment.

The applicant states that it is the intention to align the completion of the development with the opening of the University campus. It is understood that the campus would require up to 3000 student bed spaces and approximately 953 student bed spaces will be provided within the development. The applicant states that this leaves an anticipated shortfall of some 2050 bed spaces which it is understood are to be provided by the open market. The applicant adds that the proposed development would directly support the campus by providing approximately 471 bed spaces in close proximity. The applicant is engaged in ongoing discussions with Bristol University who have written in support of the proposals and have previously acknowledged that there is a shortfall in bed spaces.

The principle of purpose-built student accommodation is also compliant with the objectives of policies BCAP1, BCAP4, BCAP11, and BCAP35 by contributing to a mix of uses in the city centre. With reference to policy BCAP 4, it is not considered that the proposed development would create or contribute to a harmful concentration of specialist student housing in the area. This is because the area around the site is currently dominated by industrial and commercial uses, with very little purpose built student accommodation either extant, or committed, with the exception of the student accommodation approved at Temple Island mentioned above, which was permitted as part of the extended campus proposals.

With that said, officers are aware that student accommodation is proposed on a number of other sites in this area, including 952 student bedspaces on Temple Island and 693 already committed to approved Silverthorne Lane development. Whilst of limited weight, the emerging policy suggests a need for 3000 units in this area, based on the calculated need. As such, as the area currently stands, the provision of student accommodation on the site would contribute positively to mix of uses in the area and would not result in an over concentration of this specific use in this area.

The proposed 'Hub', building which forms the south facing block fronting onto the Floating Harbour, will contain flexible A1/ A3/ B1/ D1 uses over two floors. It is proposed that this will accommodate flexible A1/A3 café space at ground floor measuring approximately 127sq metres,

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with flexible B1/ D1 floorspace on the upper floor of approximately 84sq metres. This would accord with the definition of local retail set out under policy BCAP15 of the Central Area Local Plan, and is therefore acceptable in this location. The total area of the hub floorspace would come to 300sq metres. It is considered that the inclusion of flexible B1/ D1 floorspace could potentially provide space for small start-up businesses or community uses according to the applicant, therefore providing the required office space. The provision of this mix of uses is supported by adopted policies BCS2 and BCS7. The applicant states that this is proposed to be open to the public and therefore provide an active edge of the site. The proposed use and activation of the water edge is consistent with aspirations set out in the Framework, which envisages 'cafes and restaurants spilling out onto a new quayside path.'

Therefore, whilst the proposal will result in an increase in residential numbers at a proportion over and above that set out in the Spatial Framework, subject to the development meeting the other policy criteria, it is not considered that this would prejudice the delivery of the BCS35 policy aims. Furthermore, the policy seeks to provide at least 100,000 sq. metres of net additional high-quality office and flexible workspace within the Temple Quarter and acknowledges that smaller scale office and creative industries development can be delivered as part of mixed use developments.. To date at least 100,000 sq. metres of office space is committed or been delivered in the area. The proposed mix of commercial spaces within the proposed Hub building would accord with the policy objectives, and would not impact on meeting the office floorspace objectives in this part of the policy. As such, there are no policy objections to the land uses proposed here. Issues related to the impact on amenity, highways and the quality and appearance of the proposals are dealt with in the key issues below.

(B) WOULD THE PROPOSED DEVELOPMENT BE AT RISK FROM FLOODING AND WOULD IT INCREASE THE RISK OF FLOODING ELSEWHERE?

The application site falls within Flood Zone 2, with a small part of the site within Flood Zone 3 as identified by the Environment Agency, although it should be noted that for a design flood event (which includes consideration of climate change for the lifetime of the development) the site would be at high risk of flooding. Chapter 14 of the National Planning Policy Framework (NPPF) 2019 and policy BCS16 require that a sequential approach is taken to the location of development, locating developments in areas with the lowest risk of flooding first.

It should be noted that the site is also allocated for development by virtue of policy BCAP35, and that allocation in itself has been sequentially tested. Whilst there is still a need to locate developments within the allocated area on sites with the lowest flood risk, it is noted that much of the Enterprise Zone is at risk of flooding. With this being the case, the development is still required to take a sequential approach to where the elements will be located on the site.

The application includes a sequential test, which states that the nature of the development being a car-free purpose-built student accommodation, means that the scope of the search area for alternative sites assessed is focused on sites falling within the Silverthorne Lane Character Area as defined by TQEZ Framework. Consequentially it is concluded that there are no sequentially preferable sites that can accommodate the level of purpose-built student accommodation and mixed commercial use in terms of the Hub, sought. On reviewing this, officers are of the view that it is very likely that other sites will come forward for student accommodation that is at a lower risk of flooding. However, it is noted that there is a need to provide a relatively high number student bed spaces in the emerging plan, and therefore some sites at high risk of flooding will need to come forward.

In addition to the need for a sequential test, the relevant planning policies also require applications to demonstrate that the development will be safe from flooding in a design flood event for its

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lifetime, taking account of the impacts of climate change. For reference, the lifetime of the development in respect of residential (which includes purpose-built student accommodation) is considered to be 100 years, the other uses such as in the Hub would be for 60 years. However, as this application has to be considered in its entirety the 100-year climate change to the whole site must be applied and the design flood event are those predicted for the year 2120.

In addition, given the vulnerability of the development, it is also necessary to apply the exception test, as set out in paragraph 160, which states as follows:

For the exception test to be passed it should be demonstrated that:

- a) the development would provide wider sustainability benefits to the community that outweigh the flood risk; and
- b) the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

In relation to the original submission, the Environment Agency's analysis of the flood risk modelling notes from the applicant's Flood Risk Assessment (FRA) that there is a potential for Avon Street and therefore the site to have flood water depths of up to 1.86 metres by 2120. This is a considerable depth of flooding and which the Environment Agency considers demonstrates that the site cannot be made safe in a flood event. As such, it would fail part B of the exception test.

In relation to the impact on flooding elsewhere since the original submission, the applicant has undertaken further flood modelling of the site. Given the proposal involves the removal of a building with a substantial floor area, modelling shows that the proposal will not take up any additional flood water capacity, and as such there would be no additional flood risk to neighbouring sites. The EA now accepts this position.

In response the applicant has also provided further information resulting in revisions to the FRA that were consequentially submitted to the Local Planning Authority for consideration. The changes have incorporated the Central Area Flood Risk Assessment (CAFRA) modelling and acknowledging that the site will fall within Flood Zone 3, taking account of climate change and therefore has to be assessed it as such. The applicants state that the design life of 100-years has been adopted when setting the sleeping accommodation levels and refuge levels within the development. In respect of the set back the applicants have confirmed that the development would typically be from the Floating Harbour wall in excess of 5m, reducing to 4.8m and 4.3m for a segment of the elevation.

Whilst the proposed scheme has been designed such that the student accommodation would be positioned above the flood levels, the access to the student cluster flats, other ground floor welfare uses and the commercial elements to the Hub would be potentially inundated in a flood event. The applicant has stated that the ground floor levels will be raised as much as is practicably possible, although it is not possible to set these above the flood protection levels. It is proposed that flood resistance measures such as concrete upstands, flood proof doors and in-situ flood barriers are to be provided across the ground floor during a flood event. The applicant ascertains that the development has been designed to ensure that if, as projected, extreme tidal levels rise over the life of the development the site will be safe for its users and not increase flood risk to people or property elsewhere.

In support of the scheme the applicant argues that the worst-case scenario in a tidal flood event, would allow a significant period of warning. According to the Flood Evacuation Plan it is considered that access would be achievable within an 8-12hr period of the initial flood risk event based on the tidal flooding modelling obtained from the EA, although a safe access and egress route would be provided for all habitable areas.

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The applicant has submitted a further revision to the FRA following the recent appeal decisions at Silverthorne Lane and Feeder Road. This includes the most up to date flood modelling (2022) according to the applicant, and which is consistent with other recent developments in the Silverthorne Island area. This gives a 100-year design life for the site (to 2122) of 10.140m AOD including tidal and fluvial sources of flooding, including higher central climate change allowance. Planning guidance is not clear on which of the ranges of climate change allowances should be applied, although recent appeal decisions have established that it is reasonable to take the higher central as the design level of the building, but to include the more severe allowances as a sensitivity test (i.e. if flood levels are higher than expected for higher central allowance, buildings must be designed to be resilient to this). As mentioned above, all the habitable areas will be located on the first floor and above, with the first floor having an FFL of 13.200m AOD, well above both the higher end and H++ scenario level of 10.960m AOD (the most severe modelled flood levels). A link between Block A and B, utilising the roof of the reception entrance, will also be provided at first floor to allow all the habitable areas to access the high-level access and egress route.

Returning to the ground floor areas of blocks A and B, these are generally set at 9.840m AOD. Areas which include ancillary plant uses which required level access, proposed floor levels are lower at 8.700mAOD. Where levels are lower than the flood protection level flood resistance and resilience measures will be provided according to the applicant. Due to the constraints of the site, it has not been possible to raise the entire ground floor level, mainly due to the visual impact it would have on the streetscene given the existing ground levels to Avon Street. It is stated that the shared entrance and lobby circulation space, separate ancillary communal spaces, Hub building and bike storage/refuse areas, would be made flood resilient to 10.960m AOD. The essential plant areas would include removable flood barriers to 2.258m high. However, it is noted that the ground floor will only be protected to 10.44m AOD with the use of demountable barriers, and if flood levels go above that the building will flood at ground level.

On reviewing the information, the EA acknowledged and welcomed that all sleeping accommodation will be located above the modelled 'Upper End' climate change scenario flood levels throughout the lifetime of the development. The EA also welcome the additional detail provided for the proposed flood resistance and resilience strategy (whilst noting that full details of the strategy could be secured by a suitable planning condition). However, with regard to methodology, they disagree that the ground floor common spaces for student uses should be considered 'Less Vulnerable' to flooding and should be categorised as More Vulnerable with an associated 100-year lifetime and the appropriate range of climate change allowances assessed. The EA therefore recommend that increasing floor levels further or other passive measures in these areas is required to mitigate this risk. It is also advised that using the 'upper end' climate change allowance would be the more precautionary way to manage flood risk in this area. As such the EA state that the incorporation of additional mitigation into these areas up to a level of 10.96m AOD are required. If this is not possible, then passive measures to 10.44m AOD in these areas with additional active measures to an appropriate level above 10.44m AOD such as flood doors would be preferred over not protecting these areas up to this level.

In discussion with the applicant, it would be possible to protect the building to 10.96m AOD, but this would require increasing the concrete upstand to at least 10.36m AOD, which would be between 1.56m and 1.86m above the current Road level on Avon Street, and officers are concerned about the impact of this on the current street scene. It is noted that in the recent appeal decisions referred to a different approach was taken between those areas that were considered to be 'critical for the safe operation of the building' and those areas that were not, with the higher level of protection afforded to the critical areas. Officers are in discussion with the applicant about how this can be achieved, which would allow the current level of active street scene to be retained. Notwithstanding this, officers are confident that the ground floor can be protected to the same

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degree as other schemes in the area, and hope to be able to update Members at the meeting on a final design solution.

With regards to the proposed walkway, the EA have previously stated that this would require a Flood Risk Activity Permit (FRAP) issued by the Environment Agency prior to construction. It will need to be demonstrated that the loading caused by the construction of the walkway and its use will not cause damage/undermine the existing harbour walls. Given that the raised walkway is essential in providing safe access/egress at planning, the EA do not consider that such details can be agreed via a planning conditions and further information must be provided. Notwithstanding this, at the recent Feeder Road appeal, the Inspector considered that subject to a condition which required the access and egress to be provided before occupation of the building, it would be at the developers own risk whether or not an acceptable access could be provided. It is intended that the proposed walkway would link into a new bridge potentially being provided on the neighbouring development site, and as such it is considered that there is a greater certainty in this case that the walkway can be provided.

The Council's Lead Local Flood Authority team (LLFA), also commenting on behalf of the Civil Contingencies team, state that this suggests acceptance of a Grampian type of condition to prevent the development from being inhabited until such time that the bridge and associated walkway has been constructed. This is consistent with the 10 Feeder Rd decision, and as such the LLFA are satisfied that the development is acceptable subject to the imposition of a Grampian condition as appropriate.

It is noted that a further solution may be the provision of strategic flood protection which would reduce the risk of flooding at the site, as well as much of the city centre. Whilst it is argued that given large areas of the city centre are affected by the potential for flooding there will be a need for strategic flood defences. However, there is no current commitment to provide this, and therefore no weight can be given to this in the decision. More importantly, the delivery of this infrastructure lies outside of the control of either the applicant or the local planning authority.

With regard to flood evacuation, an Outline Flood Evacuation Plan (OFEP) has been prepared and which has been appended to the FRA. The applicant states that this has been prepared in accordance with the 'Flood Emergency Plan Guidance & Template' produced by the BCC Civil Protection Unit and submitted to them for review. This can be secured via planning condition as part of any approval.

In regards to drainage, the applicant has provided a surface water drainage strategy for the site. As the site lies directly adjacent to the Floating Harbour, it provides a simple approach for the discharge of clean surface water from the site. The drainage strategy has been developed in collaboration with the Landscape Architect and the applicant's design team. The approach is to provide a multi-functional sustainable drainage scheme that provides water quality, amenity and biodiversity benefits to the project.

Therefore, on balance it is concluded for the above reasons, that the development would not conflict with paragraph 165 of the NPPF, which makes it clear that both elements of the exception test must be passed for development to be permitted, as well as policy BCS16. Part 1 of the test requires the development to demonstrate that the wider sustainability benefits to the community outweigh the flood risk. In this case the development would meet a pressing need for purpose-built student accommodation, the regeneration of the site, improvements to access, improvements to the wider public realm, financial obligations towards parking restrictions, and a commitment for the site to connect to the heat network. The details of these are set out in Key issue A and the key issues below. Officers therefore consider that these are sufficient to conclude that this part of the Exception Test is satisfied. Part 2 of the test requires the applicant to demonstrate, that the development will be safe, without increasing flood risk elsewhere, when where possible, the

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development should reduce flood risk overall. This is subject to the submission of further details to the satisfaction of the LPA, LLFA and EA, along with the imposition of relevant conditions.

(C) WOULD THE PROPOSED DEVELOPMENT HARM THE CHARACTER OR APPEARANCE OF THIS PART OF THE SILVERTHORNE LANE CONSERVATION AREA, AND HERITAGE ASSETS ON NEIGHBOURING SITES?

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 16 of the national guidance within the National Planning Policy Framework (NPPF) 2021, states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification. Paragraph 201 of the NPPF states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Paragraph 202 states that where there is less than substantial harm, this harm should be weighed against the public benefits of the proposal. These tests are relevant here given the potential impact the development could have on the setting of these heritage assets.

Policy BCS22 requires development to safeguard or enhance heritage assets, which includes historic buildings, both nationally and locally listed, and conservation areas.

The site falls within the western end of the Silverthorne Lane Conservation Area, which became designated since the application was submitted. This extends across the site and includes the Feeder Canal, at the southern end of the Floating Harbour. The statutory protection relates to the character and appearance, and that is in relation to development within a Conservation Area. The Silverthorne Lane Conservation Area Character Appraisal, which has been adopted since the application was submitted, identifies the existing Chanson Food premises as a negative/neutral building in the locality. It notes that there is generally a poor-quality frontage along Avon Street particularly at the junction of Silverthorne Lane. Former industrial buildings obscured by later inappropriate extensions and materials dominate the current townscape. The appraisal states that the new development should aim to enhance this area to provide active frontages and create strong corner elements that are in keeping with the local character. How the proposal addresses this criterion in terms of new development is set out in more detail in key issue D below.

In this case the proposed development would also be close to a number of heritage assets, the most significant of which would be at Temple Meads station which comprises of Grade 1 and Grade II * listed buildings. Several industrial buildings in St Philip's Marsh have also been listed due to their architectural merit. These include the former Mosaic Marble factory on the Feeder Canal, the shell of St Vincent's Works and the characteristic high walls of the area. Further afield there are listed buildings around the entrance to the station, including the George and Railway Hotel. The old Gas Works warehouse is a non-designated heritage asset. The significance of their importance is recognised in the applicant's Built Heritage Statement that accompanied the submission. Firstly it is noted that the application site does not have any intrinsic landscape or townscape value. There are no listed buildings or key features anywhere on the site.

As mentioned the most impacted heritage asset is considered to be to Temple Meads which comprises of Grade I and II * elements, which indicates a building complex of exceptional interest

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with high value in the townscape. The combination of towers and curving platform roof creates a distinctive feature which can be seen and identified from further afield making it a significant contribution to this part of the city in terms of identity and legibility. The applicant's initial argument was that proposed buildings would replace a poor-quality building close to the end of the platforms, with a more visually appealing, albeit larger one. Given the approved campus building the development would form part of a cluster of contemporary buildings that are arguably superior to the existing buildings that line the railway. They added that the changes, which would be seen as being around the working side of the station, are not considered to have a negative impact on the aesthetic and perceptual understanding of the station, and there is no impact at all on the more sensitive clock tower yard.

However on reviewing this neither the Council's Conservation or Historic England concurred with this assertion. The supporting information in the visual assessments demonstrated that the development in its original form would have projected above the Grade I listed station. From the further viewpoints south to the opposite of Bath Road the development would become visible. This is a key view that allows the viewer to experience the Tudor Bethan facade of Brunel's original station to the left, and the clock tower and pinnacles of the later extension to the station on the right. The imagery supplied suggests that in this view, the proposed development would appear behind the outer pinnacles of the clock tower, disrupting the symmetry of the tower and its harmonious relationship with Bristol & Exeter House (Grade II* listed) and the Brunel station.

In response the applicant refined the design further, by reducing the tallest element of the block adjacent to the railway line by one floor to 11 storeys. They also provided an additional verified visual image, looking up the station approach ramp from the opposite side of the Bath Road. On further review the change confirmed that the tallest block would no longer be visible from the verified view to the station approach along with the development in its entirety. As such it is considered that the proposal would not be harmful to the setting of the listed temple meads station. Historic England advised that any addition of plant and equipment to the roof of the 12-storey block might be visible and therefore advise that some control should be in place to assess this. Officers are satisfied that there is enough information, and enough control that can be exerted by way of a planning condition to ensure that any additions to the flat roof can be considered in detail to ensure that there would be no harm to the setting of the station.

With regard to the listed buildings within Silverthorne Lane which includes the former factory buildings and the tall stone walls which line Gas Lane and Silverthorne Lane, the following is noted. The proposed height and massing of the proposed development would have some impact on the setting as it forms a new background from certain locations. However it is considered to be of a large enough distance not to harm the key elements of interest, namely their architectural form and fabric and its relationship to the Feeder Canal. The details of the visual assessment conclude that the significance of impacts are judged to be moderate/minor and adverse.

Therefore, in conclusion, whilst it is concluded that proposal will result in a degree of harm to some of the heritage assets, in accordance with paragraph 201 of the NPPF this harm should be weighed against the public benefits of any development. This can include, but is not limited to, heritage benefits. In this case the proposal will result in the removal of a building with no merit, and would replace it with a more modern building, which importantly reuses a brown field sustainable site to a more appropriate density, also contributing public realm to the area. It would also meet the aims of providing appropriate accommodation to support the committed university campus, providing significant economic improvements. Given the level of harm identified is limited, these benefits are considered adequate to outweigh the harm to the significance of the heritage assets.

(D) WOULD THE PROPOSED DESIGN BE OUT OF SCALE AND/OR INCOMPATIBLE WITH THE SURROUNDING AREA?

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Policy BCS21 promotes high quality design, requiring development to contribute positively to an area's character, promote accessibility and permeability, promote legibility, clearly define public and private space, deliver a safe, healthy and attractive environment and public realm, deliver public art, safeguard the amenity of existing development and future occupiers, promote diversity through the delivery of mixed developments and create buildings and spaces that are adaptable to change. As mentioned, Policy BCS22 requires development to safeguard or enhance heritage assets, which includes historic buildings, both nationally and locally listed, and conservation areas.

The adopted development management policies reinforce this, with reference to Local Character and Distinctiveness (DM26), Layout and Form (DM27), Public Realm (DM28) and the Design of New Buildings (DM29). The design policies in the Central Area Plan refer to issues that specifically relate the City Centre. Of particular relevance to this application is BCAP31, which requires active ground floor uses adjacent to the public realm.

It should also be noted that the Spatial Framework provides indicative development proposals for the site, which includes a range of scales and aspirations. Most critically, it emphasises the importance of the context of the area and requires a heritage led approach to development. However, as mentioned previously whilst the Spatial Framework is a material consideration, it does not hold the weight of adopted local planning policies.

Height and scale

The Spatial Framework identifies this site as having the potential for a medium scale building of 5 to 8 storeys. This parameter is considered to reflect the more human scaled heritage led vision outlined in the Framework. The Temple Quarter Enterprise Zone Framework describes the areas around the site as follows: "A 19th century industrial streetscape, re-animated through incremental heritage led regeneration with a rich mix of live, work and leisure uses, opened up with new links through intimate courtyards to waterfront walkways and enhanced walking routes beneath the railway into adjacent communities." As such the area south of the railway is considered distinct in character from Temple Quay North on the opposite side of the railway.

Consequently the Council's City Design Team considers that the proposed scale of the development to be unacceptable and recommend a height parameter in the range of 6 to 10 residential storeys. City Design add that the excessive scale poorly mediates the transition from building on the north side of the viaduct to the lower scaled urban/heritage led vision identified for the Silverthorne Lane character area.

On considering the issue of the height and massing the following is noted. Officers consider that there is a greater scope for higher scaled buildings that are adjacent to the railway line. This is given the commercial scale of buildings situated north of the railway. This is noted within the Design & Access Statement that accompanies this planning application. The tallest block adjacent to the railway was reduced from 13 to 12 storeys, which the applicant states is comparable to 8 commercial storeys, and the overall footprint represents 11% coverage of the site. The applicant has provided visuals showing the block would be comparable in height to buildings such as 3 Glass Wharf and lower in height than the residential tower to The Eye.

The applicant adds that a key aspect of the design of the proposals is to ensure that the building steps down in a north-west to southeast fashion down towards the listed Marble and Mosaic Works. As mentioned under key issue C, the key view to the station approach south-west of Temple Meads has been addressed with the tallest element of the building now sitting below the ridge line of the listed station. Design West considered that the changes undertaken in terms of the massing worked better from key viewpoints including Temple Meads station approach, the railway platforms and from street level. They considered that the judgements taken in regard to the scale at this site were correct for the emerging context. The Bristol Civic Society also concur with this and consider the height of the development to be appropriate, with the tallest element

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reflecting the height of development immediately north of the railway to Oxford Street. They also comment that the step down in building heights from north to south is less critical than the overall height of the development. Therefore, whilst some concerns remain about the overall scale of the building, it is considered that the design and articulation of the building serve to mitigate some of that harm, and subject to achieving a high-quality building on the site the refusal of the proposal on height grounds alone is not justified.

Elevational design

In terms of materiality from the proposals originally submitted, officers consider that there have been improvements to the proposed elevational treatments, notably as a result of adding brick detailing. A combination of dark red and grey brick is proposed which would form part of the ground floor plinth, with red brick to the upper levels. Red oxide coloured metal panels are proposed to window reveals at ground floor and to the top floors of the middle and railway blocks. The rationale behind the approach was to draw from the industrial architecture that was prevalent in the Silverthorne Lane area according to the Design & Access Statement. However, it is also considered that the elevational treatment helps to break up the massing creating a distinctive top middle and bottom tier to the respective blocks. The brick plinth also helps give the development a human scale at street level. It is noted that neither the materials nor the articulation of the fenestration has generated any objections from City Design, with Design West and the Bristol Civic Society broadly supportive of the details.

Layout, street level relationship & the public realm

The principles of convenient access, high quality public realm and the need for appropriate space for movement, along with ensuring an appropriate relationship with buildings is set out under policies DM27 and DM28. The Urban Living SPD provides further guidance siting that increased densities go hand in hand with the need to invest in a high-quality public realm. The site forms part of the Temple Meads City Gateway in the Temple Quarter Spatial Framework, with pedestrian routes cited along Avon Street and to the floating harbour, along with active frontage buildings on at least two sides of the site.

According to the Design & Access Statement, the layout of the building has been informed by the historic form of the original building which sat on the site prior to the current structure. This included a u-shape arrangement with the predominant building mass addressing Avon Street and an internal courtyard, providing access to the Floating Harbour.

Since the application was submitted the applicant has made further revisions to the layout including increasing the setback from Avon Street to 5 metres at its widest point, which they state would provide a generous and much enhanced public environment along the frontage of the development. With regard to the site front onto the harbour edge, it is noted that the applicant has omitted the colonnade and pulled all the respective blocks back (from between 4 and 7 metres to the Hub) in an attempt to increase the sense of openness. The reductions would also increase the visibility of the adjacent viaduct structure.

The southern block has been reduced to include an offset from the south-eastern site boundary which would allow for the opportunity to deliver a clear route from Avon Street to align to the potential footbridge into the Temple Quarter Enterprise campus. This also forms part of the aspirations of a strategic pedestrian and cycle route in the Temple Quarter Spatial Framework.

On reviewing the proposals, the Council's City Design Team consider that the changes to not go far enough and a more generous future public realm connections and spaces around all components of the building is required in order to future proof the area as a pedestrian focused neighbourhood. They also consider that there is an insufficient outdoor communal space as by-

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product of this. City Design also wishes to see the site open on all four sides, the proposals would see the northern side gated.

Whilst these concerns are noted, this needs to be weighed against the overall enhancements the proposal would bring to the public realm compared to the existing streetscene. The existing pedestrian access to Avon Street would be widened with informal seating added. There would be a large vehicle-free movement corridor along the waterside, which would form part of the aspirations of the Floating Harbour - North Shore quayside path. There would be a controlled access adjacent to the railway. It is envisaged that in the interim period there would be restricted and controlled access along the north of the site. This would be relaxed once the surrounding development sites are brought forward, and the applicants have agreed that this can be conditioned to ensure the route is made assessable in the long term.

Overall, the revised footprint of the proposed blocks allows more space between the building and the river and a wider Avon Street footpath. Enhancements along the Avon Street frontage would include landscape and tree planting works. These are supported and considered to be planning gains by the Bristol Civic Society, whilst Design West consider the changes to be an improvement and the strategy of sharing the responsibility for the north south link with the adjacent site are considered to be reasonable.

Urban Living Assessment

The Urban Living Supplementary Planning Document (2018) establishes a set of criteria against which major developments are to be assessed, the aim being to create successful high-density neighbourhoods. The guide is split into three sections, the first of which applies to all major developments, the second to residential developments and the last to tall buildings. It draws on recent best practice and research to guide development proposals through a design process which places health and wellbeing considerations at its core and proactively creates good places to live for all residential tenures. This includes whether the scheme makes for welcoming and attractive shared accesses and internal spaces, provides sufficient, safe, attractive and well maintained private and communal outdoor space, and acceptable living environments for individual homes. It is considered that all of the sections of the SPD apply to the proposed development.

The applicants have provided an assessment of the development against the Urban living SPD. The results of this have informed the discussion in other parts of the report, therefore it is not the purpose of this report to repeat this in detail here. However, on reviewing this, officers are satisfied that the proposals meet the density requirements set out in the Local Plan policies. The location of the site is highly sustainable and is therefore able to absorb a high level of urban density. This is consistent with adopted and emerging policy which encourages higher density and more efficient use of land in the city centre and Temple Quarter.

In the long term it is considered that the proposed development would contribute to a vibrant neighbourhood and has an opportunity to set and raise standards. It is acknowledged that it both responds to the historical context, whilst providing a contemporary design solution that would improve access and connectivity, whilst overall enhancing the public realm. The impact of vehicles has been minimised and restricted to Avon Street.

The Council's City Design Team referred to the issue of liveability in high density development and in particular outdoor space. Although they agree that the landscape strategy is strong in its concept of a multifunctional space, the amount of the area is considered to be inadequate. The assessment of private amenity space should be considered in light of the scheme's public realm offer. Appendix 1 of the Site Allocations and Development Management policies, with reference to

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the Council's Parks and Green Space Strategy, suggests that each person should have access to 18sqm of open space in the locality, and recent research has suggested that this area falls short of this (at around 10sqm per person). The additional residential population in the area will put additional pressure on the existing open space, and this scheme will contribute to that additional pressure. Notwithstanding this, the open space is considered to be of high quality, which will increase its amenity value. The development would also provide internal amenity areas, which must also be given weight. On this basis, it is not considered that the development warrants refusal on these grounds.

However, the applicant states that the 43 cluster flats, with the 471 bedspaces equating to a recommended 643sqm of private outdoor amenity space required to meet the requirements of Urban Living. The proposal exceeds the minimum requirement, providing 750sqm of outdoor amenity space within the courtyard and hub roof terrace, albeit this would not be private space serving individual units. There would also be outdoor amenity space provided along the harbour side and railway boundary.

Where the scheme scores less well against the Urban Living SPD is in delivering comfortable micro-climate for its occupants, neighbours and passers-by, albeit it is not considered that the standard of accommodation would be so poor as to warrant the refusal of the scheme. The technical reports submitted with the application state that the microclimate of the development would largely be positive as it will benefit from direct sunlight and natural light, and that the indoor and outdoor spaces are comfortable. There would be some noise impacts from the railway, which have been mitigated by high performance glazing and mechanical ventilation. It would still be possible to open windows for natural ventilation if noise levels were comfortable according to the applicant.

Overall officers are of the view that in most part where elements of the proposed development are relevant to the SPD, the benefits of the proposal which are given due weight, would in general outweigh the shortfalls raised through the Urban Living Assessment.

Consequently, and acknowledging the significant weight that must be given to the heritage and townscape issues, it is considered that the development by virtue of its design, scale layout and form, would be visible within the Conservation Area and beyond. It is not considered that the setting of this part of the Conservation Area contributes much to its heritage significance, given the existing character of the site. It has been demonstrated that the proposed development would not undermine the setting of key designated heritage assets including Temple Meads Station. As such officers are satisfied that the design concerns sited above would result in a less than substantial harm in relation to the heritage significance of the Silverthorne Lane Conservation Area, those harms albeit less than significant overall are considered to be outweighed by other wider public benefits of the scheme that will provide a key regeneration component within the TQEZ. Therefore, the proposed design and layout of the scheme can be supported.

(E) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE AMENITY OF THE AREA?

Paragraph 180 of the NPPF (2019) sets out that policies and decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new development by mitigating and reducing noise to a minimum, including through the use of conditions. In addition, the NPPF recognises that development will often create some noise. The NPPG provides additional guidance on determining noise impacts from development. Policy BCS21 of the Core Strategy, as well as requiring development to be of a high quality design, also requires new development to safeguard the amenities of existing residents. In addition, policy BCS23 also requires development to be designed so as not to have a detrimental impact on the surrounding environment.

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The application includes an Acoustic Design Statement (ADS), the findings of which have been discussed with the Council's Pollution Control team. The applicant states that as there are no noise sensitive properties in the immediate vicinity of the site, the principle concern is the suitability of the noise climate at the site for residential use. Most of the noise and vibrations affecting the site derive primarily from the proximity of the railway line. The ADS concludes that the predicted noise and vibration levels would have a low probability of adverse effects. The ADS also includes glazing recommendations to meet noise limits advised for resting and sleeping.

Whilst Policy BCS23 makes specific reference to the sensitivity of the development to noise and other pollution, it is noted that other policies in the plan do make specific reference to the importance of maintaining important employment sites. In addition, paragraph 182 of the NPPF introduces the 'agent of change principle'. In effect, this means that where a development would introduce a new use into the area which has the potential to be sensitive to the existing uses, the applicant (the 'agent of change') is responsible for mitigating the impact of that development such that those businesses do not have unreasonable restrictions placed on them.

In addition to the policies referred to above, policy BCAP9 expresses that existing cultural facilities should be retained and enhanced where possible unless appropriate replacement facilities are provided in a suitable alternative location. As set out within the supporting text to that policy:

"For the purposes of this policy, 'cultural facilities and tourist attractions' refer to cultural or leisure facilities that are of regional, national or international importance or that make an important contribution to the distinctiveness of the city centre's visitor offer such as museums, theatres, concert venues, specialist cinemas, sport venues and historic buildings and monuments."

Whilst this policy does not relate directly to this proposal (as the application is not for the removal of the nightclub), officers are satisfied that Motion nightclub which is situated approximately 160 metres south of the application site, does contribute to the city culturally, particularly the night time economy. They currently benefit from a license which allows relatively high noise levels, both during the day time and at night, and also allows for a small number of outdoor events per year.

The application has generated an objection from the Motion nightclub who are concerned that the proposed development would result in an impact on the operation of their premises, resulting in additional financial pressures on their business (which is already impacted through its temporary closure due to the current restrictions that have been imposed by the covid-19 pandemic). Motion have confirmed that there has been engagement with the applicant however this has been at a late stage, and therefore little opportunity has been given to them to shape or to give input to the proposal. Motion therefore concludes that the findings arising from the revised ADS and the technical response to their objections produced by the applicant's noise consultant is premature. The consideration here therefore, is whether or not those impacts can be successfully mitigated to the point that those businesses can continue to operate as they currently do, and in the case of Motion once the restrictions are lifted.

It is undoubtedly the case that by virtue of the use proposed on the site, the proposal will be transformative of the character of the area. The site has been allocated for redevelopment, and acceptable uses include those which would be sensitive to the existing industrial environment. The current nature of the infrastructure in the area means that it would need to be significantly upgraded to make it appropriate to a residential population, and in so doing change the character of the area. In allocating the land for redevelopment the Council has accepted that some impact may result in order to achieve the policy aims. However, the location of the more sensitive parts of the development is a material issue, and requires assessment here.

The applicant states that the results of the revised ADS demonstrate that all reasonably practicable measures to minimise possible impacts to Motion have been considered in the acoustic design of the scheme. It outlines the measures which are included in the design to control

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noise from Motion. This includes consideration of what is permitted within Motion's license, and details the noise survey which was carried out including measurements on nights when events were taking place at Motion.

According to the assessment, the noise from Motion's indoor events is comparable to the existing ambient noise levels present on the proposed development site, and noise from outdoor events is within the limits of Motion's license. Therefore any issues would focus on Motion's outdoor events which results in higher noise levels, but is already controlled under the terms of their license. The noise survey methodology and the mitigation measures in the report have been agreed in consultation with the Council's Pollution Control team who confirmed that the design has followed good practice and incorporated reasonably practicable noise control measures. Given the above, officers are satisfied that the impact can be mitigated, subject to the Motion nightclub operating in line with the current restrictions.

Given that Motion still has reservations about the proposed development, officers have put it to the applicant to consider a Deed of Easement between themselves and Motion, which would restrict the ability of future residents of the student blocks to complain about noise, subject to the nightclub operating within an established set of criteria. It is noted that this approach has been used by other local authorities (most notable in relation to the Ministry of Sound in London), and more recently this approach was agreed to the Silverthorne Lane development. As such it has been established that it can be material in the decision on a planning application. In response however the applicant does not consider that necessary to enter into such a deed given their noise assessment demonstrates that Motion can operate fully in accordance with their current restrictions. Furthermore, on reviewing the application the council's Pollution Control Officer was satisfied that motion nightclub would not adversely impact on the future occupiers. Whilst agreement to a Deed of Easement would be welcome, officers consider that a refusal of the application cannot be justified in the absence of one given the acoustic report demonstrates that Motion nightclub can continue to operate without the requirements for further restrictions.

(F) WOULD THE PROPOSAL CONSTITUTE AN ACCEPTABLE LIVING ENVIRONMENT FOR ITS FUTURE OCCUPIERS?

As well as protecting the amenities of existing residents, policy BCS21 also requires that development create a high-quality environment for future occupiers. Policy BCS18 also requires that proposed residential accommodation provides sufficient space for everyday activities. The Urban Living SPD expands on this further, by requiring that the individual residential units meet the nationally described space standards, and also setting standards for access to open space and play space as part of the development.

As discussed the proposed student accommodation is in a relatively noisy location, adjacent to the road and railway line. However the findings of the noise assessment conclude that the proposed buildings would afford a degree of mitigation to ensure that a reasonable noise environment can be achieved. The Pollution Control Officer has confirmed that these measures could be secured by condition. In relation to air quality, the assessment submitted with the application concludes that there will not be a significant effect on future residents from diesel locomotives, whilst the overall operational air quality effects of the development are judged to be not significant and there will be no detrimental impact on air quality resulting from the proposals.

With regard to the internal layouts concern has been raised by the quality of the accommodation and the links between them by the Council's City Design team. They consider that the 36 cluster flats comprising of 10 or more bedspaces should be resisted. They add that reducing the size of the clusters combined with an increase in the number of cores would improve the living quality by reducing the amount of dark and long corridors, and increase natural light into the accommodation.

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However on reviewing the revised plans, the cluster bedrooms would all comprise of at least one window, with a number of other bedrooms being dual aspect, and have generous provision of communal space within the units (kitchen/dining/living areas). In addition, there are also generous internal communal and welfare areas at ground floor. It should be noted that student cluster accommodation is not required to comply with the National Described Space Standards and the City Council have no policies which establish a maximum size of unit. The University of Bristol who has been engaging with the applicants from an early stage and on reviewing the revised plans confirmed that the development would broadly comply with their published Minimum Design requirements (MDR). Whilst the University have asked for the developer to give the 11 to 13 bed cluster flats some further consideration, they raise no objection to it.

With regard to the outdoor amenity space, as discussed in key issue D above, it is noted that the additional residential population in the area will put additional pressure on the existing open space, and this scheme will contribute to that additional pressure. Notwithstanding this, the open space is considered to be of high quality, and would provide a series of managed landscape spaces and opportunities for recreation along with quieter spaces for relaxation. The south westerly orientation would allow for good levels of natural daylight/sunlight, with the respective student blocks formed around the space to the northwest/northeast and southeast. The development would also provide internal amenity areas, which must also be given weight. On this basis, it is not considered that the development warrants refusal on these grounds.

The area to the hub would open up onto the Floating Harbour and the walkway which would form part of wider public links in the long-term. It is recognised that the proposal represents a high-density development, and some compromises have been made with the layout, and as a result some of the units have better amenity quality than others. However, it is considered that significant improvements to the scheme have been made in this respect and in general the proposal performs well against the relevant amenity requirements in the Urban Living SPD.

(G) WOULD THE PROPOSED DEVELOPMENT SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

Development Plan policies are designed to promote schemes that reflect the list of transport user priorities outlined in the Joint Local Transport Plan, which includes pedestrian as the highest priority and private cars as the lowest (BCS10). In addition, policy DM23 requires development to provide safe and adequate access to new developments.

The site is considered to be in a sustainable location, in close proximity to the city centre, and Temple Meads station. This is a focus for public transport, not only the railway, but also busses and ferries. The location of the site therefore means that the development would be accessible by multiple modes of transport, other than the private car, and this meets with the above policy aims. However, whilst in close proximity to the station, the current highway infrastructure in this area is not particularly attractive to pedestrians and cyclists, given the narrow road network, generally poor pedestrian footpaths, and the need to access the site through the tunnels to the north.

The applicant has submitted a Transport Statement, Interim Travel Plan, and Student Traffic Management Plan as part of their proposals. On reviewing this and considering the locality the following is concluded. Access to public transport is reasonable, but the access routes do require significant improvement. There are a much wider set of bus services at Temple Meads, although the routes to these are not direct. However, the University campus proposals would result in a much better bus service running along Cattle Market Road and Avon Street, and this would significantly improve public transport for the site.

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The proposed student accommodation development has no car parking provision on site for students with the exception of one on-street accessible parking space adjacent to the site on Avon Street. According to the applicant, trip generation calculations forecast that a student residential development of this size could generate around eight (two-way) vehicular movements in the AM peak period and 17 (two-way) vehicular movements in the PM peak period respectively. The development is not expected to generate significant vehicular movement as car parking is not proposed on site. It is actually the case that the proposals shall result in a reduction in vehicular trips generated in the area when compared to current site operations.

With regard to occupants arriving and leaving at the start and end of terms, the applicant states that students will need to book arrival/departure slots at the beginning and end of term so that moving in and out of personal possessions is managed in a coordinated way. The operators would follow the parking management strategy outline in the Student Management Plan and liaise with the council to notify them of the parking management procedures for the student drop off and pickups at the beginning and end of term.

The applicant states that sustainable modes of transport shall be encouraged for students residing at the proposed development. Policy compliant cycle parking facilities are to be provided for student residents of the proposed development and there is therefore likely to be an increase in cycle and pedestrian trip generation from the site.

In terms of safety, highway safety data analysis has identified that there have been four collisions over the past 5 years in the vicinity of the proposed development however there have been no collisions along the site frontage. Overall it is not considered the proposed development would have a material negative impact on the surrounding highway network and indeed proposals include pedestrian and cycle enhancements that will benefit all local residents, employees and visitors and not only those of the proposed development.

On considering the application the Council's Traffic Development Management Team (TDM) concur that the development is considered appropriate as the site would not be expected to have a significant impact on the wider highway network. However they consider that there is the case for further improvements to the Avon St area based on its changing status. It is envisaged that each major development in the area will provide an upgrade to the streetscape of the area in order to bring it up to an appropriate standard for a modern mixed use part of the city. Therefore TDM state that in order to facilitate waterside links, as well as the need to provide access for future development to the area under the railway and allow for the future bridge to Temple Quarter Enterprise area, permissive routes must be secured around the site. The applicant has agreed to more accessibility around the site in the long-terms once the neighbouring sites become developed, and they have agreed that this can be secured via condition.

TDM are concerned that the proposal does not cater well for the needs of drop off and pick up and the needs of disabled residents and suggest that this should be provided for within the site rather than depending on neighbouring parking. However on further discussion with the agent TDM conclude that a refusal of the development could not be justified in the absence of this. With regard to student numbers and the issue of parking, TDM note the comments and recommendations of the Student Management Plan. However they consider that students should be made aware that car parking is not available on site. This is given the large amount of uncontrolled car parking currently available in the vicinity of the site.

Therefore a s106 contribution towards restricted parking measures in the vicinity of the site and specifically towards the Dings of £15,000 should be secured. Public access around the site and contributions towards the Silverthorne Lane Area Public Realm Improvement Works are also required costing a total of £82,500 and would need to be secured via a S106 contribution. This would include providing the funding for lighting and CCTV for security purposes. Whilst the

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applicants have queried the levels of contributions in respect of the restricted parking, following further discussions they were agreement with the required level of contributions.

With regard to cycle parking this is considered to be in line with the halls of residence standard for cycle parking (1 space per four beds and one per twelve bed for visitors). Ten of these spaces are in the form of Sheffield stands and the preference is to see a higher proportion. However this aspect of the development is considered acceptable. TDM also advise that two further spaces are required for the Hub, however that can be conditioned.

Provided that the required highway measures including mitigation are implemented, it is concluded that the proposed development would satisfactorily address transport and movement issues.

(H) WILL THE PROPOSED DEVELOPMENT MAKE AN ADEQUATE CONTRIBUTION TO THE SUSTIANABILITY AND CLIMATE CHANGE GOALS OF ADOPTED PLANNING POLICIES?

Policies BCS13, BCS14 and BCS15 of the adopted Core Strategy give guidance on sustainability standards to be achieved in any development, and what measures to be included to ensure that development meets the climate change goals of the development plan. Applicants are expected to demonstrate that a development would meet those standards by means of a sustainability statement. In addition, policy BCAP 20 requires development of this scale to reach BREEAM 'Excellent' standards, and BCAP21 requires that account is taken of the opportunity to connect to nearby heat networks.

It is noted that the Council are proposing to develop a heat network in the area of the site, providing the opportunity for this development to connect into it. The network is currently operational in the Temple and Redcliffe area, as well as the Old Market network in the near future. The Council has also confirmed that the Bristol University campus will connect to this network, including the student accommodation that is due to be located at the campus. Timescales for this network are yet to be agreed, however it is expected that this network will be prioritised and rolled out in future in line with BCC plans for a City wide network. The applicant has agreed in principle to connect the development to the heat network and discussions with the Energy Service as very much advanced. It is the applicant's preference for this to be secured via condition with the details to be finalised prior to any commencement of the development.

With regards to BREEAM, an excellent score under the BREEAM 2018 New Construction scheme will be targeted according to the applicant. According to the sustainability statement, the design will include high standards of energy efficiency and include low/zero carbon energy to contribute to the reduction in residual CO2 emissions, provided by roof top PV array and based on the energy hierarchy methodology. On-site PV array to also be provided to offset grid electricity to the development. The Sustainable Urban Drainage (SUDs) solution has been selected following the drainage hierarchy. The detailed measures set out in the Sustainability Statement would yield savings of 20% in residual energy according to the summary table meeting the policy requirements.

Further details, including the technical details over BREEAM and the use and position of PV solar panels will need to be secured, but as this can be done by condition, there are no objections on these grounds.

(I) WILL THE PROPOSAL HAVE A HARMFUL IMPACT ON TREES, WILDLIFE AND ECOLOGY IN THE SURROUNDING AREA?

Policy BCS9 of the Core Strategy states that 'Individual green assets should be retained wherever possible and integrated into new development'. It also states that 'Development should incorporate

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new and/or enhanced green infrastructure of an appropriate type, standard and size. Where on-site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off site.'

Preliminary Ecological Appraisal was submitted as part of the application. This concludes that the site has low ecological value however includes recommendations for potential enhancements. Living roofs will be introduced across the buildings together with living walls, both of which will enhance biodiversity. The planting strategy has been designed to increase the ecological value of the site, together with other habitat features such as bird boxes, logs, rocks and gravel mounding. There will be sufficient soil depth to allow small trees to be planted on roofs. The scheme is therefore intended to link into and strengthen the wider ecosystem. A The lighting strategy has been designed to minimise light spill onto the Floating Harbour: further details are included within the External Lighting Statement.

On considering the proposal, the Council's Nature Conservation Officer raised no objection to the proposal subject to conditions including the protection of nesting birds during site clearance (see officer comments for further details).

(J) DOES THE PROPOSED DEVELOPMENT RAISE ANY ISSUES WITH REGARD TO SAFETY AND SECURITY?

On reviewing the revised plans the Avon & Somerset Crime reduction Unit raised some concerns. The first concerns with regards to the tunnels in terms the security aspect of students using the tunnels as the main route into the City. At the very least, CCTV and lighting should be used to capture images (recognition quality) of all individuals entering the tunnel, this should mitigate the possibility of rough sleepers and misuse of the tunnel areas. As this area is outside the remit of the applicant it is considered that these measures can be secured under the public realm improvements in the Silverthorne Lane to be sought through s106 contributions and the CCTV managed by the Council's Emergency Control team.

The Crime Reduction Unit also cite a number of measures that require further details in terms of the on-site security measures, access control, secure doors and windows, lighting and CCTV. Reference is also made to the safety of students around the proposed pontoon area at the rear of the proposed development, particularly as this is proposed adjacent to the social space, plus counter-terrorism measures given the pavement to the front of the proposed development. The applicant has agreed to the recommended measures including signing up the "Secured by design" certification which would ensure minimum standards of physical security.

(K) DOES THE PROPOSAL RAISE ANY ISSUES IN REGARD TO ARCHEOLOGY?

An Archaeological Desk Based Assessment (DBA) was submitted as part of this application. The DBA confirms that there are no below ground designated assets within the site or search area, however archaeological remains relating to the early industrial development of the city survive to some extent on the site.

On reviewing the application and supporting documents the Council's City Archaeologist is satisfied with the findings and that any approval is subject to standard conditions.

(L) DOES THE PROPOSAL ADEQUATELY ADDRESS CONTAMINATED LAND ISSUES?

Policies BCS23 and DM34 relate to the need for any development to address and mitigate contamination and to ensure that it does not impact on future occupiers or neighbours of the site.

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A Phase I and II Geo-environmental Assessment has been submitted as part of the application. This presents the findings of the site investigation and sets out a number of recommendations.

On reviewing the application, the Land Contamination Officer considered that further information was required pre-development, however this can be secured via condition (see comment for further details).

(M) DOES THE PROPOSED DEVELOPMENT SECURE A PACKAGE OF PLANNING OBLIGATIONS TO OFFSET THE IMPACT OF THE DEVELOPMENT ON THE LOCAL INFRASTRUCTURE?

Policy BCS11 of the Core Strategy requires that planning obligations should be secured through the planning process in order to offset the impact of the proposed development on the local infrastructure. With the exception of site specific requirements, this policy is met through the application of the Community Infrastructure Levy (CIL) which is mandatory. The flat rate for student accommodation is based on of £100/m² and is subject to index linking with the Building Cost Information Services rate, and the commercial uses to the Hub would be based on 120/m² respectfully. The total for the development is likely to generate £1,049,444.23.

With regard to financial contributions the applicant has agreed to provide in principle, public realm works and parking restrictions under a bilateral S106 Agreement. However, as discussed the level of contributions are still subject of deliberations at the time of writing this report. The heads of the terms and conditions would also be secured under the S106.

CONCLUSION

The application represents a development of a current low employment industrial site, and the principle of its redevelopment is supported in the local plan policies. The continuing demand for new specialist student accommodation is published in the Council's Student Accommodation Topic Paper. The development will create a range of apartment sizes in the form of cluster flats and in this respect, is regarded to be fully in accordance with Core Strategy Policy which includes securing significant new homes in the central Bristol and in particular the need for student housing.

With regards to the impact of the proposal on heritage assets and the Conservation Area, officers have concluded that the proposal would not result in any substantial harm, given the separation distances. It has been established that the reduced height of the development would no longer have any impact on the setting on one of the closest heritage assets, Bristol Temple Meads station. The design and scale of the development would have some harm albeit less than substantial given the location and characteristics of the existing site. However, it is considered that this harm would be outweighed by the wider public benefits the regeneration of the site would bring.

The proposed development would provide an adequate level of amenity for its future users, whilst it has been established that the design, scale and orientation of the development would not have any adverse impact given its location. It is concluded that officers are satisfied that the proposed development would not be detrimental to the nearby Motion nightclub's to continue to function, in terms of any noise and disturbance generated from the venue.

The nature of the proposed development does not pose a highway hazard provided measures that control traffic generation from student movements are anticipated and controlled as set out in the Travel Plan. The development would be situated in a sustainable location close to Temple Meads station. The proposal broadly complies with the local plan policies in regard to sustainability and climate change. The applicant has agreed to connect the development to the district Heat network in accordance with the policies.

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At the time of writing, there remains an objection from the Environment Agency on flooding grounds. On reviewing the details of the FRA and supporting details, Council Officers are confident that the outstanding issues can be addressed given the solutions that were applied following the Inspector's decision on the recent appeals to Silverthorne Lane and Feeder Road developments. As such officers are satisfied that the proposal would be made flood resilient and also not increase flood risk elsewhere. Likewise, the required access and egress to the site that to allow for the voluntary and free movement of people during a 'design flood', as required by paragraph 39 of the flood risk planning guidance, can be conditioned for further information.

Whilst officers consider that there are solutions that would result in the site being made safe, currently there is no realistic timeframe established for securing or delivery of those works, as well as requiring works outside of the control of both the applicant and the City Council. For clarity, if it is resolved to grant planning permission subject to the above it would still be necessary to refer the application to the Secretary of State, unless the Environment Agency remove their objection to the application at the time of reporting to committee.

EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. 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 Equality Act 2010.

RECOMMENDED GRANT subject to Planning Agreement

That the applicant be advised that the Local Planning Authority is disposed to grant planning permission, subject to the completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to cover the following matters:

(i) Silverthorne Lane Public Realm Improvement Works Contribution

£82,000 towards public realm improvements to the pedestrian link along Avon Street towards the junction with Oxford Street including providing the funding for lighting and CCTV for security purposes.

(ii) Restricted Parking Contribution

£15,000 towards implementing restricted parking measures in 'The Dings' area, near the land.

(B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).

(C) That on completion of the Section 106 Agreement, planning permission be granted, subject to the following conditions:

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Condition(s)

Time limit for commencement of development

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. 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;
- 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.

3. Construction Environmental Management Plan (CEMP)

No development shall take place, other than works of demolition, until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority. Development shall thereafter be carried out in accordance with the approved CEMP. The CEMP shall include, but is not confined to:

- contact details for the responsible person (site manager/office) who can be contacted in the event of any construction related issue and a 24 hour emergency contact number.

- details of site working hours during demolition and construction, including procedures for emergency deviations.

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- site management arrangements, including on-site storage of materials, plant and machinery; on-site parking and turning provision for site operatives, staff, visitors and construction vehicles; and provision for the loading/unloading of plant and materials within the site, including timing of deliveries and arrangements to receive abnormal loads or unusually large vehicles.
- Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
- measures to prevent mud and debris being carried onto the adjacent highway, including wheel and chassis underside washing facilities.
- measures to control and monitor the emission of noise, dust and vibration.
- a flood warning and evacuation plan.
- measures to protect vulnerable road users (cyclists and pedestrians).
- any necessary temporary traffic management measures.
- a method statement for the prevention of contamination of soil and groundwater, including details of on-site storage of fuel, oils and chemicals etc.
- a construction waste management plan that identifies the main waste materials expected to be generated by the development during construction, together with measures for dealing with such materials so as to minimise waste and to maximise re-use and recycling.
- arrangements for controlling the use of site lighting, whether for safe working or for security purposes, and hours of operation.

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

4. To secure the recording of the fabric of buildings of historic or architectural importance

No redevelopment or refurbishment of the site shall take place until the applicant/developer has recorded those parts of the building which are likely to be disturbed or concealed in the course of redevelopment or refurbishment. The recording must to be carried out by an archaeologist or archaeological organisation approved by the Local Planning Authority and submitted to the Historic Environment Record (HER), the archive should then be submitted to Bristol City Museum and a hard copy to Bristol Record Office.

Reason: To ensure that features of archaeological or architectural importance within a building are recorded before their destruction or concealment.

5. To ensure implementation of a programme of archaeological works

No development shall take place within the area indicated on plan number 070100 00 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.

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The scheme of investigation shall include an assessment of significance and research questions; and:

1. The programme and methodology of site investigation and recording
2. The programme for post investigation assessment
3. Provision to be made for analysis of the site investigation and recording
4. Provision to be made for publication and dissemination of the analysis and records of the site investigation
5. Provision to be made for archive deposition of the analysis and records of the site investigation
6. Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

6. Further Site Assessment

A site specific risk assessment and intrusive investigation shall be carried out to assess the nature and extent of the site contamination and whether or not it originates from the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The results of this investigation shall be considered along with the reports submitted with the original application. The written report of the findings shall be submitted to an approved in writing by the Local Planning Authority prior to any works (except demolition) in connection with the development, hereby approved, commencing on site. This investigation and report must be conducted and produced in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11' and BS 10175:2011 +A2 2017: Investigation of Potentially Contaminated Sites - Code of Practice.

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 off site receptors.

7. Land affected by contamination - Submission of Remediation Scheme

No development shall take place 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 been 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 is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

8. Land affected by contamination - Implementation of Approved Remediation Scheme

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In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation 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 that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and 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.

9. Foundation Works Risk Assessment

Prior to commencement a 'Foundation Works Risk Assessment' must be submitted to and approved in writing by the Local Planning Authority. Works shall then be undertaken as agreed. The Risk Assessment shall demonstrate there are no unacceptable risks to ground or controlled waters. The assessment shall summarise detail of:

- i) The process of the assessment, including the pollution scenarios that may occur using these techniques;
- ii) The potential mitigation measures that may be appropriate;
- iii) Proposals for any monitoring;
- iv) Particular issues and uncertainties associated with the methods chosen.

Reason: To ensure the proposed development will not cause pollution of Controlled Waters

10. Unexploded Ordnance

Prior to commencement of development an unexploded ordnance survey shall be carried out at the site to establish whether there is any unexploded ordnance, the details of which shall include any necessary mitigation measures and shall be submitted to the local planning authority for approval. The development shall be undertaken in full accordance with any approved mitigation measures.

Reason: To ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO.

11. Fencing

Prior to commencement of development, details of a suitable trespass proof fence (of at least 1.8m in height) which is to be erected adjacent to Network Rail's boundary, shall be submitted and approved in writing by the Local Planning Authority. The fence shall be erected fully in accordance with the approved details, and thereafter ensure that provision for its future maintenance and renewal is carried out without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein be damaged, undermined or

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compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed.

Reason: To ensure that no part of the development adversely impacts the safety, operation and integrity of the operational railway.

12. Details of Extraction/Ventilation System (E use only)

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, its appearance and finish 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.

Reason: In order to safeguard the amenities of nearby occupiers.

13. Noise from plant & equipment (all)

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

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.

Reason: In the interests of the amenities of the surrounding area.

14. Sound Insulation (residential)

No commencement of use of residential parts of the development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of noise insulation measures for the residential use, this scheme shall also include details of ventilation.

The scheme of noise insulation measures shall be based on the best available current information on environmental noise levels affecting the development and music venue licences and shall take into account the acoustic report submitted with the application and the provisions of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings" to ensure that the building is suitably insulated against transport noise in the area and noise from Motion night club.

The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

Reason: In the interests of the amenities of surrounding occupiers.

15. Energy and Sustainability in accordance

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 and Sustainability Statement (By Victoria Hall Management Ltd dated 10th March 2020) prior to

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occupation or use commenced. A total 20% 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.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate.

16. Renewable energy (excluding PV) - further detail is required

Prior to commencement, details of the renewable energy technology (including the exact location, dimensions, design/ technical specification) together with calculation of energy generation and associated CO2 emissions to achieve 20% reduction on residual emissions from renewable energy in line with the approved energy statement should be submitted to the Local Planning Authority and approved in writing. The renewable energy technology shall be installed prior to occupation of the development, and thereafter retained.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions.

17. BREEAM pre-assessment

1) Prior to commencement, evidence that the development is registered with a BREEAM certification body, and a BREEAM pre-assessment demonstrating a strategy by which a BREEAM 'Excellent' rating will be achieved, shall be submitted to the Local Planning Authority and approved in writing.

2) Prior to occupation, final post construction BREEAM certificates indicating that the BREEAM 'Excellent' rating has been achieved shall be submitted to the Local Planning Authority and approved in writing.

Reason

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

18. Heat Networks - Future proofing

Prior to commencement, detail demonstrating proposed measures to future-proof the development for connection to a future district heat network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed and thereafter maintained in accordance with the approved details.

Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate.

19. Sustainable Drainage System (SuDS)

No development shall take place until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the

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approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.

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

20. Further details before relevant element started

Detailed drawings at the scale of 1:20 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) Typical window openings, including cills, reveal, heads, frame and panelling
- b) Main pedestrian entrances, including details of steps, handrails, soffits, shopfronts and any security measures
- c) All material junctions on elevations
- d) Roof level details, including eaves, parapets and rainwater goods and details regarding living roofs
- e) Any gates, bollards or boundary treatments
- f) Lighting fixtures and furniture

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

21. Sample Panels before specified elements started

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

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

22. Public Art

Prior to the relevant part of the works commencing, a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall also contain a timetable for delivery and details of future maintenance responsibilities and requirements. All public art works shall be completed in accordance with the agreed scheme and thereafter retained as part of the development, unless otherwise agreed in writing by the Local Planning Authority.

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

Pre occupation condition(s)

23. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition 6 and where remediation is necessary a

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remediation scheme must be prepared in accordance with the requirements of Condition 7, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 8.

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.

24. To ensure completion of a programme of archaeological works

No building shall 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 5 and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

Reason: To ensure that archaeological remains and features are recorded and published prior to their destruction.

25. To secure the conduct of a watching brief during development groundworks

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 council and in accordance with the Written Scheme of Investigation approved under condition 5.

Reason: To record remains of archaeological interest before destruction.

26. Flood Risk/Drainage

Condition to follow.

27. Plant

Prior to commencement of development (other than works of demolition and site clearance) and notwithstanding the finished floor levels for the areas within which it would be located, details shall be submitted to and approved in writing by the local planning authority accommodating all plant at level 00 within the development hereby approved (including the generator, boiler plant, heat exchanger etc) on plinths, such that it is above the H++ level of 10.97m AOD. Development shall be carried out in accordance with the approved details.

Reason: To protect the functioning of essential infrastructure in the event of a flood.

28. Safe Access/Egress Route

No part of building hereby approved shall be occupied unless and until the safe access/egress for the development based in accordance with the Flood Risk Assessment (by ARUP dated 23 May 2022) and Performance Specification for Walkway_P02, has been provided and secured for use by occupiers for the lifetime of the development, unless otherwise agreed in writing by the local planning authority. The agreed scheme shall be

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implemented prior to occupation and retained thereafter for the lifetime of the development. The scheme to be submitted must include:

- design and construction details of the safe access/egress route for its entire length.
- the means by which rights of access and egress along the route for occupiers are secured for the lifetime of the development; and,
- the means by which the availability and ongoing maintenance of the route will be secured for the lifetime of the development.

Reason: To ensure a safe means of escape for the future occupiers of the development in the event of a flood.

29. Flood Evacuation Plan (FEP)

No part of the student accommodation (or linked commercial) shall be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information:

During Demolition/Construction Process

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

During Occupation of Development

- * occupant awareness of the likely frequency and duration of flood events;
- * safe access to and from the development;
- * subscription details to Environment Agency flood warning system, 'Flood Warning Direct'.

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

30. Bird and bat boxes

Prior to occupation of the development details provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities integrated within buildings and shown on a site plan with compass directions marked on it. This shall include fifteen built-in bird boxes or bricks to include at least ten swift bricks or boxes, six built-in bat boxes and four insect boxes, hotels or bricks.

The development shall be undertaken in accordance with the approved details

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

31. Noise from plant & equipment affecting residential (all)

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The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level at any time at any 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: In order to safeguard the amenities of nearby occupiers.

32. Odour Management Plan(E use only)

No commencement of any A3 use shall take place until there has been submitted to and approved in writing, by the Council, an Odour Management Plan. The plan shall set out odour monitoring, extraction system cleaning and maintenance, filter replacement policies and mitigation measures to be taken should an odour nuisance be established.

Reason: In order to safeguard the amenities of nearby occupiers.

33. 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.

34. Completion and Maintenance of Cycle Provision - Further details

No building or use hereby permitted shall be occupied or the use commenced until further details of the proposed cycle parking provision have been submitted to and approved in writing by the Local Planning Authority. The cycle storage shall be completed in accordance with the approved details, 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.

35. Travel Plan - Not Submitted

No building or use hereby permitted shall be occupied or use commenced until a Travel Plan 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 shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.

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

36. Student Traffic Management Plan

Prior to the first occupation of the development hereby permitted, a student traffic management plan shall be submitted to and approved in writing by the Local Planning Authority. The student residential accommodation use hereby permitted shall be carried out only in accordance with the approved plan in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the safe operation of the public highway at the start/end of semester/academic year

37. Operational Waste Management Plan

The development hereby approved, shall not be occupied until details of a waste management plan have been submitted to and approved in writing by the Local planning Authority. Thereafter the development shall adhere to the details set out in the Waste Management Plan for the lifetime of the development.

Reason: To safeguard highway safety and in the interests of the general amenity of the area.

38. Delivery and Servicing Plan

No building or use hereby permitted shall be occupied or use commenced until a delivery and servicing plan relating to the commercial uses in The Hub building, has been submitted to and approved in writing by the local planning authority. The approved plan shall be implemented on first occupation of the relevant part of the development and the site shall be managed in accordance with the approved delivery and servicing plan thereafter.

Reason: In the interests of highway safety and to protect the general amenity of the area.

39. Broadband Provision

No part of the development hereby permitted shall be occupied unless and until it has been provided with the necessary infrastructure to facilitate connection to a high speed broadband. This shall include as a minimum:

- a broadband connection accessed directly from the nearest exchange or cabinet; and
- cabling and associated installations which enable easy access for future repair, replacement or upgrading.

Reason: To ensure that the needs of future residents to connect to the Internet are adequate.

40. Artificial Lighting (external)

No building or use hereby permitted shall be occupied or use commenced until a report detailing the lighting scheme and predicted light levels at neighbouring residential

**Development Control Committee A Delegated
Chanson Foods Avon Street Bristol BS2 0PS**

properties has been submitted to and been approved in writing by the Local Planning Authority.

Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005.

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

42. Deed of Easement

Condition to follow.

44. Public Access

Notwithstanding the Public Realm works secured as part of the S106 agreement, the development hereby approved shall not be occupied until details of the public access arrangements around the site including to and from the harbour have been submitted and approved in writing by the Local Planning Authority. The approved details shall include information of how this is managed and operated on a daily basis. Thereafter the development shall accord with the approved details for the lifetime of the development.

Reason: In the interests of the visual amenity of the area, in the interests of highway safety, and to ensure that there is a safe means of escape in the event of flooding.

Post occupation management

41. Hard and soft landscape works - shown

The landscaping proposals hereby approved 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 programme agreed in writing with the Local Planning Authority. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory.

43. Opening hours (E use only)

The commercial premises hereby approved, shall not operate outside the hours of 08:00 to 23:00 Monday to Sunday.

Reason: To safeguard the residential amenity of nearby occupiers.

45. Use of Refuse and Recycling facilities (commercial uses only)

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.

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Reason: In the interests of the amenity of the area.

46. Deliveries (commercial uses only)

Activities relating to deliveries shall only take place between 08.00 and 20.00.

Reason:

List of approved plans

47. 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.

074200 P06 Proposed level 0 plan, received 27 May 2022
 074201 P04 Proposed level 1 plan, received 27 May 2022
 074202 P02 Proposed level 2 plan, received 23 March 2020
 074203 P02 Proposed level 3-5 plan, received 23 March 2020
 074204 P02 Proposed level 6 plan, received 23 March 2020
 074205 P02 Proposed level 7 plan, received 23 March 2020
 074206 P02 Proposed level 8 plan, received 23 March 2020
 074207 P02 Proposed level 9 plan, received 23 March 2020
 074208 P02 Proposed level 10 plan, received 23 March 2020
 074209 P02 Proposed level 11 plan, received 23 March 2020
 074210 P03 Proposed level 12 plan, received 23 March 2020
 CUR 00 XX DR TP 05001 P2 Swept path analysis, received 23 January 2020
 AS-ARP-SK-S-200120-01 EA access, received 23 January 2020
 Outline flood emergency plan, received 10 March 2020
 Energy and sustainability strategy - revision 06, received 10 March 2020
 519-CLA-01-ZZ-DR-L-2012 P03 Avon Street and Freestone Road Harbour Approach
 Section 2, received 9 September 2020
 519-CLA-01-ZZ-DR-L-2011 P03 Avon Street and Freestone Road Harbour Approach,
 received 9 September 2020
 519-CLA-01-ZZ-DR-L-2004 P05, received 23 March 2020
 519-CLA-01-ZZ-DR-L-2002 P05 Avon Street and Freestone Road Green Basin Sections,
 received 23 March 2020
 519-CLA-01-GF-DR-L-1010 P04 Avon Street Drainage and Levels Plan - Avon Street and
 Freestone Road, received 23 March 2020
 519-CLA-01-GF-DR-L-1001 P11 Avon Street and Freestone Road - Avon Street
 Landscape GA, received 23 March 2020
 076225 P05 Detail elevation 6 (Hub), received 27 May 2022
 076223 P05 Detail elevation 04 (Railway elevation), received 27 May 2022
 076206 P05 Proposed north-east elevation (courtyard), received 27 May 2022
 076222 P05 Detail elevation 03 (Kawasaki elevation), received 27 May 2022
 076221 P05 Detail elevation 02 (Avon Street), received 27 May 2022
 076220 P05 Detail elevation 01 (Avon Street), received 27 May 2022
 076205 P05 proposed north-west elevation (courtyard), received 27 May 2022
 076204 P05 Proposed south-east elevation (courtyard), received 27 May 2022
 076203 P06 Proposed north-west elevation (railway line), received 27 May 2022
 076202 P05 Proposed south-west elevation (harbour), received 27 May 2022
 076201 P05 Proposed south-east elevation (Kawasaki garage), received 27 May 2022
 076200 P06 Proposed north-east elevation (Avon Street), received 27 May 2022

**Development Control Committee A Delegated
Chanson Foods Avon Street Bristol BS2 0PS**

076224 P03 Detail elevations 05 (Entrance), received 27 May 2022
 Flood Risk Assessment (AS-ARP-XX-XX-RP-CV-3001), received 26 May 2022
 001 Regional location plan, received
 002 Local location plan, received

Advices

1. The Construction Environmental Management Plan should also include but is not limited to reference to the following:
 - o All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the following hours: 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays.
 - o Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
 - o Procedures for emergency deviation of the agreed working hours.
 - o Control measures for dust and other air-borne pollutants.
 - o Measures for controlling the use of site lighting whether required for safe working or for security purposes.

2. Noise complaints- balconies and open windows

The application has been assessed taking into account the noise from the railway and Motion Night Club. Conditions are attached to this consent requiring a scheme of noise mitigation and ventilation to ensure an acceptable living environment for future residents.

Future owners/occupants of the development are advised that given the matters above and that Motion Nightclub and the railway have been in operation for some time prior to the development the subject of this application; that it may not be possible to uphold any noise complaints received from future residents of the site regarding noise impacts from Motion or other neighbouring uses.

3. Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, City Hall, Bristol City Council, PO Box 3176, Bristol BS3 9FS.
4. Sound insulation/acoustic reports

The recommended design criteria for dwellings are as follows:

* Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.

* Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours & LAmx less than 45 dB in bedrooms.

Where residential properties are likely to be affected by amplified music from neighbouring pubs or clubs, the recommended design criteria is as follows:

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Chanson Foods Avon Street Bristol BS2 0PS**

* Noise Rating Curve NR20 at all times in any habitable rooms.

5. Noise - plant & equipment

Anti vibration mounts should be used to isolate plant from fixed structures and a flexible connector used to connect the flue to the fan if there is a potential to transmit vibration to any noise sensitive property. Any systems will also need regular maintenance so as to reduce mechanical noise.

6. Details of extraction/ventilation system

It is recommended that any flues for the dispersal of cooking smells shall either:

(a) Terminate at least 1 metre above the ridge height of any building in the vicinity, with no obstruction of upward movement of air or:

(b) Have a method of odour control such as activated carbon filters, electrostatic precipitation or inline oxidation.

Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust Systems' available from www.defra.gov.uk by searching for Product Code PB10527.

7. Wessex Water requirements: It will be necessary to comply with Wessex Water's main drainage requirements and advice and further information can be obtained from <http://www.wessexwater.co.uk>.

8. Sustainable Drainage System (SUDS)

The development hereby approved includes the construction/provision of a sustainable drainage system. You are advised to contact the Highway Authority's Flood Risk Management Team at flood.data@bristol.gov.uk before any works commence.

9. Network Rail

Fencing - A single access gate is to be provided as part of the secure metal fence to allow NR to access to entire Structure from underneath.

Glare - The building facia must not cause glare onto the railway or impede train driver's ability to see signals etc.

Noise - Network Rail would remind the applicant of the potential for any noise/ vibration impacts caused by the proximity between the proposed development and the existing railway, which must be assessed in the context of the National Planning Policy Framework (NPPF)

The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running and heavy freight trains. There is also the potential for maintenance works to be carried out on trains, which is undertaken at night and means leaving the trains' motors running which can lead to increased levels of noise. Network Rail therefore strongly recommend that all future residents are informed of the noise and vibration emanating from the railway, and of potential future increases in railway noise and vibration.

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Chanson Foods Avon Street Bristol BS2 0PS**

Lighting - Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway.

Drainage - Soakaways / attenuation ponds / septic tanks etc, as a means of storm/surface water disposal must not be constructed near/within 5 metres of Network Rail's boundary or at any point which could adversely affect the stability of Network Rail's property/infrastructure. Storm/surface water must not be discharged onto Network Rail's property or into Network Rail's culverts or drains. Network Rail's drainage system(s) are not to be compromised by any work(s). Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property / infrastructure. Ground levels – if altered to be such that surface water flows away from the railway. Drainage is also not to show up on Buried Service checks.

Demolition - The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building, due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Approval of the method statement must be obtained from the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings/structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

Landscaping - It is recommended no trees are planted closer than 1.5 times their mature height to the boundary fence. The developer should adhere to Network Rail's advice guide on acceptable tree/plant species. Any tree felling works where there is a risk of the trees or branches falling across the boundary fence will require railway supervision.

Access Points - Where Network Rail has defined access points, these must be maintained to Network Rail's satisfaction.

10. Odour Management Plan

Guidance on the above can be gained at `Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System', Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527.

<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>

And 'Odour Guidance for Local Authorities 'Published electronically by Department for Environment, Food and Rural Affairs.

<http://www.defra.gov.uk/environment/quality/local/nuisance/odour/documents/local-auth-guidance.pdf>

11. Travel Plan Statement / Travel Plan - Not Submitted

You are advised that a Travel Plan Statement / Travel Plan is required to be prepared and submitted using the Travel Plan Guide for New Developments and the associated templates at www.bristol.gov.uk/travelplans

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Chanson Foods Avon Street Bristol BS2 0PS**

12. You are advised that the planting season is normally November to February.
13. Please note that this planning application has been assessed against current planning legislation only. The applicant (or any subsequent owner or developer) is therefore reminded that the onus of responsibility to ensure the proposed cladding installation meets current fire safety regulations lies fully with them and that they are legally obliged to apply for the relevant Building Regulations.

14. District Heating future-proofed connection

Details to demonstrate how a development has been future-proofed to connect to a heat network should include:

- o Provision of a single plant room, located adjacent to the planned (or if not planned, likely) heat network route, producing all hot water via a communal heating system, including engineering measures to facilitate the connection of an interfacing heat exchanger;
 - o The design of space heating and domestic hot water services systems in order to achieve consistently low return temperatures in line with the CIBSE: Heat Networks Code of Practice for the UK (or other future replacement standard)
 - o Space identified for the heat exchanger;
 - o Provisions made in the building fabric such as soft-points in the building walls to allow pipes to be routed through from the outside to a later date; and
 - o External (where detail is available) and internal district heat pipework routes identified and safeguarded.
 - o Provision for monitoring equipment as specified by the DH provider.
 - o Provision of contact details of the person(s) responsible for the development's energy provision for the purpose of engagement over future connection to a network.
15. Bird boxes shall be installed to face between north and east to avoid direct sunlight and heavy rain. Bird boxes shall be erected out of the reach of predators and at least 3.5 metres high on publicly accessible sites. For small hole-nesting species bird boxes shall be erected between two and four metres high.

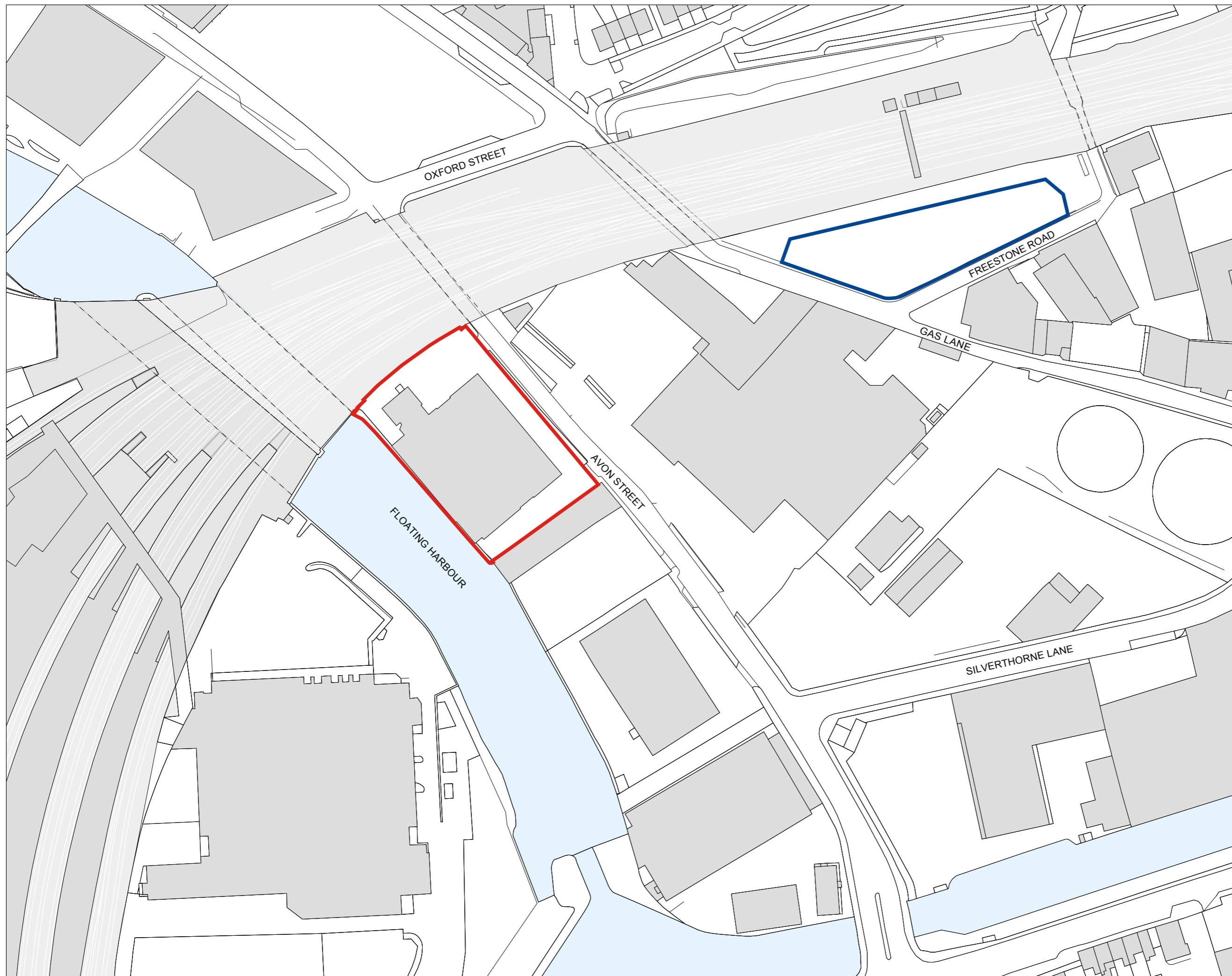
Swift boxes or bricks shall be provided in pairs or groups (e.g. at least two or three on a building, avoiding windows) on north, north-east or east facing walls, at least 5 metres high, so that there is a clear distance (drop) below the swift boxes/bricks of 5 metres or more. Swift boxes shall be located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

Bat boxes shall face south, between south-east and south-west. Bat boxes shall be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings shall be placed as close to the eaves (if present) as possible.

Supporting Documents

1. Chanson Foods, Avon Street, Bristol, BS2 0PS.

1. Site Location
2. Proposed Level 0 Plan
3. Proposed NE Elevation
4. Proposed SE Elevation
5. Proposed NW Elevation
6. Proposed Courtyard Elevation
7. Proposed SW Elevation – Harbour
8. Entrance Details
9. Detail Elevation The Hub




KEY PLAN


NOTES

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 SITE BOUNDARY

 ADDITIONAL LAND UNDER APPLICANTS OWNERSHIP

REV	DATE	BY	DESCRIPTION	CHKD
P00	2019.05.31	JW	PLANNING	RR

CLIENT

PROJECT
 AVON STREET,
 BRISTOL

ARCHITECT



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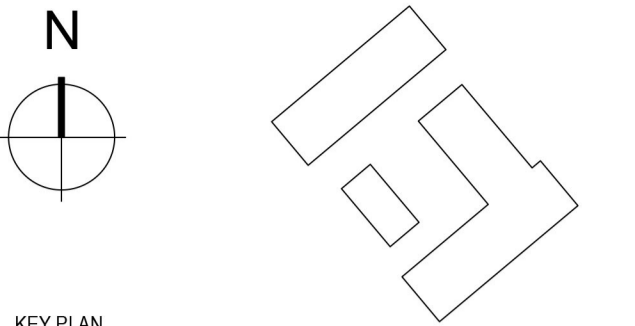
PLANNING

STRUCTURAL ENGINEER

DRAWING TITLE
 SITE LOCATION PLAN

Scale	1 : 1250 @ A3	50	100	125M
INTERNAL ZONE				
PROJECT DATE	2019.05.31			
PROJECT NUMBER	C375/AGB			
ORIGINATOR	CTA	AS	00	DR
LEVEL				
TYPE				
ROLE NUMBER				
REVISION				

PLANNING
 C375/AGB CTA AS 00 DR A 070100 00



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REV	DATE	BY	DESCRIPTION	CHKD
P05	04/09/20	JB	Flood Strategy Amendments	RR
P04	26/08/20	JB	Flood Strategy Amendments	RR
P03	17/03/20	JH	Planning amendments	RR
P02	17/01/20	JH	Cycle store level revised	RR
P01	08/12/19	TS	Issued for Planning	RR

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 Chanson Foods, Avon Street, Bristol, BS2 0PS



STRUCTURAL ENGINEER



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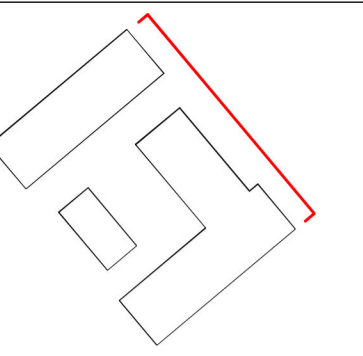
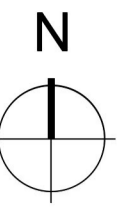
DRAWING TITLE
PROPOSED LEVEL 0 PLAN

Scale 1 : 200 @ A1

INTERNAL JOB NO	ISSUE DATE	STATUS	DRAWN BY	CHECKED BY
C375AGB	19/11/19	PLANNING	JB	RR

PROJECT NUMBER | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | NUMBER | REVISION
 C375/AGB CTA AS 00 DR A07420(P05)

Refer to Landscape Architect drawings for landscape and public realm proposals



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P06	18/05/22	KS	Flood Strategy Amendments	RR
P05	04/09/20	JB	Flood Strategy Amendments	RR
P04	26/08/20	JB	Flood Strategy Amendments	RR
P03	17/03/20	JH	Planning Amendments	RR
P02	17/02/20	JH	Planning Amendments	RR
P01	08/12/19	TB	Issued for Planning	RR

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Management Limited

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HOARE LEA H.

DRAWING TITLE

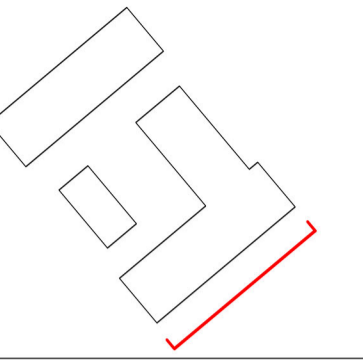
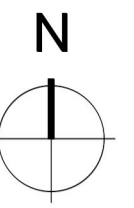
PROPOSED NORTH-EAST ELEVATION (AVON STREET)

Scale 1:200 @ A1

INTERNAL JOB NO	ISSUE DATE	STATUS	DRAWN BY	CHECKED BY
2	06/12/2019	PLANNING	JB	RR

PROJECT NUMBER	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
C375/AGB	CTA	AS	ZZ	DR	A076200P06		

Refer to detail elevations for materials.
PPC aluminium windows to elevations Avon Street, Kawasaki Garage, Harbour and Railway Line
UPVC Windows to courtyard elevations.



KEY PLAN

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TQEC | FLOATING HARBOUR | PROPOSED SITE | AVON STREET | VAUXHALL BRISTOL CENTRAL

REV	DATE	BY	DESCRIPTION	CHKD
P05	18/05/22	JH	Flood Strategy Amendments	RR
P04	26/08/20	JB	Flood Strategy Amendments	RR
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P02	17/02/20	JH	Planning Amendments	RR
P01	08/12/19	TB	Issued for Planning	RR

REV	DATE	BY	DESCRIPTION	CHKD

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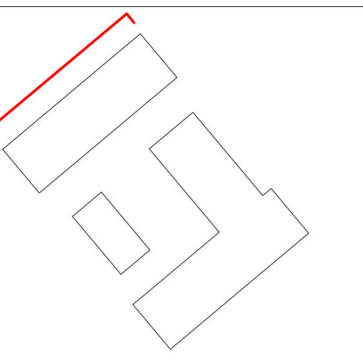
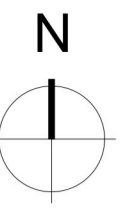
**PROPOSED SOUTH-EAST ELEVATION
(KAWASAKI GARAGE)**

Scale 1:200 @ A1

INTERNAL JOB NO	ISSUE DATE	STATUS	DRAWN BY	CHECKED BY
2	10	20M		

PROJECT NUMBER	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
C375/AGB	CTA	AS	ZZ	DR	A076201	P05	

Refer to detail elevations for materials.
PPC aluminium windows to elevations Avon Street,
Kawasaki Garage, Harbour and Railway Line
UPVC Windows to courtyard elevations.



KEY PLAN

NOTES

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P02	17/01/20	JH	Cycle store level revised	RR
P01	08/12/19	TB	Issued for Planning	RR

REV	DATE	BY	DESCRIPTION	CHKD

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HOARE LEA (H.)

DRAWING TITLE
**PROPOSED NORTH-WEST ELEVATION
 (RAILWAY LINE)**

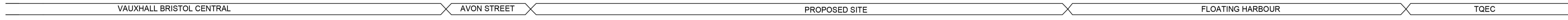
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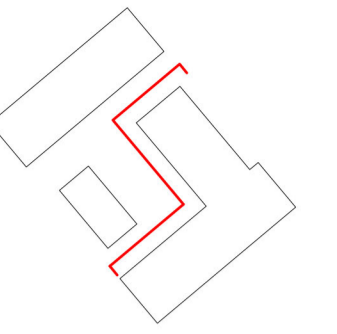
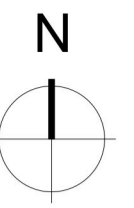
INTERNAL JOB NO	ISSUE DATE	STATUS	DRAWN BY	CHECKED BY
2	10			20M

PROJECT NUMBER	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
C375AGB	06/12/2019	PLANNING	JB	RR			

C375/AGB CTA AS ZZ DR A076203P06

Refer to detail elevations for materials.
 PPC aluminium windows to elevations Avon Street,
 Kawasaki Garage, Harbour and Railway Line
 UPVC Windows to courtyard elevations.





KEY PLAN

NOTES

THIS DRAWING MUST NOT BE SCALED.

ALL DIMENSIONS ARE TO BE VERIFIED AND CHECKED ON SITE. ANY DISCREPANCIES THAT ARE, OR BECOME APPARENT SHOULD BE REPORTED TO CHAPMAN TAYLOR.

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VAUXHALL BRISTOL CENTRAL AVON STREET PROPOSED SITE FLOATING HARBOUR TQEC

REV	DATE	BY	DESCRIPTION	CHKD
P05	18/05/22	KS	Flood Strategy Amendments	RR
P04	27/08/20	JB	Flood Strategy Amendments	RR
P03	17/03/20	JH	Planning Amendments	RR
P02	17/02/20	JH	Planning Amendments	RR
P01	08/12/19	TB	Issued for Planning	RR

CLIENT

VICTORIA HALL
Management Limited

PROJECT

AVON STREET, BRISTOL
Chanson Foods, Avon Street, Bristol, BS2 0PS

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E bristol@chapmantaylor.com
www.chapmantaylor.com

STRUCTURAL ENGINEER

ARUP

SERVICES ENGINEER

HOARE LEA H.

DRAWING TITLE

PROPOSED SOUTH-EAST ELEVATION (COURTYARD)

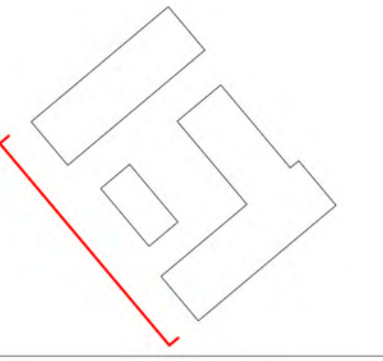
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INTERNAL JOB NO	ISSUE DATE	STATUS	DRAWN BY	CHECKED BY
2	10			20M

PROJECT NUMBER	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
C375/AGB	06/12/2019	PLANNING	JH	RR			

C375/AGB CTA AS ZZ DR A076204P05

Refer to detail elevations for materials.
PPC aluminium windows to elevations Avon Street,
Kawasaki Garage, Harbour and Railway Line
UPVC Windows to courtyard elevations.



KEY PLAN

NOTES

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Precast coping

Metal cladding

Metal lined reveals

Precast coping

PPC aluminium spandrel panel

Recessed brick detail

Precast coping

PPC aluminium window

Recessed brick detail

Dark brick plinth

Recessed brick detail

Metal lined reveal to recessed brickwork

Refer to Hub Detail Elevation 076225

Existing line of harbour

POS	18/05/22	KS	Flood Strategy Amendments	RR
PO4	26/08/20	JB	Flood Strategy Amendments	RR
PO3	17/03/20	JH	Planning amendments	RR
PO2	17/02/20	JH	Planning Amendments	RR
PO1	09/12/19	TB	Issued for Planning	RR

REV	DATE	BY	DESCRIPTION	CHKD
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CLIENT

PROJECT

AVON STREET, BRISTOL

Chanson Foods, Avon Street, Bristol, BS2 0PS

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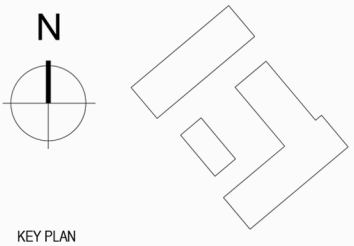
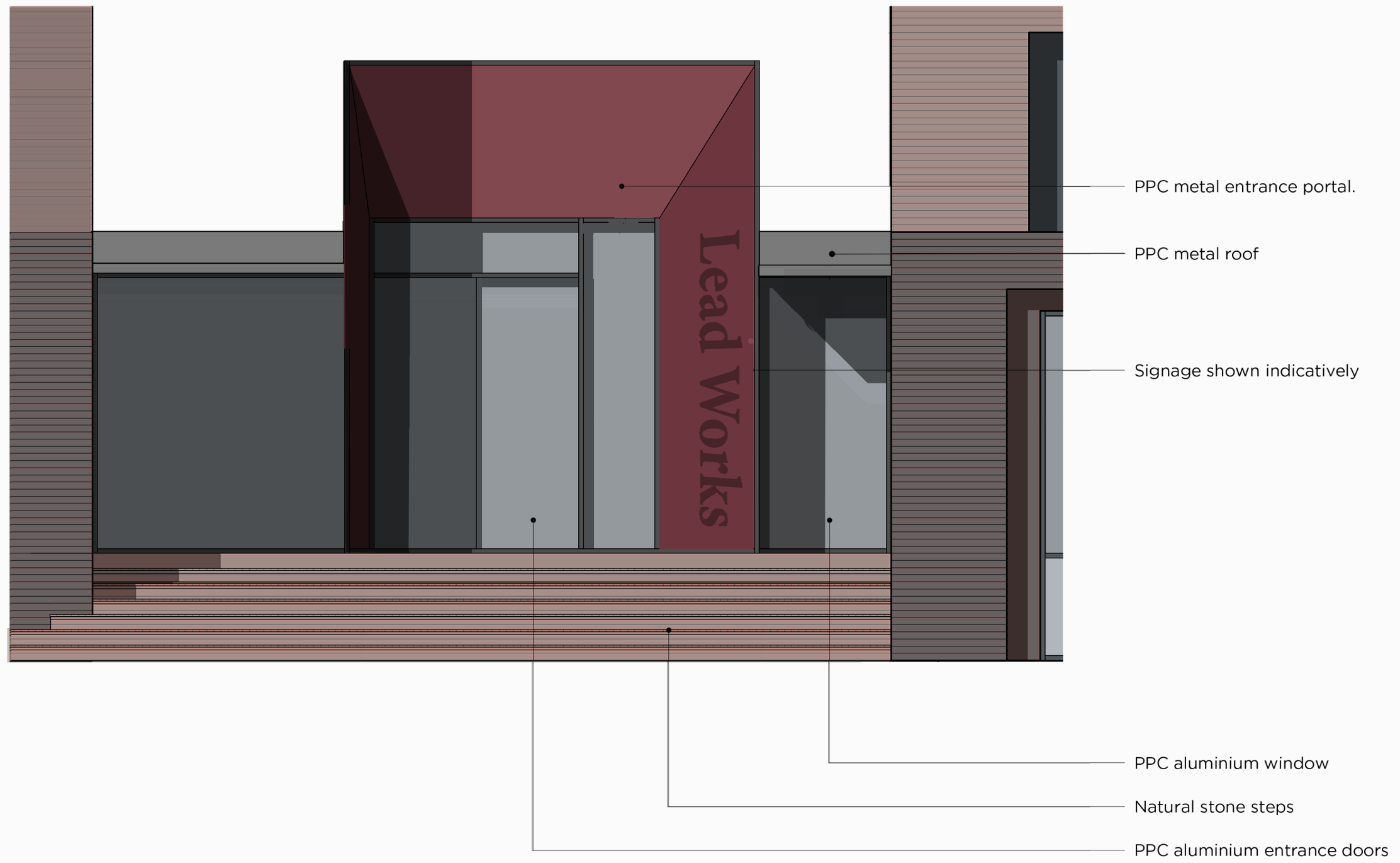
DRAWING TITLE

PROPOSED SOUTH-WEST ELEVATION (HARBOUR)

Scale 1 : 200 @ A1

ORIGINAL AREA	2	ISSUE DATE	10	STATUS	10	DRAWN BY	20M	CHECKED BY
C375/AGB	06/12/2019	PLANNING	JB	RR				
C375/AGB	CTA	AS	ZZ	DR	A076202P05			

Refer to detail elevations for materials.
PPC aluminium windows to elevations Avon Street, Kawasaki Garage, Harbour and Railway Line
UPVC Windows to courtyard elevations.



KEY PLAN

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REV	DATE	BY	DESCRIPTION	CHKD
P03	18/05/22	KS	Flood Strategy Amendments	RR
P02	01/09/20	JB	Flood Strategy Amendments	RR


PROJECT
Avon Street
 Chanson Foods, Avon Street, Bristol, BS2 0PS

STRUCTURAL ENGINEER

SERVICES ENGINEER

CLIENT

ARCHITECT



CHAPMAN TAYLOR
 GLOBAL ARCHITECTS & MASTERPLANNERS

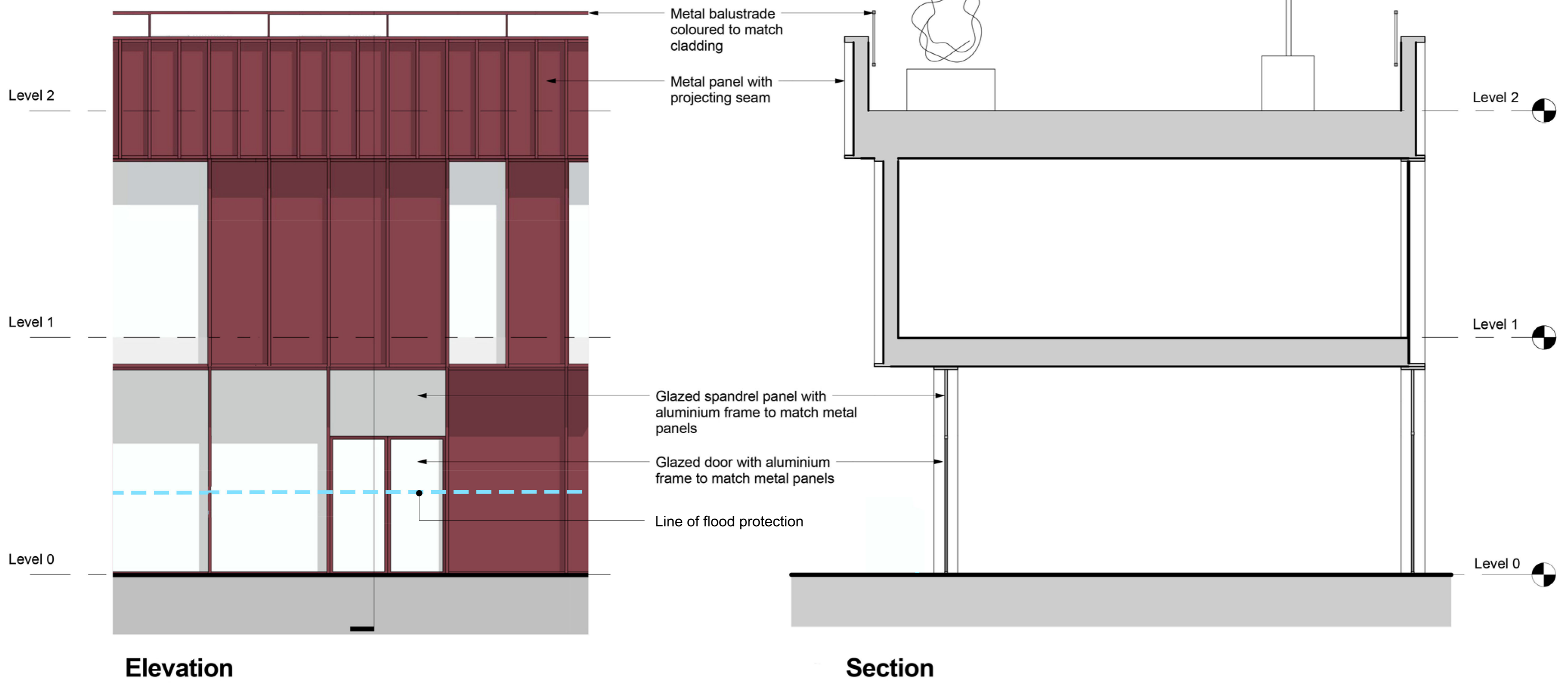
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DRAWING TITLE
 DETAIL ELEVATION 05 (ENTRANCE)

Scale 1:50 @ A1

INTERNAL JOB NO	ISSUE DATE	STATUS	DRAWN BY	CHECKED BY
C375AGB	06.12.19	PLANNING	RR	JH

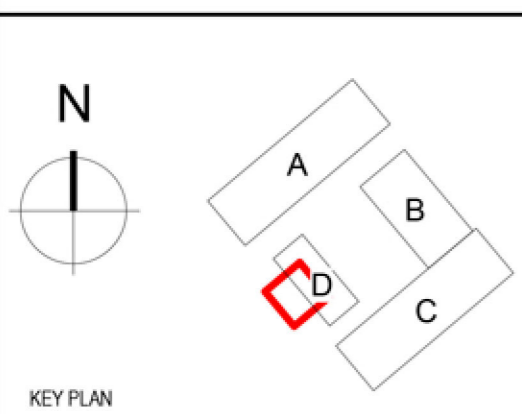
PROJECT NUMBER	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
C375/AGB	CTA	AS	ZZ	DR	A	076224P03	



Elevation

Section

----- Line of permanent flood protection behind brick piers and temporary flood protection between brick piers



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REV	DATE	BY	DESCRIPTION	CHK'D
P05	18/05/22	KS	Flood Strategy Amendments	KS
P04	01/05/20	JB	Flood Strategy Amendments	RR
P03	17/03/20	JH	Planning Amendments	RR
P02	17/02/20	JH	Planning Amendments	RR
P01	06/12/19	TE	Issued for Planning	PSD

PROJECT
 Avon Street, Bristol
 BRISTOL

STRUCTURAL ENGINEER

SERVICES ENGINEER

CLIENT

ARCHITECT

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DRAWING TITLE
 DETAIL ELEVATION 6 (HUB)

Scale: 1 : 50

INTERNAL JOB NO	ISSUE DATE	STATUS	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NUMBER	REVISION
C375AGB	06.12.19	PLANNING	KS	RR					
375AGB	CTA-AS-ZZ-DR-A-076225	P05							