

WARD: Westbury-on-Trym & Henleaze

SITE ADDRESS: Claremont School Henleaze Park Bristol BS9 4LR

APPLICATION NO: 21/05402/FB Full Planning (Regulation 3)

DETERMINATION DEADLINE: 29 April 2022

Partial demolition of existing building and erection of new school buildings with landscaped areas, revised entrance and parking area, and associated infrastructure works.

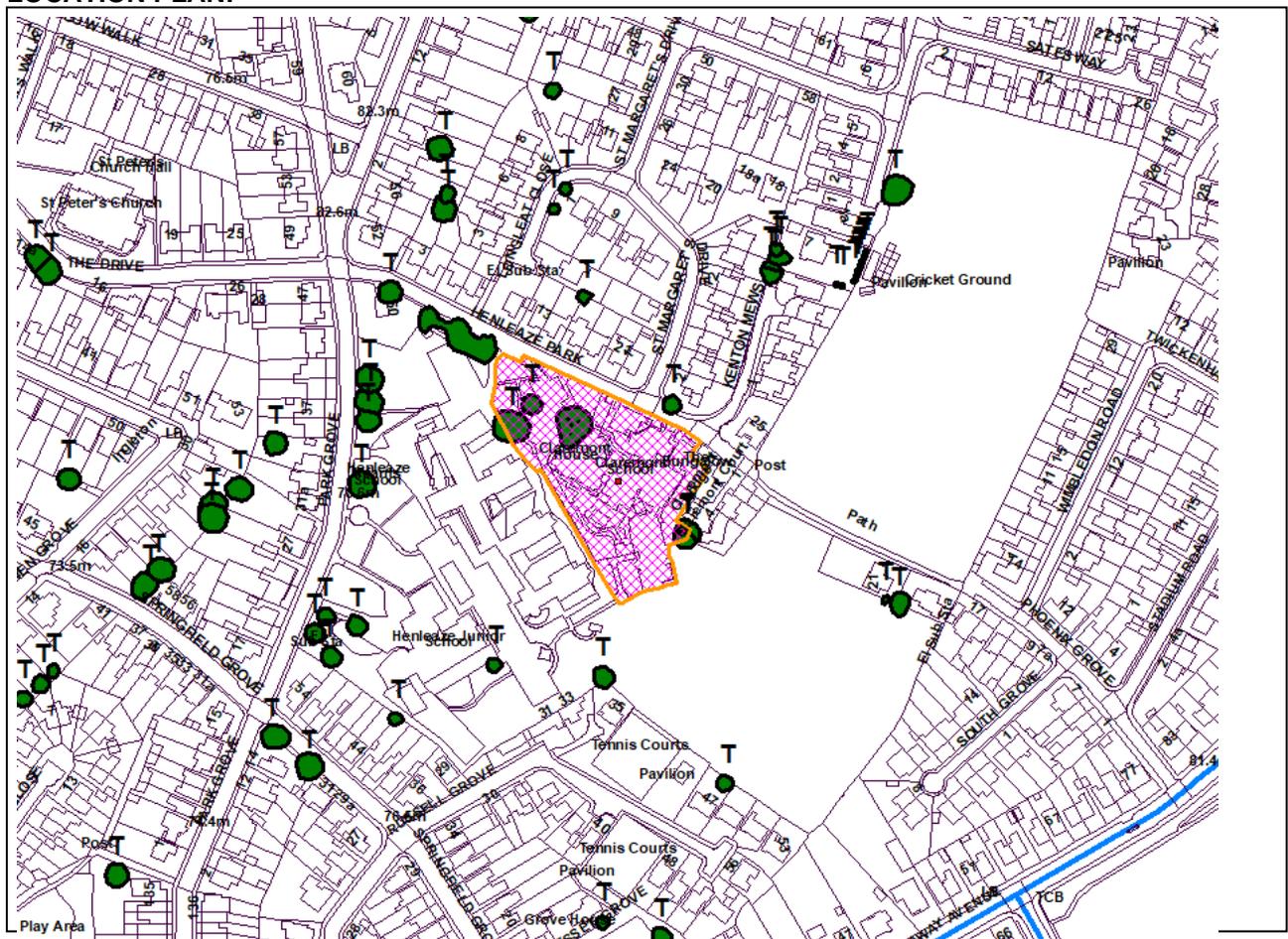
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Stride Treglown Limited
Promenade House
The Promenade
Clifton Down
Bristol
BS8 3NE

APPLICANT: Skanska (o/b Bristol Local
Education Partnership)
240 Park Avenue
Aztec West
Almonsbury
Bristol
BS32 4SY

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

LOCATION PLAN:



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BACKGROUND AND SUMMARY

Planning permission is sought for the demolition of existing extensions and construction of a new two storey extension to Claremont House to provide additional teaching space for Claremont School, alongside internal refurbishment.

Claremont School is a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, the application site Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will bring the whole school together on one site at Claremont House.

Permission is also sought to re-design the front entrance parking and circular drop off area, incorporating the creation of designated school mini-bus bays, and several drop off / pick up bays located next to a new covered walkway canopy. Designated cycle parking for visitors is to be located outside the main school entrance and secure staff cycle parking is to be provided within the site. Permission is also sought to make improvements to the existing landscaped and play areas including new landscaped areas and tree planting, as well as the removal of 24 nos. trees and proposed re-planting scheme.

Currently at this site the school has capacity for 52 pupils. Following the re-development of the site the capacity will increase to 92 pupils. This increase in pupil numbers is broken down as follows:

Existing Claremont House pupils: 52
Relocated Redland Green School pupils: 21
Increased capacity: 18
Total pupil capacity: 91

Staffing numbers will rise from 70 to 103 full-time equivalents.

The application has been subject to three rounds of public consultation and has generated objections from 8 (first consultation); 6 (second consultation) and 12 (third consultation) neighbouring properties. These were predominantly in relation to potential amenity issues (overbearing, overshadowing, overlooking) arising due to the height and proximity of the development in relation to surrounding properties, as well as potential highway safety, noise and design issues (see full details of the objections below and on the BCC website).

The application has been referred to Committee by Councillors Gollop & Scott (Westbury-on-Trym and Henleaze) due to concerns over the traffic/highways impact and impact on amenity of neighbouring properties.

It is accepted that the development would result in some overbearing and overshadowing impact on neighbouring residential properties, which is not ideal. The applicant has however sought to minimise this impact through amendments to the scale, siting and design of the new teaching block, with a number of revisions made to the application during the course of the application and prior to submission.

The Council's Transport Development Management Team (TDM) has reviewed the application and acknowledged that there will be an increase in traffic and parking associated with the expansion. It is considered by TDM however that with an appropriate package of measures including highway works, waiting restrictions, alterations to the internal layout, and appropriate management of traffic within the site (secured via condition) that these can be mitigated to an acceptable level so as to not be a severe

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detriment to safety on the surrounding highway network and within the site.

When assessing the application consideration has been given to the nature of the development and the importance in the wider context in terms of the provision of this type of educational facility within the city. The Council's School Partnerships Team and the Local Authority for SEND Education have set out in writing that this development will consolidate the specialised offer and facilities for children and enable the expansion and enhancement of the SEN provision in the City.

The development will therefore deliver clear benefits which weigh heavily in the consideration of the application. Given this and based on the detail provided it is concluded that any negative impacts associated with the development, including the impact on the living environment of surrounding residential occupants and any highways impacts, will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and taking into consideration the National Planning Policy Framework (2021) which states that planning authorities should take a proactive, positive and collaborative approach to development that will widen choice in education and give great weight to the need to expand or alter schools.

The application is therefore recommended for approval, subject to the conditions as set out below.

SITE DESCRIPTION

The proposed development site is that of Claremont School, a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will bring the whole school together on one site at Claremont House.

Claremont House is a substantial Victorian manor house built between 1851 and 1853, set within a spacious grounds. A southern wing was added in 1909, along with a garage extension to the east of the site. Bristol City Council purchased the site in the 1940's and Henleaze Infant and Junior Schools were built on the former tennis courts. Since this time the site has been subject to numerous extensions which have been built in an ad-hoc "as needed" basis, with no masterplan governing the site.

The school site includes two areas of car parking, the main school buildings, a separate sports centre with hydrotherapy pool and shared playing fields. The school has two access points on to the highway at present. The main entrance at the west of the site which serves as the entrance for the minibuses that bring the students to the school site provides gated vehicle access. Members of the public using the hydrotherapy pool utilise this access to reach the facility, during and out of school operational hours. The secondary entrance, at the rear of the school, serves primarily as a staff entrance to the parking area and as access for deliveries. There is a pedestrian gate at this access point also. There are two areas of parking. There are approximately ten parking spaces to the front of the school, with a further ten spaces to the rear, including accessible spaces, on tarmac surfacing.

The site is set within a predominantly residential area in Henleaze, north Bristol. Claremont House is not a Listed Building nor located within a Conservation Area. Claremont House is however described as a 'landmark building' within the Henleaze: Our Place Character Appraisal (2016) which states it is an 'historic, landmark, limestone building with quality architectural features.' Henleaze Schools Playing Fields are located directly to south and east of the site. There are five Tree Preservation Order's (TPOs) on site, three to the front of the school (situated within the car park) and two at the rear of the main buildings.

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RELEVANT HISTORY

No relevant site history.

EQUALITY ASSESSMENT

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

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

- a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- c) foster good relationships between persons who share a relevant characteristic and those who do not share it."

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

The proposal will provide enhanced learning facility for students with Special Educational Needs (SEN) which will advance equality of opportunity. 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 to this particular proposed development. It is considered that there will be a positive impact on equalities.

APPLICATION

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STATEMENT OF COMMUNITY INVOLVEMENT

a) Process

In respect of public consultation, the applicant has confirmed that the intention would have been to hold an open public event at Claremont School. However, the coronavirus pandemic and the Government restrictions in place limiting the number of people allowed within a contained area meant that this was not possible as the scheme was developing. As a result, the proposed consultation was altered to reflect the guidance and restrictions in place. The consultation included:

- Pre-application discussions with Bristol City Council Planning Department
- A public consultation via a website and questionnaire.
- Engagement with staff and parents/ guardians within Claremont School
- Notification of the consultation event and forthcoming application was emailed to local ward Councillor's and the Henleaze Society.
- Use of the school's social media platforms to advertise the consultation event and proposals.
- Consultation website kept updated with key consultation feedback and key dates.
- A leaflet drop to local households to advertise the consultation website.
- A specific face to face drop in session for immediate neighbours within Claremont Court.

b) Outcomes

In response to residents' concerns, the following alterations were made:

- Design amended and the scale of the building slightly reduced
- Building mass reduced in the north east corner
- Colour of the render and brick along the eastern elevation changed
- Design of the car-park area to the front of the site amended, there is no-longer a carousel / drive around loop
- Additional topographical surveys were carried out following the meeting in order to address concerns about the accuracy of relative levels of neighbouring properties and the proposal as shown on drawings
- Cycle parking is shown on the submitted plans, with the main cycle parking area being located to the front of the school building
- A noise consultant has assessed the roof top plant and considered the proximity of neighbours and has concluded that the noise from roof top plant will operate within levels that will not negatively affect neighbours
- Room adjacencies have been amended in order to keep windows of habitable rooms on the east elevation as far away as possible from the closest neighbours
- Dark metal cladding has been replaced with buff brick on some parts of the east elevation at first floor level to reduce the visual impact on neighbours
- A timber fence has been added on the ground floor terrace outside east-facing classrooms in order to prevent overlooking of the garden of Claremont Lodge
- Trees have been added to screen the view of the new building from Claremont Lodge
- First floor external door onto the single storey flat roof has been replaced with a window

RESPONSE TO PUBLICITY AND CONSULTATION

The application was initially advertised in press and via site notice, expiry date 17.11.2021. Neighbours were consulted via individual letters sent 20.10.2021.

Objections initially received from 8.no neighbouring properties, which in summary raised the following concerns:

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Highways/Transport

- The development will result in increased congestion and traffic including more staff cars and minibuses given the increase in pupils
- No consideration has been given to staff or visitor requirements and/or increases
- The development will result in increased traffic during for construction and the delivery of materials
- The surrounding streets are area are not suited to any increase in vehicle movements/traffic
- There is inadequate availability of parking in the local area for the increased capacity
- The development will result in more stress on local parking provision for existing residents
- The development could result in highway safety issues
- It is not clear where the items coming into the service area will be off loaded to

Urban Design

- The scale, scope and height of the proposed new buildings along Henleaze Park and adjacent to Claremont Court is out of character with the residential area of low rise houses and school buildings
- The development is not subservient to the existing and historic Claremont House, and will harm its setting
- There is very little reflection of the Victorian nature of Claremont House in the designs
- The minibus canopy will be very visible from Henleaze Park and will make the road feel more cramped and also restrict the views of Claremont House, which is a Heritage asset
- The proposed buff bricks do not mirror the greyish sandstone of Claremont House, and surrounding walls in the neighbourhood, such as those on the corner of Kenton Mews, which are a key distinctive feature of this area

Trees/Arboriculture

- The removal of trees will harm visual amenity and would have a negative impact in terms of climate change
- The proposed tree replacement planting should be secured via condition

Neighbouring Amenity

- The scale and siting of the development would overshadow surrounding properties, result in overbearing and overlooking to the detriment or residential amenity
- The development doesn't take into account the change in levels between the site and surrounding properties
- The increase in traffic during the construction period and afterwards will result in air quality, pollution and noise issues for existing residents
- The minibus drop off will result in increased noise nuisance from engines, doors, unloading etc
- New ventilation equipment could have an impact on the amenity of surrounding properties in terms of noise and disturbance

Sustainability

- The demolition and rebuilding of buildings that are less than 25 years old and in good condition is in contradiction to Bristol City Council's Environmental Policy.
- The total CO2 generated from constructing a new school will greatly exceed any savings from the reduced energy usage of a new school

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- There are bats present within the existing building
- The consultation period has been insufficient
- The plans and supporting detail is inaccurate, vague and misleading
- The school should consider ongoing maintenance issues
- The development could result in safety and security issues for surrounding properties

1.no neutral comments received, neither objecting to nor supporting the application however raising the following:-

- The surrounding streets are area are not suited to any increase in vehicle movements/traffic
- There is inadequate availability of parking in the local area for the increased capacity
- The development will result in more stress on local parking provision for existing residents
- The development could result in highway safety issues
- It is not clear how much more noise will be generated as the swimming/plunge pool is adjacent the road
- The replacement trees should be mature

Following these comments and concerns raised by officers the applicant submitted revised plans and additional detail to seek to address the issues raised. As a result those who were originally consulted and those who already commented on the application were re-consulted via individual letters sent on 09.02.2022.

Objections received from 6.no neighbouring properties following re-consultation, which in summary raised the following concerns:

Highways/Transport

- The development will result in increased congestion and traffic including more staff cars and minibuses given the increase in pupils
- No consideration has been given to staff or visitor requirements and/or increases
- The development will result in increased traffic during for construction
- The surrounding streets are area are not suited to any increase in vehicle movements/traffic
- There is inadequate availability of parking in the local area for the increased capacity
- The development will result in more stress on local parking provision for existing residents
- The development could result in highway safety issues

Urban Design

- The scale, scope and height of the proposed new buildings along Henleaze Park and adjacent to Claremont Court is out of character with the residential area of low rise houses and school buildings
- The development is not subservient to the existing and historic Claremont House, and will harm its setting
- There is very little reflection of the Victorian nature of Claremont House in the designs
- The minibus canopy will be very visible from Henleaze Park and will make the road feel more cramped and also restrict the views of Claremont House, which is a Heritage asset
- The proposed buff bricks do not mirror the greyish sandstone of Claremont House, and surrounding walls in the neighbourhood, such as those on the corner of Kenton Mews, which are a key distinctive feature of this area

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Neighbouring Amenity

- The scale and siting of the development would overshadow surrounding properties, result in overbearing and overlooking to the detriment of residential amenity
- The development doesn't take into account the change in levels between the site and surrounding properties
- The inclusion of new trees and planting will result in additional overshadowing and overbearing
- The use of the external section of the site at the north-east by staff could result in overlooking and noise/disturbance
- The increase in traffic during the construction period and afterwards will result in air quality, pollution and noise issues for existing residents
- The minibus drop off will result in increased noise nuisance from engines, doors, unloading etc
- New ventilation equipment could have an impact on the amenity of surrounding properties in terms of noise and disturbance
- The use of the site could result in noise and disturbance

Trees/Arboriculture

- The removal of trees will harm visual amenity and would have a negative impact in terms of climate change
- The proposed tree replacement planting should be secured via condition

Sustainability

- The demolition and rebuilding of buildings that are less than 25 years old and in good condition is in contradiction to Bristol City Council's Environmental Policy.
- The total CO2 generated from constructing a new school will greatly exceed any savings from the reduced energy usage of a new school

Other

- It's unclear why other areas of the site or adjoining sites can't be developed
- The application is lacking detail in terms of Ecology
- There are bats present within the existing building
- The consultation period has been insufficient
- The plans and supporting detail is inaccurate, vague and misleading
- The school should consider ongoing maintenance issues
- The development could result in safety and security issues for surrounding properties

1.no neutral comments received, neither objecting to nor supporting the application however raising the following:-

- The development will result in traffic and highway safety issues
- The development will result in noise, pollution, disturbance and disruption during the construction period
- The design of the canopy requires further attention, as it could result in harm to amenity
- The overshadowing impact on neighbouring properties should be carefully considered
- The stone lettering to the existing entrance should be retained

Following these comments and concerns raised by officers the applicant submitted a further set of revised plans and additional detail to seek to address the issues raised. As a result those who were originally consulted and those who already commented on the application were re-consulted via individual letters sent on 17.06.2022.

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Objections received from 12.no neighbouring properties following re-consultation, which in summary raised the following concerns:

Highways/Transport

- The development will result in increased traffic, congestion and parking issues during the construction period
- The development would result in highway safety issues
- No information has been submitted to show how the traffic requirements are going to be met during the demolition and build process
- A one way system should be trialled during the construction period
- The use of Golden Hill Sports Ground should not be used as a car park for Claremont School as it will result in congestion and parking issues for residents living in the streets surrounding that site
- The delivery/servicing spaces is not of a sufficient size which would result in vans and lorries parking outside or partially outside the gates onto the road
- Additional waiting restrictions are required on the roads surrounding the site
- No travel plan has been provided
- It is unclear how many parking spaces there will actually be

Neighbouring Amenity

- The development would overlook surrounding residential properties
- The scale and siting of the development would overshadow surrounding properties, result in overbearing and overlooking to the detriment of residential amenity
- The increase in traffic during the construction period and afterwards will result in air quality, pollution and noise issues for existing residents
- The siting of the bin store would cause harm to the amenity of neighbouring properties
- The new plant and equipment will cause harm to the amenity of surrounding residential properties
- There is no noise assessment made for the bifold gates or for lorries loading and unloading in the service yard
- Delivery times are vague

Other

- The supporting documentation and plans are inaccurate and misleading
- The proposal represents an overdevelopment of the site
- The consultation undertaken by the applicant hasn't been sufficient
- The development would result in safety and security issues for surrounding properties
- The Ecological Report is out of date and should be updated

1.no neutral comments received, neither objecting to nor supporting the application however raising the following:-

- The development will result in traffic and highway safety issues and a revised Transport Statement should be provided to reflect this

OTHER COMMENTS

Councillors Geoff Gollop & Sharon Scott (Westbury-on-Trym and Henleaze) commented as follows:-

'I would like this planning application to be considered by an Area Development Control Committee if it is proposed to be recommended for approval.

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I have been approached by local residents who are concerned that the submitted plans are not of an acceptable standard. They do not identify the relevant height levels between the site and neighbouring properties and at least one near neighbour has been omitted from the plans. The application was not in line with the standards required by the Council.

The mass of the proposed building is disproportionate to its immediate neighbours.

In addition there are serious concerns about traffic and impact on the local roads. The proposal is to double the number of pupils at the school. Pupils with complex needs require adapted mini buses to transport them. At present the vans queue on neighbouring roads awaiting access to the site. These roads are already congested with vehicles parents and children from the adjoining Henleaze Infant and Junior school. The doubling of numbers will at least double the number of vehicles dropping off and picking up from Claremont, but there is no attempt to provide space for those vehicles to come on site and no traffic plan that deals with the possible mitigation of this pressure. There needs to be a separate entrance and an exit to the site for these vehicles and a traffic management plan which is detailed practical workable and enforceable

I welcome the investment in this site and do not want to obstruct it, but I do expect the applicant to respect the impact on local residents, to submit plans of an appropriate standard, and show they have taken account of the traffic impact before seeking approval.'

The Henleaze Society has commented as follows:-

'The Survey of Community Involvement questionnaires raise some issues.

1. The scale of the building is too big and is overdevelopment of a constrained site. The properties closest to the proposed new blocks, The Bungalow, Claremont Lodge and Claremont Court are the ones mostly affected. The proposed new two storey block is likely to be overbearing and overlooking.

In the Survey Appendix the distance from the boundary next to Claremont Lodge was recommended to be 9 metres, but in the architectural drawings it appears to be much less. Whilst it may be more convenient to have all the pupils in Claremont School, some of the older pupils, post 16 years of age, could stay at the Redland School and benefit from contacts with pupils of their own age at Redland Green School. Redland Green School pupils could also benefit from learning about children needing SEND education and support. This would reduce the numbers of pupils in Claremont School so that the proposed new buildings could be smaller and moved southwards on the site, away from nearby houses.

2. The creation of additional traffic affects highway safety. Development should not give rise to unacceptable traffic conditions. A travel plan is needed to show how the increased number of cars, taxis and minibuses transporting 91 pupils could be managed or phased during morning arrival and afternoon departure of the pupils. The travel plan should show how 22 parking places can be shared by staff, who travel by car. Will 22 places be sufficient for the increase in the number of FTE staff from 70 to 103? If not, where could additional parking places be on-site?

Local residents in Henleaze Park, St. Margarets Drive, Longleat Close and Kenton Mews are concerned about staff parking in the streets, which are narrow, so that traffic movement is hindered and dangerous. St Margarets Drive has 3 curves,(including one linking Henleaze Park and St Margarets Drive), which form blind corners so that vehicle drivers travelling in one direction cannot see those coming in the opposite direction. If vehicles are parked in these streets, it is difficult for vehicles to pass one another.

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No staff parking should be in these streets. The needs and safety of the residents, who park their cars on their drives or in their garages in these streets, requires consideration. A one-way system for school traffic may help to ease the congestion and traffic movement in the nearby streets and increase the safety of children and parents walking to the Henleaze Infant and Junior Schools.

3. The Environmental Noise Assessment has not assessed the plant and ventilation systems proposed for the new buildings and the plant room for the hydrotherapy pool is close to residents. It is unlikely to be used during school hours only. A constant humming noise for 24 hours every day would be very unpleasant.

4. The loss of 14 on-site trees needs further consideration. As many trees as possible, with good physiological condition should be retained. Mitigation for the felled trees either by planting new trees on-site or elsewhere is essential. Perhaps new trees could be planted on the edge of the sports field.

The planting schemes to increase biodiversity are excellent.'

Bristol City Council Pollution Control has commented as follows:-

'I confirm that I am happy with the findings of the revised Noise Impact Assessment. The predicted noise rating level for all plant of 30 dBA outside is very low and not a level that should not cause any harm to neighbouring residents. To put this into some context BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings recommends that it is desirable for a level of 50 dBA to not be exceeded in outside areas during the day and a level of 30 dBA should not be exceeded within a bedroom at night (An open window should reduce noise be between 10 & 15 dB so internal levels will be below 20 dB). A condition however should be attached to ensure that the rating level of any noise generated by plant & equipment as part of the development shall be no more than 30 dBA at any residential property.

A condition should also be attached requiring that 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 maintenance have been submitted to and approved by the Council.

It is unlikely that the noise generated by the food and drink preparation area would be harmful to the amenities of surrounding residential properties given the use it serves (school) and separation distance from surrounding residential properties. No significant changes are proposed to external play areas which could have a harmful impact on the amenity of surrounding properties in terms of noise and disturbance, particularly given that the use of external areas would only take place at break and lunch times during the middle of the day, and during weekdays only.

To ensure no harm is caused to the amenity of occupants of surrounding properties a condition should be attached restricting activities relating to the collection of refuse and recyclables (and the tipping of empty bottles into external receptacles) to between 08.00 and 20.00. There will be no odour related issues given the limited size of the bin store and the use it serves (school).

To ensure that no harm is caused to the amenity of surrounding neighbouring properties during the construction period (with regards to noise, vibration, dust and site lighting) a Construction Environmental Management Plan should be secured via condition. A condition should also be attached requiring that there shall be no commencement of use until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and approved in writing by the Council.'

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Bristol City Council Air Quality has commented as follows:-

'No air quality assessment is provided but the development is unlikely to generate significant extra traffic or introduce new exposure to pollution at unacceptable levels. I therefore have no objections or concerns in relation to the proposal.'

Bristol City Council Arboricultural Team has commented as follows:-

'I have no objections to the application following the submission of further detail. It is recognised that the most prominent trees on site (such as T35 and T36) will be retained and adequately protected, which is welcomed. The loss of two Category B trees close to the boundary with Henleaze Park (T38 and T40) is not ideal however it is recognised their removal is required to deliver the minibus shelter and covered walkway which is an essential element of the school re-development project and is a necessity given the requirements of the pupils. On balance the loss of these trees is therefore considered acceptable.

The protection measures detailed in the submitted Arboricultural Impact Assessment are considered sufficient to ensure all retained trees will not be impacted upon, subject to a condition to ensure the measures are in place prior to any development at the site. The on-site replacement planting is in accordance with the Council's Tree Replacement Standard and is considered acceptable, however a more detailed landscape plan should be secured via condition detailing the precise species and mix of trees to ensure there is some diversity of the ultimately lifespan.

Bristol City Council City Design Group has commented as follows:-

'The Design and Heritage team supports this proposal in principle. The scheme represents a rationalisation over the existing layout with benefits for revealing the special quality of the original building. Possible improvements could be made in relation to the interface between old and new and the potentially overly close relationship with Claremont House. However, these are not considered to be significant enough issues to require changes to the application. It is noted that a Heritage Statement was submitted with the application which describes how the design was developed to be sympathetic to the historic Claremont House. The increase in car parking and hard surfacing is regrettable for the setting of Claremont House. However, this is an understandable compromise given the school's expansion and the needs of the students it serves. This is also a reversible feature if the school use changes in the future. The mature trees in car park area will give some counter balance to the extent of hard surfacing proposed thereby maintaining a degree of softness for this frontage. The application should demonstrate that these trees will not be harmed with this expansion. It is understood that an arboriculture survey and report has been provided and is currently being assessed.'

Bristol City Council Contaminated Land Environmental Protection has commented as follows:-

'The submitted desk study is acceptable and based on the level of detail provided the proposal should lead to no harmful issues related to land contamination.

A condition should however be attached requiring that there should be no development (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority.

A condition should also be attached requiring that in the event that contamination is found no occupation should take place until the approved remediation scheme has been carried out in accordance with its terms.

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A condition should also be attached requiring that 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.'

Avon and Somerset Constabulary Crime Reduction Unit has commented as follows:-

'Following the submission of revised plans and additional detail the proposed development is acceptable, subject to a security management plan being secured via condition.'

Bristol City Council Flood Risk Manager has commented as follows:-

'After reviewing the additional information, this is all acceptable and our previous objection can be removed.'

Bristol City Council Nature Conservation Officer has commented as follows:-

'No objections following the submission of further detail and subject to conditions.'

Bristol City Council Sustainable Cities Team has commented as follows:-

'No objections following the submission of further detail and subject to conditions.'

Sport England has commented as follows:-

'Sport England assesses this type of application in light of the National Planning Policy Framework (NPPF) and against its own planning objectives, which are Protect - To protect the right opportunities in the right places; Enhance - To enhance opportunities through better use of existing provision; Provide - To provide new opportunities to meet the needs of current and future generations. Further information on the objectives and Sport England's wider planning guidance can be found on its website:

<http://www.sportengland.org/planningforsport>

To secure community use of the sports facilities at the school please see the planning condition below. We refer the applicant to Use Our School, a resource to support schools in opening their facilities to the community and keeping them open. It provides tried and tested solutions, real life practice, tips from people making it happen, and a range of downloadable resources.

<https://www.sportengland.org/facilities-planning/use-our-school/>

This being the case, Sport England does not wish to raise an objection to this application, subject to the following condition being attached to the decision notice (if the Council are minded to approve the application):

Use of the development shall not commence [or no development shall commence or such other timescale] until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to the school's sports facilities including hydrotherapy pool and include details of pricing policy, hours of use, access by non-educational establishment users/non-members, management responsibilities and a mechanism for review. The development shall not be used otherwise than in strict compliance with the approved agreement.'

Development Control Committee A – 5 October 2022**Application No. 21/05402/FB : Claremont School Henleaze Park Bristol BS9 4LR****Bristol City Council Transport Development Management** has commented as follows:-

'It is acknowledged that there will be an increase in traffic and parking associated with the expansion. It is considered by TDM that with an appropriate package of measures including highway works, waiting restrictions, alterations to the internal layout, and appropriate management of traffic within the site, that these can be mitigated to an acceptable level, so as to not be a 'severe' detriment to safety on the surrounding highway network and within the site.' Refer to Key Issue D for full comments.

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

(A) PRINCIPLE OF DEVELOPMENT

The application site is Claremont School, a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will extend and refurbish the current site to increase the capacity for pupils and bring the whole school together on one site at Claremont House.

Paragraph 95 of the National Planning Policy Framework (2021) states that it is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. The NPPF states that Local Planning Authorities should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.

The principle of development and alteration/expansion of the education facilities at the site is therefore supported and acceptable in national planning policy terms in this respect.

In local policy terms, Bristol Core Strategy (2011) Policy BCS12 sets out the general approach to the protection and development of community facilities (which includes schools). This policy states that community facilities should be located where there is a choice of travel options and should be accessible to all members of the community and where possible community facilities should be located within existing centres. Existing community facilities should in addition be retained, unless it can be demonstrated that there is no longer a need to retain the use or where alternative provision is made.

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Policy DM5 in the Site Allocations and Development Management Policies (2014) sets out that the term community facilities is wide-ranging and can include community centres, childcare facilities, education establishments, training centres, health and social care facilities and civic and administrative facilities. Policy DM5 states that proposals involving the loss of community facilities land or buildings will not be permitted unless it is demonstrated that:

- i. The loss of the existing community use would not create, or add to, a shortfall in the provision or quality of such uses within the locality or, where the use has ceased, that there is no need or demand for any other suitable community facility that is willing or able to make use of the building(s) or land; or
- ii. The building or land is no longer suitable to accommodate the current community use and cannot be retained or sensitively adapted to accommodate other community facilities; or
- iii. The community facility can be fully retained, enhanced or reinstated as part of any redevelopment of the building or land; or
- iv. Appropriate replacement community facilities are provided in a suitable alternative location.

The proposed development will result in the demolition of existing extensions at the school, with their replacement with a new two storey teaching block. The overall development will result no loss of school/community floorspace in the local area, with the proposed development resulting in improved and expanded educational facilities for the local community with a greater capacity for pupils (the site capacity will increase from 52 pupils to 92 pupils). Community use of the new hydrotherapy pool will remain on the same basis as at present.

The entire site is already in current educational use. No change of use or alteration of the site boundary is proposed; and thus the site is considered an acceptable location for the provision of additional educational floorspace, subject to meeting all other relevant policy requirements (see below). The principle of development is therefore supported and acceptable.

(B) WOULD THE PROPOSAL BE ACCEPTABLE IN DESIGN TERMS AND WOULD IT IMPACT ON THE CHARACTER AND SIGNIFICANCE OF NON-DESIGNATED HERITAGE ASSETS?

The Local Planning Authority is required (under Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas, listed buildings and heritage assets. The case of R (Forge Field Society) v Sevenoaks DC [2014] EWHC 1895 (Admin) ("Forge Field") has made it clear where there is harm to a listed building or a conservation area the decision maker "must give that harm considerable importance and weight." [48].

Section 16 of the national guidance within the National Planning Policy Framework (2021) states that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise.

Para 199 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 (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Para 201 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 total loss is necessary to achieve substantial public

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benefits that outweigh that harm or loss. Para 202 further states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Para 203 also states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

In addition, Bristol Core Strategy (2011) Policy BCS22 seeks to ensure that development proposals safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including historic buildings both nationally and locally listed and conservation areas. Policies DM30 and DM31 in the Site Allocations and Development Management Policies (2014) also express that alterations to buildings should preserve or enhance historic settings. Policy DM31 specifically states that alterations, extensions or changes of use to listed buildings, or development in their vicinity, will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings. Development within or which would affect the setting of a conservation area will be expected to preserve or, where appropriate, enhance those elements which contribute to their special character or appearance.

Policy BCS21 also requires new development in Bristol to deliver high quality urban design and sets out criteria to measure developments against including the need for development to contribute positively to an area's character and identity, creating or reinforcing local distinctiveness. This policy also states that development should promote accessibility and permeability by creating places that connect with each other and are easy to move through, promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference and create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing. This policy also states that development should enable the delivery of permanent and temporary public art.

Policy DM26 more specifically states that the design of development proposals should contribute towards local character and distinctiveness by responding appropriately to the height, scale, massing, shape, form and proportion of existing buildings, building lines, skylines and roofscapes and incorporating existing land forms, green infrastructure assets and historic assets and features. This policy also states that development should reflect locally characteristic architectural styles, rhythms, patterns, features and themes taking account of their scale and proportion and reflect the predominant materials, colours, textures, landscape treatments and boundary treatments in the area.

Policy DM27 further expresses that the layout, form, pattern and arrangement of streets, buildings and landscapes should contribute towards to creation of quality urban space and that the height, scale and massing of development should be appropriate to the immediate context, site constraints, character of adjoining streets and spaces and setting. This policy also states that development will be expected to create or contribute towards a simple, well-defined and inter-connected network of streets and spaces that allows for convenient access to a choice of movement modes and routes, as appropriate to the size of the development and grain of the surroundings. The layout and form of development will also be expected to enable active frontages to the public realm and natural surveillance over all publicly accessible spaces.

Policy DM29 states that new buildings should be designed to a high standard of quality, responding appropriately to their importance and reflecting their function and role in relation to the public realm. This policy further states that proposals for new buildings will be expected to be clearly organised in terms of their form and internal layout and circulation to reflect the hierarchy of function they will accommodate, the uses they will serve and the context they will address.

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Policy DM30 further states that any extensions and alterations to existing buildings will be expected to respect the siting, scale, form, proportions, materials, details and the overall design and character of the host building, its curtilage and the broader street scene and retain and/or reinstate traditional or distinctive architectural features and fabric. Extensions should be physically and visually subservient to the host building, including its roof form, and not dominate it by virtue of their siting and scale. Proposals that would sensitively adapt existing buildings to alternative uses as an alternative to demolition will be supported.

The proposed development site is that of Claremont School, a Special Educational Needs (SEN) school catering for pupils with Profound and Multiple Learning Difficulties (PMLD) who require specialist equipment and a bespoke environment which helps to stimulate their learning. The school currently operates across two sites, Claremont House which currently caters for Early Years, Primary and a proportion of Post-16 education, whilst the second site is at Redland Green School which caters for the secondary school element and a proportion of the Post-16 education. The proposed development will bring the whole school together on one site at Claremont House. Currently, at this site, the school has capacity for 52 pupils, following the re-development of the site the capacity will increase to 92 pupils

Claremont House is a substantial Victorian manor house built between 1851 and 1853, set within a spacious grounds. A southern wing was added in 1909, along with a garage extension to the east of the site. Bristol City Council purchased the site in the 1940's and Henleaze Infant and Junior Schools were built on the former tennis courts. Since this time the site has been subject to numerous extensions which have been built in an ad-hoc "as needed" basis, with no masterplan governing the site.

The school site includes two areas of car parking, the main school buildings, a separate sports centre with hydrotherapy pool and shared playing fields. The school has two access points on to the highway at present. The main entrance at the west of the site which serves as the entrance for the minibuses that bring the students to the school site provides gated vehicle access.

Claremont House is not a Listed Building nor located within a Conservation Area. Claremont House is however described as a 'landmark building' within the Henleaze: Our Place Character Appraisal (2016) which identifies it is an 'historic, landmark, limestone building with quality architectural features.' Bristol City Council City Design Team also confirmed following consultation that whilst Claremont House has not yet been assessed for the Local List of local heritage assets, it should be considered as a non-designated heritage asset.

Planning permission is sought for the demolition of existing extensions and construction of a new two storey extension to Claremont House to provide additional teaching space for Claremont School, alongside internal refurbishment. Permission is also sought to amend the parking layout and introduce ancillary structures in the curtilage of the site.

The applicant confirmed that options to retain and re-use the existing building were considered in detail, but none of these options were able to provide the required internal accommodation and external spaces. In this instance the LPA recognises the unique requirements associated with the proposed development, being a specialist education facility catering for pupils with Profound and Multiple Learning Difficulties who require specialist equipment and a bespoke environment. Therefore the total demolition and construction of a new extension/teaching block is recognised as necessary given the unique nature of development, requirements of the end user and required increase in internal accommodation.

Following consultation, the Council's City Design Team raised no objections to the proposal on design ground, including with regards to the impact of the development on the non-designated heritage asset. The proposal will retain the existing historic building which is welcomed. The new teaching block/extension represents a rationalisation over the existing layout with benefits for revealing the

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special quality of the original building. The new teaching block/extension, whilst of a relatively large scale will occupy a similar sized footprint to the existing school building and extensions which are to be removed. These existing buildings to be removed are modern additions of lesser quality and the replacement with a higher quality modern structure would be of benefit in terms of visual amenity.

Whilst the new development will be of a greater height than the existing extensions at certain points, it will remain two storeys which will be a lesser height than the main Victorian building, thus achieving a subservient relationship. The historic Claremont House will remain the dominant, landmark building within the site, and the proposal will have no harmful impact on any existing quality architectural features.

The construction of the new teaching block/extension will predominantly take place to the rear of the site in the south-eastern corner, meaning the impact of the proposal on public views will be minimised. The design of the double mansard roof has been carefully developed to visually reduce the mass of the proposed addition, lessening the impact of the building façades as the roof slopes away. It is recognised that some development will take place in close proximity to the front boundary with Henleaze Park. At this position the new teaching facilities will be of a lesser height than at the rear/south-east and will take gabled roof designs to reflect the existing forms of Claremont House and neighbouring properties fronting the street. The result is a volume that is more domestic in its scale and more fitting with the surrounding context with the development also set back from the street and partially concealed by the boundary wall. It is considered that this will ensure that the development would have no harmful impact on the character and appearance of the streetscene or wider area when viewed from the public realm along Henleaze Park.

Support facilities of plant rooms and external stores are located in the service yard. These are kept as low as possible, set behind the existing historical boundary wall so as not to impact the view from the street. Both will be constructed of buff brick to match the new teaching block with green roof the plant room to improve biodiversity and visually soften the view from the street. Further detail of this green roof is secured via condition.

The continuous roof form of the main teaching block façade is punctuated where it cranks to the south; here the building facade lifts up to create a pitched element that responds to Claremont House, referencing the dormers of the mansion house in a contemporary way. It defines the edge of a new courtyard space, created between the existing and new buildings and lifts the scale slightly of the new building where it sits beside its taller and more decorative neighbour. This is where the Post-16 social space is to be located and increased ceiling heights in here set it apart from teaching spaces, creating a special place for the oldest pupils. The south elevation facing the playing fields has been redesigned following Case Officer advice in order to break up the previously blank facade.

Concerns were initially raised with regards to the way in which the new build is to be attached to Claremont House, particularly at junctions with the roof. This interface has therefore been redesigned and significantly reduced following Case Officer advice in order to avoid existing features wherever possible, with the link at first floor reduced to a minimum. A light touch has been proposed through the use of curtain wall glazing on the ground floor. At first floor level the new building steps back and joins to the old with a limited connection in order to avoid interference with the original decorative dormer window. Whilst the connection will occur in part above the eaves, which isn't ideal, overall it is recognised that this interface will not be overly visible from within the site and from public view and as such it is not considered that there will be any harmful impact on the design and character of the historic building and wider area.

Following a request from the Case Officer, the existing external fire escape to the south wing/rear of Claremont House will be removed. This is welcomed and represents a significant improvement and benefit in terms of visual amenity and heritage, as recognised in the Henleaze: Our Place Character Appraisal which states that the 'fire escape at Claremont School is not sympathetic with the original design and undermines its special architectural interest'. It goes on to identify the fire escape as a

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negative feature and enhancement opportunity. The development is in accordance with the aspirations of the Character Appraisal in this respect.

For the new built element, a mixture of materials is proposed that complement Claremont House as well as provide a palette of contemporary materials. These include dark grey metal cladding, textured buff brick, contrasting black brick colonnade, curtain walking and black metal railings. In principle these materials are considered of a suitable quality given the context and in keeping with the main building (Claremont House). To ensure they are acceptable however sample panels are secured via condition. Large scaled detailed drawings of all design features are also secured via condition, alongside a public art plan.

In terms of boundary treatment, the existing stone boundary wall to Henleaze Park is to be retained, which is welcomed. New railings, fencing and access gates are proposed, which are acceptable in principle however large scale detailed drawings are secured via condition to ensure they are of a suitable design quality.

To achieve the number of staff cycle parking spaces required by policy an additional store is proposed along the northern boundary of the site with Henleaze Park. The store will be set below the height of the existing boundary wall and will be of such a scale so it will not impact existing key views of the historic building or design features such as window surrounds. As such the cycle store is considered acceptable on design grounds.

The application proposes a canopy/walkway structure along the boundary with the site and Henleaze Park to provide shelter from the mini-bus drop off points and the main school entrance. Initial concerns were raised in relation to the impact of the structure on the streetscene and impact on views of Claremont House given the bulk, scale and siting. The applicant however provided justification for this element of the scheme, setting out that it is an essential element of the school re-development project and is a necessity given the physical disabilities that a large number of the students have and their need to use motorised wheelchairs or other mobility devices quickly out of the specially adapted minibuses. As such, given the requirements of the school and pupils in this instance no objections are raised to the canopy structure in principle, and it is accepted that it is not possible to amend the siting or height of the canopy. However, further detail is secured via condition to ensure it is of a high quality design and lightweight and slim-line as possible to reduce the bulk, massing and prominence as much as possible.

The development proposes alterations to the main entrance, landscaped curtilage and parking arrangement, including a new dedicated mini-bus drop-off area. The car park will provide a total of 17 car parking spaces, including 2 accessible spaces adjacent to the main entrance of the school. A further 10 mini bus spaces have been provided for pick up and drop off. The increase in parking and hard surfacing is regrettable for the setting of Claremont House. However, this is an understandable and on balance acceptable compromise given the school's expansion and the needs of the students it serves. A sufficient amount of greenery and landscaping will be retained, including the most prominent trees within the site which will give some counter balance to the extent of hard surfacing proposed thereby maintaining a degree of softness for the frontage. Any trees removed will be mitigated by on site replacement planting (24 trees in total) which is acceptable and in accordance with the Council's Tree Replacement Standard. A detailed landscaping plan, including species and diversity of trees is secured via condition.

The development will overall result in the introduction of new fit for purpose Special Educational Needs (SEN) teaching accommodation with improved teaching and learning facilities which is welcomed. Certain elements of the scheme are not ideal, including the loss of landscaping, increased parking and prominent canopy above the boundary wall, which will cause some harm to the character and appearance of the streetscene and the setting of the non-designated heritage asset (Claremont House). Paragraph 203 of the NPPF (2021) states that in weighing applications that directly or indirectly affect non-designated heritage assets a balanced judgement will be required having regard

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to the scale of any harm and the significance of the heritage asset. In this instance the harm is concluded to be less than substantial, with the heritage asset itself not considered of such importance to warrant a refusal based on the identified harm when weighed in the balance with the significant public benefits associated with the proposal, particularly when bearing in mind the great weight afforded to the need to expand or alter schools as set out in Paragraph 95 the NPPF. The application is subsequently considered acceptable and is recommended for approval on design and heritage grounds, subject to conditions.

(C) WOULD THE PROPOSAL UNACCEPTABLY AFFECT THE RESIDENTIAL AMENITY OF NEIGHBOURING RESIDENTIAL PROPERTIES?

Paragraph 185 of the NPPF (2021) states that planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. Development should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and the quality of life and limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Policy BCS23 in the Bristol Core Strategy (2011) states that the locating of development should take account of the impact of the proposed development on the viability of existing surrounding uses by reason of its sensitivity to noise pollution. This policy further states that development should be sited and designed in a way as to avoid adversely impacting upon the environmental amenity or biodiversity of the surrounding area by reason of light pollution. Policy DM35 in the Site Allocations and Development Management Policies (2014) states that any scheme which will have an unacceptable impact on environmental amenity by reason of noise will be expected to provide an appropriate scheme of mitigation.

Policy DM33 in the Site Allocations and Development Management Policies (2014) states that development which has the potential for an unacceptable impact on environmental amenity by reason of pollution will be expected to provide an appropriate scheme of mitigation. This policy further states in the supporting text that light pollution occurs when the night sky, important views or other properties close to development sites become unduly lit by excessive or poorly directed lighting. Light pollution can be mitigated by reducing the overall levels of lighting and ensuring that light is directed away from the sky and nearby light-sensitive development such as housing.

Policy BCS21 in the Bristol Core Strategy advocates that new development should deliver high quality urban design and safeguard the amenity of existing development. Policy DM29 in the Site Allocations and Development Management Policies states that proposals for new buildings will be expected to ensure that existing development achieves appropriate levels of privacy, outlook and daylight. This policy, as well as DM27, further states that new buildings will be expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight. Policy DM30 states that extensions and alterations to existing buildings will be expected to safeguard the amenity of neighbouring occupiers.

Whilst the application site is located in a residential area it is bounded by Henleaze Schools Playing Fields directly to south-east, with Henleaze Infant and Junior Schools located directly to the south-west. Residential properties to the north on the opposite side of Henleaze Park are considered to be sited a sufficient distance away from the proposed development to ensure that no harmful overbearing, overshadowing or overlooking will arise.

As such, the only residential properties which are considered to be located in close enough proximity to the development to be impacted upon are those immediately to the east of the site within Claremont Court, as well as Claremont Lodge and The Bungalow, Henleaze Park (approved as a

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dwelling under application reference 09/02258/F). All of these residential properties contain habitable room windows which directly face the school and development site.

So that the impact of the development on these surrounding properties in terms of overlooking, overshadowing and overbearing can be fully considered the applicant has provided (following Case Officer advice) detailed plans, including sectional drawings, showing the proximity/relationship between the development and neighbours. A Daylight, Sunlight and Overshadowing Assessment in accordance with the 'BR 209 BRE Site layout planning for daylight and sunlight - a guide to good practice, 2nd edition 2011' has also been provided. The assessment includes a study of the overshadowing and sunlight penetration into existing neighbouring gardens and open place, daylight availability on windows of existing neighbouring properties and sunlight availability on windows of existing neighbouring properties.

The Building Research Establishment (BRE) is a former UK government establishment (but now a private organisation, funded by the building industry) that carries out research, consultancy and testing for the construction and built environment sectors in the United Kingdom. Among the BRE's areas of interest are participation in the preparation of national and international standards and building codes, including the UK Building Regulations. BRE is an independent and impartial, research-based consultancy, testing and training organisation, offering expertise in every aspect of the built environment and associated industries.

Overshadowing

Impact on Claremont Court

The proposed new teaching block will create some degree of new transient overshadowing to the driveway of Claremont Court during the evenings in summer, however it is evident from the submitted shadow plan that the habitable room windows of Claremont Court themselves will only be directly impacted upon at 7:00pm in the summer. The driveway to Claremont Court will also continue to have 56% of its area receiving at least two hours of sun on 21 March, which demonstrates compliance with BRE guidelines and as such the loss of sunlight is not likely to be noticeable. As such, based on the detail provided it is evident that the overshadowing impact on Claremont Court will be minimal and restricted to the summer, in the evening, when the sun will be setting in any case. Given this and on balance, the overshadowing impact on Claremont Court is considered acceptable.

Impact on Claremont Lodge

The proposed new teaching block will create some degree of new transient overshadowing to the rear garden of Claremont Lodge in the afternoon (after 5:00pm) during spring, summer and autumn; however the overshadowing will only impact a small section of the rear garden and would not significantly impact on the rear elevation of the property itself. The Claremont Lodge garden will continue to have 91% of its area receiving at least two hours of sun on 21 March, which demonstrates compliance with BRE guidelines and as such the loss of sunlight is not likely to be noticeable. During the summer, the development would result in increased overshadowing of Claremont Lodge itself (specifically the rear conservatory) as well as the rear garden in the afternoon and evening (5:00pm - 07:00pm). As such, based on the detail provided it is evident that the overshadowing impact on Claremont Lodge will be restricted to late afternoon/evening, with the dwelling itself only experiencing overshadowing during the summer, in the evening, when the sun will be setting in any case. Given this and on balance, the overshadowing impact on Claremont Court is not considered harmful enough to warrant refusal.

Impact on The Bungalow, Henleaze Park

Initial concerns were raised that the new teaching block would harmfully overshadow The Bungalow, Henleaze Park given the scale and siting close to the boundary. Following Case Officer advice a

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single storey element of the teaching block at the north-east of the building has been significantly reduced in scale/height and pulled away from the boundaries to the north and east to minimise the impact. Following this amendment, it is evident based on the detail provided that the proposed new teaching block will still create some degree of new transient overshadowing of The Bungalow in the afternoon/evening (after 6:00pm) during summer. It is further evident that the garden to The Bungalow will not receive adequate sunlight (at least two hours) on the 21 March to be compliant with BRE guideline; however this will be no different to the existing situation in which the rear garden is already overshadowed at certain times of the day, during the year. As such, based on the detail provided it is evident that any increased overshadowing impact on The Bungalow, Henleaze Park will be restricted to late afternoon/evening, when the sun will be setting in any case. Given this and on balance, the overshadowing impact on The Bungalow is not considered harmful enough to warrant refusal.

Overshadowing: Conclusion

The submitted Shadow Analysis and Daylight, Sunlight and Overshadowing Assessment demonstrate that the proposed new teaching block will result in some increased overshadowing on surrounding residential properties, namely Claremont Court, Claremont Lodge and The Bungalow, Henleaze Park. However, the overshadowing impact will occur mainly in the late afternoon/evening, during the summer months, with there being no impact on the properties for the majority of the year, and majority of the day. Whilst the minor increase in overshadowing is not ideal, given the above it is considered that the impact on the living environment of surrounding residential occupants will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Overbearing*Impact on Claremont Court*

The proposed new teaching block will be sited approximately 5 metres from the eastern boundary of the site with Claremont Court. This is approximately 4 metres closer to the boundary than the existing rear extensions to the school building. Further, the development will be two storeys in height; significantly taller than the existing single storey rear extensions. It is however recognised that residential properties within Claremont Court are set back a relatively substantial distance from the boundary (approximately 15 metres) with only garages being located close to the boundary; however these contain no habitable rooms. The new teaching block will therefore be sited approximately 20 metres from Claremont Court. Further, based on the sectional drawings provided it is evident that a 25 degree vertical angle taken from the centre of the windows within Claremont Court at ground floor level directly facing the development will remain unobstructed (meaning there is unlikely to be a detrimental effect to daylight). In addition, the Daylight, Sunlight and Overshadowing Assessment demonstrates that all windows within Claremont Court directly facing the development will comply with BRE Guidelines in terms of Vertical Sky Component (VSC) (this is the ratio of the direct sky illuminance falling on the vertical wall at a reference point, usually the centre of the window, to the simultaneous horizontal illuminance under an unobstructed sky) meaning the occupants in the assessed properties 'won't normally notice the reduction in the amount of daylight'. As such, based on the detail provided and following assessment (including recognition of the separation distance) it is concluded that the new teaching block will have no harmful overbearing impact on the amenity of occupants of Claremont Court, nor will the development result in harm to residential amenity in terms of loss of outlook.

Impact on Claremont Lodge

Initial concerns were raised that the new teaching block would have a harmful overbearing impact on Claremont Lodge given the scale and siting close to the boundary. Following Case Officer advice a single storey element of the teaching block at the north-east of the building has been significantly

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reduced in scale/height and pulled away from the boundary with Claremont Lodge to the east to minimise the impact. Following this amendment, the section of the teaching block closest to the boundary with Claremont Lodge will be a single storey in height and set back from the boundary by approximately 8 metres. With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south-west of the rear elevation of Claremont Lodge and will not be sited directly along the boundary with the property. The mansard roof of the two storey element has also been chamfered and the parapet heights reduced in order to minimise the overbearing impact.

The submitted Daylight, Sunlight and Overshadowing Assessment demonstrates that all windows within Claremont Lodge will comply with BRE guidelines in terms of Vertical Sky Component (VSC). Further, it is demonstrated that all south-west facing windows in Claremont Lodge (i.e. rear windows facing the development) will comply with BRE guidelines in terms of annual probable sunlight hours (APSH) meaning the new teaching block 'will have imperceptible impact on the sunlight received in the assessed properties and rooms.' The assessment concludes that following development the south-west facing windows of Claremont Lodge and conservatory will all still receive enough APSH over both the whole year and winter months. All other windows in Claremont Lodge are not facing within 90 degrees of due south and therefore they are not required for APSH assessment according to BRE guidelines.

It is accepted that there will be some overbearing impact given the increase in height and siting of development closer to the boundary than existing, and the presence of the new teaching block will be apparent for occupants of Claremont Lodge, particularly when in the rear garden. However, reducing the height of the single storey element and setting the built form away from the boundary will ensure that any impact will not be overly significant directly at the eastern boundary. Further, the separation distance and orientation of the two storey element in relation to the rear elevation windows and habitable spaces of Claremont Lodge is considered sufficient to ensure that any overbearing impact will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Impact on The Bungalow, Henleaze Park

Initial concerns were raised that the new teaching block would have a harmful overbearing impact on The Bungalow given the scale and siting close to the boundary. Following Case Officer advice a single storey element of the teaching block at the north-east of the building has been significantly reduced in scale/height and pulled away from the boundary with The Bungalow to the north to minimise the impact. Following this amendment the section of the teaching block closest to the boundary with The Bungalow will be a single storey in height and set back from the boundary by approximately 7.5 metres (approximately 11 metres from the rear elevation of the property itself). With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south of the boundary with The Bungalow (approximately 19 metres from the rear elevation of the property itself). As noted above, the mansard roof of the two storey element has also been chamfered and the parapet heights reduced in order to minimise the overbearing impact.

Based on the sectional drawings provided it is evident that a 25 degree vertical angle taken from the centre of the rear elevation windows within The Bungalow at ground floor level directly facing the development will remain unobstructed (meaning there is unlikely to be a detrimental effect to daylight). In addition, the Daylight, Sunlight and Overshadowing Assessment demonstrates that all windows within The Bungalow will comply with BRE guidelines in terms of Vertical Sky Component (VSC). Further, it is demonstrated that all south-west facing windows in The Bungalow (i.e. rear windows facing the development) will comply with BRE guidelines in terms of annual probable sunlight hours (APSH). The assessment concludes that following development the rear south-west facing windows of The Bungalow will all still receive enough APSH over both the whole year and winter months to accord with BRE Guidelines.

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A new retaining wall is proposed close to the boundary between the bin store and The Bungalow; however this will be of a limited height and whilst it will include handrails which will be approximately 0.25 metres taller than the existing boundary fence it is not considered that this would have any harmful overbearing or overshadowing impact on The Bungalow given the limited increase in height above the boundary and visually permeable design of the railings with considerable areas of void.

It is accepted that there will be some overbearing impact given the increase in height and siting of development closer to the boundary than existing. However, reducing the height of the single storey element and setting the built form (including two storey element of the new teaching block) away from the boundary with The Bungalow will ensure that any overbearing impact will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Conclusion: Overbearing

It is accepted that there will be some overbearing impact given the increase in height and siting of development closer to the boundary with neighbouring properties than existing, which is not ideal. The applicant has however sought to minimise this impact during the course of the application through amendments to the scale, siting and design of the new teaching block. Given this, and based on the detail provided (sectional drawings and Daylight, Sunlight and Overshadowing Assessment) it is concluded that the impact on the living environment of surrounding residential occupants will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

Overlooking*Impact on Claremont Court*

Claremont Court contains a number of residential properties with habitable room windows which directly face the school and development site. The proposed new teaching block will be sited approximately 5 metres from the eastern boundary of the site with Claremont Court. This is approximately 4 metres closer to the boundary than the existing rear extensions to the school building. Further, the development will be two storeys in height; significantly taller than the existing single storey rear extensions.

It is recognised that residential properties within Claremont Court are set back a relatively substantial distance from the boundary (approximately 15 metres) with only garages being located close to the boundary (which contain no habitable rooms). The new teaching block will therefore be sited approximately 20 metres from Claremont Court. However, the design, scale and siting of the new teaching block would result in there being a number of windows located at first floor level which would directly face the amenity space, front courtyard/drive and habitable room windows of properties within Claremont Court.

Whilst the window to window distance is relatively significant (approximately 20 metres) following Case Officer advice all windows at first floor level in the east elevation of the new teaching block directly facing Claremont Court will be partially obscure glazed, with the lower portions of the windows obscured. Approximately half of the windows will also be fixed shut and non-opening. The obscure glazed panels to the remaining windows will be openable; however this will be restricted so that the windows can open to a maximum of 100mm past the face of the external brickwork. It is recognised that the upper level panels will be clear glazed and openable, and that the windows to the hygiene rooms in the east elevation will be clear glazed; however these windows will be located at high level and would therefore not allow for any views or outlook. Overall this will allow adequate natural light and ventilation for the teaching spaces and classrooms however will ensure there will be no harmful

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overlooking of Claremont Court. It is therefore concluded that the residential amenity and privacy of residential occupiers of Claremont Court will not be harmfully impacted upon.

Impact on Claremont Lodge

The section of the teaching block closest to the boundary with Claremont Lodge will be a single storey in height and set back from the boundary by approximately 8 metres. With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south-west of the rear elevation of Claremont Lodge and will not be sited directly along the boundary with the property.

Whilst there will be no windows in the new teaching block which will directly face the rear windows to Claremont Lodge, following Case Officer advice the majority of the windows at first floor level in the east elevation of the new teaching block will be partially obscure glazed, with the lower portions of the windows obscured. Approximately half of the windows will also be fixed shut and non-opening. The obscure glazed panels to the remaining windows will be openable; however this will be restricted so that the windows can open to a maximum of 100mm past the face of the external brickwork. It is recognised that the upper level panels will be clear glazed and openable, and that the windows to the hygiene rooms in the east elevation will be clear glazed; however these windows will be located at high level and would therefore not allow for any views or outlook. Overall this will allow adequate natural light and ventilation for the teaching spaces and classrooms however will ensure there will be no harmful overlooking of Claremont Lodge or its rear garden.

The glazing to the windows furthest south along the eastern elevation will be clear glazed at upper levels, however the LPA is satisfied that the presence of existing trees/planting, angle of view (which isn't direct) and separation distance between these windows and Claremont Lodge (approximately 42 metres to the rear elevation and 30 metres to the rear garden) is sufficient to ensure that there will be no harmful overlooking of Claremont Lodge or its rear garden from these windows.

It is recognised that there is a difference in ground levels between Claremont Lodge and the application site, with the proposed teaching block being sited at a higher position. It is further acknowledged that there will be a number of windows in the east elevation of the teaching block at ground floor level which will be clear glazed. Despite this, it is not considered that there will be any harmful overlooking of Claremont Lodge or its rear garden given the proposed introduction of new boundary treatment (1.8 metre tall timber fence) which will limit/restrict views. Additional tree planting is also proposed along the boundary to provide additional screening. Whilst there will be a raised timber decked area around the eastern perimeter of the site it is not considered that this will cause any harmful overlooking of Claremont Lodge given its low level siting at ground floor level and given the presence of existing and new boundary treatment as noted above. The applicant has also confirmed that there will be no pupil access to the north-east section of the site

It is therefore concluded that the residential amenity and privacy of residential occupiers of Claremont Lodge will not be harmfully impacted upon in terms of overlooking of habitable room windows and the external amenity spaces.

Impact on The Bungalow, Henleaze Park

The section of the teaching block closest to the boundary with The Bungalow will be a single storey in height and set back from the boundary by approximately 7.5 metres (approximately 11 metres from the rear elevation of the property itself). With regards to the two storey element of the teaching block, this will be sited approximately 15.5 metres to the south of the boundary with The Bungalow (approximately 19 metres from the rear elevation of the property itself).

There will be no windows in the new teaching block at first floor level which will directly face the rear elevation of The Bungalow. At ground floor level, it is recognised that there will be a window in the northern elevation of the single storey block which will directly face the rear elevation of The

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Bungalow. This will serve a food and drink preparation area, which is an area of the school which will not be used or occupied throughout the day (as per teaching classrooms) and the window will be obscure glazed and fixed shut which would therefore not allow for any views or outlook. As such, it is considered that there would be no harmful overlooking of The Bungalow from the new teaching block.

It is recognised that there is a difference in ground levels between The Bungalow and the application site, with the proposed teaching block being sited at a higher position. As noted above however, there will be no pupil access to the north-east section of the site directly along the rear boundary with The Bungalow. New boundary treatment (1.8 metre tall timber fence) as well new trees are also proposed which will limit/restrict views. Whilst there will be a raised timber decked area around the eastern perimeter of the site it is not considered that this will cause any harmful overlooking of The Bungalow given its low level siting at ground floor level and given the presence of existing and new boundary treatment as noted above. Further, this area of the site will be a delivery and service route with limited access for staff only, no communal staff areas are proposed in this area; nor will the area be used as an external amenity space for staff.

It is therefore concluded that the residential amenity and privacy of residential occupiers of The Bungalow will not be harmfully impacted upon in terms of overlooking of habitable room windows and the external amenity spaces.

Conclusion: Overlooking

It is recognised that efforts have been made to reduce/restrict harmful overlooking between the development and surrounding residential properties, with the internal layout, location of windows and type of windows all ensuring that no harmful overlooking will occur. A condition is attached to ensure that any obscure glazed and non-opening windows as shown on the approved plans will be installed as such prior to occupation, and maintained as such in perpetuity. Additional boundary treatment is proposed at ground floor level to limit overlooking, and restricted access is proposed to external spaces close to residential boundaries. The overlooking impact of the development is therefore considered to be acceptable.

Overshadowing, Overbearing and Overlooking - Conclusion

It is accepted that there will be some overbearing and overshadowing impact given the increase in height and siting of development closer to the boundary with neighbouring properties than existing, which is not ideal. The applicant has however sought to minimise this impact during the course of the application through amendments to the scale, siting and design of the new teaching block. Parapets have been reduced and the roof form amended to keep the height to a minimum. The loss of a Rebound Therapy space (Trampolining) has been a compromise for the school in order to achieve a reduction in scale and re-location of plant spaces has been required. Whilst further amendments were sought, the applicant confirmed that it would not be possible to deliver the required uplift in pupil numbers and meet the specific requirements of the school with any further reduction in floorspace. The overall layout has also been developed for each classroom with the required ancillary spaces to meet the specific needs of the school. Developing other locations within the school curtilage could also have impacted trees protected by Tree Preservation Orders, or the setting of the main building which is a heritage asset. As such, it was confirmed that no further amendments to the design, scale or layout could be accommodated. Given this, and based on the detail provided it is concluded that the impact on the living environment of surrounding residential occupants will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and giving consideration to Paragraph 95 of the NPPF which states that planning authorities should give great weight to the need to expand or alter schools.

It is evident that a section of land to the south/eastern corner of the site will remain undeveloped, where it previously accommodated a hydrotherapy pool. It was requested that the applicant justify why this area of the site will remain undeveloped, as in terms of residential amenity it would be

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preferable if floorspace could be accommodated here, where there are no neighbouring residential properties in close proximity, rather than close to the boundary with neighbouring properties to the north. The applicant noted that any alternative design to develop this area of the site will leave inadequate usable external play space to the south and south/west of the teaching block. The arrangement/layout of the building would also mean that essential adjacencies were no longer possible, a compromise that the school were unable to accept due to operational impacts; the nature of the users of this building means that certain facilities (particularly hygiene facilities) need to be within easy access of classrooms, as opposed to standard schools where pupils can easily move through the school independently to access such services. In terms of siting the extension to the western side of the school (away from neighbouring properties) this is also considered unsuitable as this location is both limited in size due to the proximity with Henleaze Infant School, but primarily would impact upon the setting of Claremont House (heritage asset) and the area to the front of school including mature trees. Acknowledging that some of the trees to the front of the school will be removed to facilitate the improved mini bus and parking layout, great consideration has been given to the need to protect both the setting of Claremont House and retain as many of the mature trees as possible (many of which are protected by a TPO).

Noise, Light and Odour

Following consultation, the Council's Pollution Control Officer raised no objections to the principle of development, and whilst some concerns are raised in relation to noise and disturbance it is considered that these can be adequately dealt with via conditions.

Following the submission of further detail in the form of a Noise Impact Assessment looking at plant, ventilation and extraction equipment the Council's Pollution Control Team confirmed they are satisfied that the new and re-positioned plant and ventilation equipment will not be harmful to the amenities of surrounding residential properties in terms of noise and disturbance. The predicted noise rating level set out in the report for all plant of 30 dBA outside is very low and not a level that should not cause any harm to neighbouring residents. To put this into context BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings recommends that it is desirable for a level of 50 dBA to not be exceeded in outside areas during the day and a level of 30 dBA should not be exceeded within a bedroom at night. Between 10 & 15 dB is removed for an open window so internal levels at night will be 20 dBA, which will be below the recommended 30 dBA or lower level for within a bedroom at night. A condition is however attached to ensure that the rating level of any noise generated by plant & equipment as part of the development shall be no more than 30 dBA at any residential property. Given the above and subject to condition, it is considered that any new plant and equipment will cause no harm to the amenity of surrounding residential properties in terms of noise and disturbance.

A condition is also attached to this permission requiring that 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 maintenance have been submitted to and approved by the Council.

The Council's Pollution Control Officer confirmed that it is unlikely that the noise generated by the food and drink preparation area would be harmful to the amenities of surrounding residential properties given the use it serves (school) and separation distance from surrounding residential properties. No significant changes are proposed to external play areas which could have a harmful impact on the amenity of surrounding properties in terms of noise and disturbance, particularly given that the use of external areas would only take place at break and lunch times during the middle of the day, and during weekdays only.

An existing refuse/recycling store is located in the north-eastern corner of the site. The proposal will result in this store being enlarged in size and sited closer to The Bungalow to the east. Concerns were raised during the course of the application that the siting of the store closer to the boundary with The Bungalow could result in harmful noise and disturbance during collection. As such, the design and

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layout of the store has been amended and it has been brought away from the boundary with The Bungalow. It is recognised that the store will remain sited closer to the boundary with The Bungalow than existing, which is not ideal. However, this is considered to be the only suitable location within the site for the recycling/refuse store given the existing arrangement/layout and requirement for access by collection operatives. To ensure no harm is caused to the amenity of occupants of The Bungalow however, the Council's Pollution Control Officer recommended that a condition be attached to the permission restricting activities relating to the collection of refuse and recyclables (and the tipping of empty bottles into external receptacles) to between 08.00 and 20.00. Subject to the imposition of this condition, it is not considered that the enlarged and re-positioned refuse/recycling store will cause any detrimental harm to the amenities of surrounding residential properties in terms of noise and disturbance. The Council's Pollution Control Team also confirmed that there will be no odour related issues given the limited size of the store and the use it serves (school).

To ensure that no harm is caused to the amenity of surrounding neighbouring properties during the construction period (with regards to noise, vibration, dust and site lighting) a Construction Environmental Management Plan is secured via condition.

A condition is also attached requiring that there shall be no commencement of use until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and approved in writing by the Council.

Subject to these conditions, the LPA is satisfied that the proposed development would have no harmful impact on the amenity of surrounding residential properties in terms of noise, light or odour pollution.

(D) HIGHWAY SAFETY, TRANSPORT AND MOVEMENT ISSUES

Section 9 of the NPPF (2021) states that transport issues should be considered from the earliest stages of development proposals so that opportunities to promote walking, cycling and public transport use are identified and pursued and the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account including appropriate opportunities for avoiding and mitigating any adverse effects. This policy further states that development proposals should ensure that net environmental gains, and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

Paragraph 111 of the NPPF (2021) states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Policy BCS10 in the Bristol Core Strategy (2011) states that development proposals should be located where sustainable travel patterns can be achieved, with more intensive, higher density mixed use development at accessible centres and along or close to main public transport routes. Proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport. Policy DM23 within the Site Allocations and Development Management Policies (2014) states that the provision in new development of secure, well-located cycle parking can be very important in encouraging people to cycle regularly. It is important that development proposals incorporate these facilities and parking at the outset of the design process. Applicants should refer to the council's 'Guide to Cycle Parking Provision' for guidance on this matter.

Policy BCS15 in the Bristol Core Strategy (2011) states that all new development will be required to provide satisfactory arrangements for the storage of refuse and recyclable materials as an integral

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part of its design. Policy DM32 in the Site Allocations and Development Management Policies (2014) states all new developments will be expected to provide recycling facilities and refuse bins of sufficient capacity to serve the proposed development. This policy further states that the location and design of recycling and refuse provision should be integral to the design of the proposed development. In assessing recycling and refuse provision, regard will be had to the level and type of provision, having regard to relevant space standards; and the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives.

The application has been considered by the Council's Transport Development Management Team (TDM).

Principle

The site is currently a school for children with profound and multiple learning difficulties (PMLD). There are currently 52 children at the school, ranging from Early Years to Post-16. The secondary and Post-16 education children currently within Redland Green School site will relocate to the application site, and additional capacity added, to increase to 91 pupils (maximum). Staffing numbers will rise from 78 to 103 full-time equivalents.

The proposals will bring all the children currently within the Primary and Sixth form provision to this site, who are currently accommodated elsewhere across the city, and consolidate the specialised offer and facilities for these children and enable expansion of the SEN provision in the City.

There is no objection in principle to the retention of this use. The expansion of the site will however have a transport impact and there are subsequently a number of mitigation measures required to reduce the impact.

Local Conditions

The site is in a predominantly residential area and is neighboured by Henleaze Infants and Junior Schools, which has a pedestrian access directly adjacent to the application site (Claremont School). At peak times the surrounding streets become typically busy with families accessing both schools.

There have been no recorded injury collisions in the area. On record, prior to this planning submission, there has been a complaint to the Council about parking in St Margaret's Drive obstructing forward visibility. TDM confirmed that this issue could be resolved through the implementation of amended waiting restrictions, and overall local conditions don't indicate that there are significant existing highway safety issues in the streets surrounding the site.

Trip Generation

It is acknowledged that a number of surrounding residents have raised concerns about increased traffic and parking. It is accepted that there will be an increase in the number of trips to the site following redevelopment, and there may be impacts on parking near to the site arising from the increase in staff. In line with Paragraph 111 of the NPPF (2021), the LPA is required to make an assessment as to whether this impact on congestion and safety arising from the proposals is considered to be 'severe'.

The school, because of the needs of the children, has a different impact in transport terms from a mainstream school where student travel behaviour could be influenced and active travel promoted towards children and their families. Nearly every pupil at Claremont School arrives by School Transport, which is organised by the Local Authority, and this will continue. This chiefly consists of minibuses and / or contracted taxis. Because of the needs of the pupils, there is little to no scope to influence the number of vehicles brought to the school associated with pupils, and the increase in

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pupil numbers will inevitably increase the number of these vehicles accessing the school.

The benefit of this organised transport is that the School Transport vehicles can be managed to some extent, through communication with the providers, the school and the Council. Because of this, there is greater control over the behaviour of these drivers, and the vehicles can be brought into the site, away from the highway, and managed internally to ensure that conflict is reduced within the site and on the surrounding highway network. The direction of travel can also be influenced, so there is less conflict at peak times.

Staff trips will generally be outside of the peak times of arrival of the children, so the cumulative increase in all trips will be spread over a longer peak period. There will be an increase in staff accessing the site (from 70 Full Time Equivalent (FTE) staff to 103 FTE). In reality it is recognised that the actual numbers of staff will be more than 103, as there will be part time staff making up the full-time equivalents. However, these will not all be arriving at the same time, as is the nature of the part time role. Staff such as SMSAs, healthcare assistants, teaching assistants, and other non-teaching staff are likely to have different timed arrivals. The peak time arrival calculation proposed by the applicant in their Transport Statement that there will be an additional 22 trips is therefore considered robust and reasonable, and is not considered to impact 'severely' on the local highway network, although there may be localised congestion at peak times, as is expected where there are school sites.

Travel Planning

Due to the nature of the pupils' travel, TDM confirmed that there is no influence a Travel Plan can have on the travel behaviour of the children. However, there is some potential to reduce the impact of staff driving in single occupancy vehicles, and as such, the school have been put in contact with the Council's Business Travel Planning team and are working on Travel Plan measures and incentives which could reduce the number of staff needing or wishing to drive to the site. A Travel Plan covering this is therefore secured by a pre-occupation condition.

Access

The western parking area would be the main access for all pupils and visitors, by car, minibus, cycle and on foot.

The eastern yard is currently proposed to be used for servicing vehicles and deliveries. The separation of these two functions is beneficial as this removes any potential conflict between vulnerable pupils and larger servicing vehicles, whose drivers who may be unfamiliar with the site and its needs. Swept paths for a refuse vehicle and servicing vehicle have been provided and are adequate. Vehicular movements will be reduced at this entrance.

Following amendment the entrance to this area will have bi-fold gates which are considered adequate to not obstruct vehicle movements.

Pedestrians

The access for pedestrians into the school site will be segregated from the vehicular access. It will be monitored and managed through an intercom system. The entrance has been designed to ensure that there is sufficient pedestrian waiting space beside the access to avoid traffic on Henleaze Park and the main vehicular access. Access into the site will be level. This is considered acceptable and will avoid any safety issues arising.

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Cyclists

Cyclists will be expected to use the main vehicular access. This is adequate as there will be a relatively low number of vehicles using this access and the busier times will be managed, so conflict can be reduced.

Vehicles

The dedicated School Transport and parents will be able to access the site through the reconfigured school access to the western car park.

Alterations have been made during the course of the application to the internal arrangement of the car park space to ensure that the on-street issues for the surrounding highway network are reduced, including significantly increasing the number of minibus bays.

It is expected that all school transport will enter the school site, pick up / drop off children, turn within the site and then leave. This is acceptable and will limit the impact on the surrounding highway network.

It is accepted that full visibility for vehicles emerging from the carp park can't be met. However TDM confirmed that there would be no worsening of this visibility and the reduction of wall at this location is likely to improve the current situation. In this specific circumstance, given the low volumes of traffic in this location and the familiarity of drivers with the circumstances of the site, this is not considered to be a reason to refuse the proposal on highway safety grounds.

Car Park Design

The car park is shown to be re-configured to include 10 dedicated mini-bus spaces with a covered canopy. Parking will also be available on-site and managed by the school.

Revised swept paths for the minibuses have been provided which demonstrate that the spaces can be easily and safely accessed without detriment to pupil safety and access for other vehicles at peak times.

Traffic Management Statement

The gates will be managed by the school, and arrangements for this are included in the School Traffic Management Statement Rev A submitted 8 Feb 2022.

Further to the original submission, the school have prepared this statement to outline how an increased number of pupils / vehicles movements can be managed. This outlines proposals to ensure that the impact of arriving mini-buses is reduced, including internal car park management, staggering arrival times, and ensuring that each minibus is allocated their own space each day, so all staff and pupils can access the transport quickly and safely. The movements will be managed by staff. Compliance with this document is secured via condition.

The Management Statement refers to a more detailed plan being compiled and reviewed and revised regularly. This is acceptable as the detailed operational requirements are not needed to determine the planning application; it is considered that the proposals included in the Statement are adequate to address the impacts as much as is practicable at this stage.

Some concerns are raised regarding how the school intends to manage the arrivals of the small number of pupils who might demonstrate a 'flight risk' with the school gates being open. TDM however confirmed that this can be secured in the Transport Management Plan, compliance with is secured via condition.

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Car Parking Impact

The Site Allocations and Development Management Policies Local Plan (2014) standard sets out a maximum standard for car parking for developments. The maximum standard for staff car parking for a school is 1 per 2 FTE staff, plus 10% provision for visitors, and an additional 5% for disabled parking provision.

The existing site includes 20 car parking spaces; 2 disabled parking spaces; 3 minibus spaces and no cycle parking facilities. The proposed development will include 15 car parking spaces; 2 disabled parking spaces; 10 minibus spaces and 21 cycle parking spaces.

The minibus bays would be available for staff, visitors and peripatetic staff outside peak times.

The proposed car parking is within the maximum standard and is therefore policy compliant. However, it is recognised that the amount of parking will be lower than current provision, and there will be more staff associated with the site, so there is likely to be a parking impact off-site, and subsequent potential safety concerns.

The school have recently made some arrangements with a local sports ground (Golden Hill) to procure parking spaces off-site. This will slightly reduce traffic within the school streets at peak time and remove parking pressure within the school site and on-street. This arrangement may reduce some of the concerns raised insofar as it will reduce the impact of on-street parking close to the school. There are no concerns about safety or congestion issues arising from the use of this car park. Staff will be expected to walk to the school from this location.

Whilst this arrangement is beneficial, it cannot be considered as direct mitigation of the development because it is outside of the red line boundary and the ownership or management of the school and cannot be secured in perpetuity on the back of this planning application. It is therefore necessary to consider the impact of the application should this additional parking not be available.

Therefore, in the absence of additional parking provision, the applicants were asked to consider mitigation through Travel Planning, car park management, and physical measures to deter unsafe or obstructive parking in the form of waiting restrictions.

A scheme of waiting restrictions in the form of double yellow lines and school keep clear markings in the near vicinity of the site have been included in the application package. These combined measures are deemed to be adequate to reduce the impact of long-term parking by staff and allow safe traffic movement outside of the school.

Cycle Parking

Cycle parking is a minimum standard and is based on the number of Full Time Equivalent staff. The minimum requirement is 1 per 5 staff, and 1 per 100 pupils for visitors. Long stay cycle parking must be secure, covered and well overlooked, as outlined in Bristol's Cycle Parking for Developers guidance.

Following a request from TDM additional facilities for staff for changing, including lockers, showers, and drying facilities have been provided. The cycle parking will also be covered and of a sufficient size to accommodate the number of cycle parking spaces required by policy. This is acceptable.

Proposed physical mitigation measures - highway works

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It is acknowledged that there have been some requests for a one-way system in Henleaze Park following public consultation. Whilst a one-way system may make some flow easier at peak time, it is not considered an appropriate response to an issue which is not an all day / all year occurrence. A one-way system, when the road is less congested, would be more likely to increase traffic speeds, with the absence of oncoming traffic, and would not be considered an appropriate approach to mitigating the time limited nature of this increase in traffic.

The entrance to Henleaze Junior School consists of an obsolete and inaccessible kerbed junction treatment, with outdated and obstructive guardrailing. The applicants have put forward a proposal to consolidate the two accesses to create an improved pedestrian environment by the removal of the barriers, and installation of continuous footway (with dropped kerb for vehicular access to Claremont School) to improve pedestrian priority and access to both schools. This is welcomed.

There is a path leading to Longleat Close which is a popular route for families to the school. A build out at this location has been proposed which will provide better refuge and visibility for pedestrians crossing to the schools and would serve to slow traffic in the vicinity of the site. This is also welcomed.

Alterations to the waiting restrictions have been proposed which will help to reduce conflict. This scheme of waiting restrictions has been included within the application package, and there will be a further formal statutory consultation process through the Traffic Regulation Order process. These measures are secured through a Memorandum of Understanding between the Education Authority and the Planning Authority and a pre-occupation condition.

Construction Management

Construction management is not a matter for consideration at this stage, but there are many concerns raised by local residents about the impact during construction.

The site is not on a restricted route, but given the nature of the area, and proximity to schools, details would be required of how the impact of construction on the highway network would be mitigated, and secured by a pre-commencement planning condition.

This would outline details of vehicular routing, vehicle sizes, temporary traffic management measures and issues such as provision for off-street parking for contractors.

Conclusion

It is acknowledged that there will be an increase in traffic and parking associated with the proposed development and expansion. It is however considered by the Council's Transport Development Management Team and Officers that with an appropriate package of measures including highway works, waiting restrictions, alterations to the internal layout, and appropriate management of traffic within the site, that these can be mitigated to an acceptable level so as to not be a 'severe' detriment to safety on the surrounding highway network and within the site. The application is considered acceptable and is recommended for approval on this basis, subject to conditions.

(E) SUSTAINABILITY AND CLIMATE CHANGE

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

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For major development and development for health or education uses the Sustainability Statement should include a BREEAM assessment. For non-residential development, from 2016, a BREEAM "Excellent" rating will be expected.

Policy BCS14 states that new development will be expected to demonstrate that the heating and cooling systems have been selected according to the following heat hierarchy:

1. Connection to existing CHP/CCHP distribution networks
2. Site-wide renewable CHP/CCHP
3. Site-wide gas-fired CHP/CCHP
4. Site-wide renewable community heating/cooling
5. Site-wide gas-fired community heating/cooling
6. Individual building renewable heating

Following consultation and the submission of further detail the Council's Sustainable Cities Team confirmed that the application is acceptable and that appropriate measures have been undertaken to mitigate and adapt to climate change and meet targets to reduce carbon dioxide emissions.

27 car parking spaces are being provided and three of these will include electric charging which is welcomed. 21 cycle parking spaces are also to be provided which is a considerable uplift on the current situation where there are no staff cycle parking facilities. This will promote sustainable modes of travel and is welcomed. A detailed natural ventilation strategy has been provided demonstrating how opening windows and night-time purging will help to avoid overheating. Dynamic modelling for overheating has also been undertaken and this shows that comfortable temperatures can be maintained in the 2050 weather scenario through the use of MVHR and opening windows. A SuDS strategy has been provided, biodiversity net gain is being targeted, a green roof has been incorporated on the plantroom/store within the service yard and a sensory garden and other areas of planting are proposed. These are also welcomed elements of the scheme which will result in sustainability benefits.

Initially the development proposed a shortfall on the 20% CO2 emission reduction from renewables (achieving a 16.5% reduction), however following the submission of additional detail and modelling it has now been amended to achieve a 20.1% reduction which would be compliant with the policy requirement. This saving will be achieved through air source heat pumps and solar panels, which are acceptable renewable measure. It is noted that the heat pumps will not provide for the full heating/water system including the pool on the site. Whilst heat pumps would be preferable in this instance it is noted that the use of gas is policy compliant, and justification has been provided setting out why the use of heat pumps for the full heating/water system is not possible. Further detail of the air source heat pumps and solar panels, including the exact location and design/technical/specification, is secured via condition.

Following amendment and Case Officer advice the development is committed to achieving a BREEAM "Excellent" rating. This is welcomed and acceptable.

A condition is however attached requiring that prior to occupation, the full BREEAM Post Construction report (prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (or other approved registration body), including dates/receipt confirmation email from the BRE) shall be submitted to the local planning authority and approved in writing. Within 6 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall then be submitted to the local planning authority and approved in writing.

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Bristol Core Strategy (2011) Policy BCS16 states that all development will also be expected to incorporate water management measures to reduce surface water run-off and ensure that it does not increase flood risks elsewhere. This should include the use of sustainable drainage systems (SUDS).

Following initial concerns raised by the Council's Flood Risk Team a revised Sustainable Drainage Strategy (SuDS) was provided, which is acceptable in principle. Compliance with this approved system is secured via condition. The site will be aiming to achieve runoff rates as close as is reasonably practicable to greenfield equivalent and will include SuDS that incorporate at least two of water quality improvements, biodiversity improvements and amenity value. Evidence has been provided that the applicant has approval from Wessex Water to discharge into their system, including acceptable rates and discharge locations. The application is therefore considered acceptable on flood risk grounds, subject to conditions.

(G) WOULD THE PROPOSED DEVELOPMENT RAISE ANY ARBORICULTURE ISSUES?

Paragraph 131 of the NPPF (2021) states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change, and that existing trees should be retained wherever possible.

Policy BCS9 in the Bristol Core Strategy (2011) states that the integrity and connectivity of the strategic green infrastructure network should be maintained, protected and enhanced. Individual green assets should be retained wherever possible and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size. Policy DM17 in the Site Allocations and Development Management Policies (2014) states that all new development should integrate important existing trees. Where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided in accordance with the tree compensation standard. Policy DM15 in the same document states that green infrastructure provision facilitates a positive effect on people's health by providing space and opportunities for sport, play, and social interaction. The provision of additional and/or improved management of existing trees will be expected as part of the landscape treatment of new development.

There are a number of existing trees within the site, including five which are subject to Tree Preservation Order's (TPOs); three to the front of the school (situated within the car park) and two at the rear of the main buildings.

It is evident that the design of the development has been developed with careful consideration to minimise the impact on the most important trees and to enhance tree cover across the site. 29 trees will be removed to facilitate the development, of which 5 are category B and 25 are category C. 20 trees, 1 tree group and 1 hedge will be retained and integrated into the development. Sufficient space and adequate protection measures have been set out in an Arboricultural Impact Assessment to ensure that retained trees are not damaged during the pre-construction and construction phase and to enable their successful development post-construction. 6 trees will be subject to construction within their root protection areas. Special measures are recommended to ensure that these trees are not damaged. These measures are detailed in the Arboricultural Impact Assessment. 24 new trees will be planted around the site to mitigate those lost to development in accordance with the Bristol Tree Replacement Standard.

Following consultation, the Council's Arboricultural Officer raised no objections to the application. It is recognised that the most prominent trees on site (such as T35 and T36) will be retained and adequately protected, which is welcomed.

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Whilst the loss of two Category B trees close to the boundary with Henleaze Park (T38 and T40) is not ideal it is recognised their removal is required to deliver the minibus shelter and covered walkway which is an essential element of the school re-development project and is a necessity given the requirements of the pupils. On balance the loss of these trees is therefore considered acceptable.

The protection measures detailed in the submitted Arboricultural Impact Assessment are considered sufficient to ensure all retained trees will not be impacted upon, subject to a condition to ensure the measures are in place prior to any development at the site. The on-site replacement planting is in accordance with the Council's Tree Replacement Standard and is considered acceptable, however a more detailed landscape plan is secured via condition detailing the precise species and mix of trees to ensure there is some diversity of the ultimately lifespan.

A condition is also attached requiring that prior to demolition/development a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant, the designated site foreman and a representative from the Local Authority to discuss details of the working procedures. A schedule of visits shall be drawn up to ensure the project arboriculturalist is present during key stages of the development, including:

- Removal and replacement of Hard Surfacing within the RPA of trees on site
- Removal of footpath running north-south between T25 and T36
- Construction of parking spaces with RPA of T35, T36
- Installation of any services with RPA

(H) DO THE PROPOSALS ADEQUATELY ADDRESS ANY CONTAMINATION ISSUES RELATING TO THE SITE?

Policy DM34 in the Site Allocations and Development Management Policies (2014) states that new development should demonstrate that:

- i. Any existing contamination of the land will be addressed by appropriate mitigation measures to ensure that the site is suitable for the proposed use and that there is no unacceptable risk of pollution within the site or in the surrounding area; and
- ii. The proposed development will not cause the land to become contaminated, to the detriment of future use

Following consultation, the Council's Contaminated Land team confirmed that the submitted desk study is acceptable and based on the level of detail provided the proposal should lead to no harmful issues related to land contamination.

A condition is however attached requiring that there should be no development (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority.

A condition is also attached requiring that in the event that contamination is found no occupation should take place until the approved remediation scheme has been carried out in accordance with its terms.

A condition is also attached requiring that 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.

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(I) ECOLOGY

Policy DM19 in the Site Allocations and Development Management Policies (2014) seeks to protect habitat, features and species which contribute to nature conservation, and developments are expected to be informed by appropriate surveys.

Following consultation and the submission of additional detail the Council's Ecological Consultant has raised no objections to the proposal, subject to conditions.

A Construction Environmental Management Plan (CEMP) is secured via condition, which will include measures to avoid offences against legally protected and priority species during construction, including site clearance and demolition. Provision will be made within the plan for the appointment of an Ecological Clerk of Works (ECoW) to undertake site visits and to supervise sensitive operations. Where considered to be required by the project ecologist, the CEMP will also be supplemented by a Method Statement for a Preliminary Method of Working (MS-PMW) to avoid accidental harm being caused to any protected, priority or notable habitats or species on site.

A Biodiversity Net Gain Assessment has been provided (Skanska, August 2021) which calculates a 54% net gain, which is acceptable. An Ecological Mitigation & Enhancement Strategy (EMES) is also secured via condition. This will include detail of the provision of bird, bat, insect and hedgehog boxes. A Method Statement is also secured in relation to the creation of living roofs and/or walls. Finally, detail of external lighting is also secured via condition to ensure there will be no light spill above pre-existing levels beyond the site boundaries or onto boundary features which could impact any protected, priority or notable species on site or surrounding.

(J) AIR QUALITY

Policy BCS23 in the Core Strategy (2011) states that development should be sited and designed in a way as to avoid adversely impacting upon the amenity of the surrounding area by reason of fumes, dust, noise, vibration, smell, light and other forms of pollution. Policy DM35 in the Site Allocations and Development Management Policies (2014) states that any scheme which will have an unacceptable impact on environmental amenity by reason of noise or odour will be expected to provide an appropriate scheme of mitigation.

Following consultation, the Council's Air Quality Team confirmed that the development is unlikely to generate significant extra traffic or introduce new exposure to pollution at unacceptable levels. The application is subsequently considered acceptable on air quality grounds.

(K) SPORT AND LEISURE PROVISION

Following consultation, Sport England noted that a replacement hydrotherapy pool is proposed, alongside a hall that can be used for sport. Given the above, Sport England raised no objections to the application. A condition is however attached requiring that the applicant enter into a community use agreement prepared in consultation with Sport England with regards to the school's sports facilities including hydrotherapy pool and include details of pricing policy, hours of use, access by non-educational establishment users/non-members, management responsibilities and a mechanism for review) to ensure there is sufficient benefit for the local community.

(L) SAFETY AND SECURITY

Following the submission of revised plans and additional detail, the Avon and Somerset Constabulary Designing Out Crime Officer (DOCO) confirmed that the proposed development is acceptable and raised no objections to the application on the grounds of safety or security.

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To ensure security issues are fully considered by the school however a Security Management Plan is secured via condition, which will include detail of the management, opening and closing times of the school gates to ensure the school boundary is secure both during school hours and out of normal hours to prevent unwanted intrusion/ASB. The plan will also include detail of electronic access arrangements and audio/visual intercom systems, and detail of surveillance (CCTV) which will need to provide coverage (identification quality) to pupil and staff entrances, site boundaries with residential properties and cycle stores. Lighting will also need to be considered in conjunction with CCTV.

Subject to the Security Management Plan being implemented and complied with it is considered that the development would have no advised impact in terms of safety and security, including in terms of security at neighbouring properties.

CONCLUSION

It is accepted that the development would result in some overbearing and overshadowing impact on neighbouring residential properties, which is not ideal. The applicant has however sought to minimise this impact through amendments to the scale, siting and design of the new teaching block.

Whilst further amendments were sought, the applicant confirmed that it would not be possible to deliver the required uplift in pupil numbers and meet the specific requirements of the school with any further reduction in floorspace. The overall layout has also been developed for each classroom with the required ancillary spaces to meet the specific needs of the school. Developing other locations within the school curtilage could also have impacted trees protected by Tree Preservation Orders, or the setting of the main building which is a heritage asset. As such, it was confirmed that no further amendments to the design, scale or layout could be accommodated.

When assessing the application consideration has been given to the nature of the development and the importance in the wider context in terms of the provision of this type of educational facility within the city. The Council's School Partnerships Team and the Local Authority for SEND Education have confirmed that North Bristol has a high percentage of students with SEND and there is pressure on current specialist provisions because of the level of demand. There are currently 100 children and young people who require a placement at a specialist setting, have not yet secured one and who live in the North of or East-Central Bristol. The school has an excellent record of inclusive practise and there are no concerns around the capacity of Claremont School to deliver as they have the necessary skills and expertise.

The Council's School Partnerships Team further identified that there are many benefits for the children and young people who will be placed in the provision. The redevelopment allowing all school years to be located on one site will mean that transitions are well managed, and this is something children and young people with SEND find particularly tricky. Accommodation that is designed and constructed to meet all SEND needs is also hugely beneficial, as children and young people with all SEND needs will be able to access their local provision and thus contributing to their sense of belonging. The development overall will consolidate the specialised offer and facilities for these children and enable expansion of the SEN provision in the City.

The development will therefore deliver clear benefits which weigh heavily in the consideration of the application. Given this and based on the detail provided it is concluded that any negative impacts associated with the development, including the impact on the living environment of surrounding residential occupants, will not be harmful enough to warrant refusal when weighed in the balance with the nature of the development (SEN school) and taking into consideration the NPPF (2021) which states that planning authorities should take a proactive, positive and collaborative approach to development that will widen choice in education and give great weight to the need to expand or alter schools. The application is therefore recommended for approval, subject to conditions.

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COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will this development be required to pay?

The Bristol Community Infrastructure Levy (CIL) Charging Schedule sets out that non-residential institutions (which includes schools such as the one proposed here) are £0 rated, as such no CIL receipts are anticipated from this development.

EQUALITY ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equality 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 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 Environmental Management Plan

Prior to the commencement of the development hereby approved (including demolition and all preparatory work) a standalone Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority.

This must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

This shall also include measures to avoid offences against legally protected and priority species during construction, including site clearance and demolition. Provision shall be made within the Plan for the appointment of an Ecological Clerk of Works (ECoW) to undertake site visits and to supervise sensitive operations.

Where considered to be required by the project ecologist, the CEMP shall be supplemented by a Method Statement for a Preliminary Method of Working (MS-PMW) to avoid accidental harm being caused to any protected, priority or notable habitats or species.

The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

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Reason: In the interests of the amenity of surrounding residential properties and to demonstrate compliance with: the 1981 Wildlife & Countryside Act (as amended); the 1996 Wild Mammals Protection Act; the 2017 Habitats Regulations; the 2006 NERC Act; the 2006 Animal Welfare Act; and the 1992 Protection of Badgers Act.

3. Protection of Retained Trees during the Construction Period

No work of any kind shall take place on the site until the protective barriers, fencing and measures have been erected around the retained trees, in the position and to the specification shown on the approved Tree Protection Plan (Drawing No. CSB-SUK-XX-XX-DR-W-0001) and as detailed in the approved Arboricultural Impact Assessment referenced 210816-1.0-CSSB-AIA-CH dated 16 August 2021 prepared by Treework Environmental Practice. Once installed photos should be electronically sent to the Local Authority Case Officer, to be verified in writing by the Tree Officer. The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences. The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are removed. Landscaping works within protected areas is to be agreed with the Local Planning Authority and carried out when all other construction and landscaping works are complete.

Reason: To protect the retained trees from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the retained tree(s) give(s) and will continue to give to the amenity of the area in line with Policy DM17.

4. Arboricultural Supervision

Prior to the commencement of the development hereby approved (including demolition and all preparatory work) a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant, the designated site foreman and a representative from the Local Authority to discuss details of the working procedures. A schedule of visits shall be drawn up to ensure the project arboriculturalist is present during key stages of the development, including:

- Removal and replacement of Hard Surfacing within the RPA of trees on site
- Removal of footpath running north-south between T25 and T36
- Construction of parking spaces with RPA of T35, T36
- Installation of any services within RPA of any trees

Copies of written site notes and/or reports detailing the results of site supervision and any necessary remedial works undertaken or required at the agreed key stages of the development shall be submitted to and approved in writing by the Local Planning Authority.

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Any approved remedial works shall subsequently be carried out under strict supervision by the arboricultural consultant immediately following that approval.

Reason: In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.

5. Ecological Mitigation & Enhancement Strategy

Prior to the commencement of the development hereby approved an Ecological Mitigation & Enhancement Strategy (EMES) shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the provision of bird, bat, insect and hedgehog boxes. The location, specification, height and orientation of these features shall be shown on a site plan. The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

Reason: (1) The Natural Environment and Rural Communities (NERC) Act 2006 (Section 40) obliges the LPA '... in exercising its functions, [to] have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity'. In order to discharge its biodiversity duty, the LPA must satisfy itself that all developments deliver ecological enhancement wherever reasonably possible; (2) Ecological enhancement is a requirement of the National Planning Policy Framework (2021) which states (in paragraph 174) that 'Planning policies and decisions should contribute to and enhance the natural and local environment...'.

6. Highway works - General arrangement plan

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works (as indicated in principle on approved plan 1031-002) to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

- Waiting restrictions and school keep clear markings
- Removal of guardrailing and reinstatement of footway.
- Refurbishment of footway on south side of Henleaze Park
- Buildout on north side of Henleaze Park
- Associated ancillary works including (but not limited to) dropped kerbs and tactile paving, drainage, lining, signing, lighting, resurfacing"

Where applicable indicating proposals for:

- o Existing levels of the finished highway tying into building threshold levels
- o Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- o Signing, street furniture, street trees and pits
- o Structures on or adjacent to the highway
- o Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

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

7. 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.

8. Highway Condition Survey

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

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

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

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

9. Submission of Remediation Scheme

No development shall take place (except demolition) until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to

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human health, buildings and other property and the natural and historical environment has been prepared, submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

10. Public Art Plan

Prior to the commencement of the development hereby approved (excluding demolition and early site preparation works) a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The Public Art Plan shall 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 in perpetuity, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that public art is integrated into the design of the development in accordance with Policy BCS21.

11. Material samples

Prior to the commencement of the relevant part of the works hereby approved samples of the following (detailing their intended colour, texture, and workmanship) are to be erected on site and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

(a) All proposed brick types (including mortar and pointing in 1sqm panel)

(b) All paving/external surface material

(c) Dark grey metal cladding

(d) Material for louvred plant screen

(e) Curtain walling

The sample panels shall be retained on site during construction to act as a reference. The development shall be completed in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the external appearance of the building is satisfactory and the character and appearance of the surrounding area will not be harmed.

12. Large scale detail

Prior to the commencement of the relevant part of the works hereby approved drawings to a minimum 1:10 scale (also indicating materials, treatments, and finishes) of the following items shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

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- (a) All new windows, doors, curtain walling, louvres and glazed elements (including sectional profiles, cills, lintels, surrounds and depth of external reveals)
- (b) Proposed minibus walkway canopy and brick colonnade structure, including sectional profile and method of fixing
- (c) Roof eaves, soffits, verges, overhangs, coping and parapets
- (d) Rainwater goods, flues and windcatchers
- (e) Metal railings and gates including sectional profile
- (f) Juliet balconies including black metal railings
- (g) Louvred plant screens
- (h) Recessed brick elements
- (i) All boundary fencing

The detail thereby approved shall be carried out in accordance with that approval.

Reason: To ensure that the external appearance of the building is satisfactory and the character and appearance of the surrounding area will not be harmed.

13. PV

Prior to implementation, details of the proposed PV system including location, dimensions, design/ technical specification together with calculation of annual energy generation (kWh/annum) and associated reduction in residual CO₂ emissions shall be provided within an updated Energy Statement.

Prior to occupation the following information shall be provided:

- Evidence of the PV system as installed including exact location, technical specification and projected annual energy yield (kWh/year) e.g. a copy of the MCS installer's certificate.
- A calculation showing that the projected annual yield of the installed system is sufficient to reduce residual CO₂ emissions by the percentage shown in the approved Energy Statement.

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

14. Air source heat pumps

Prior to implementation, details of the air source heat pumps (including the exact location and design/ technical specification) together with calculation of energy generation and associated CO₂ emissions to achieve a 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 system shall be installed prior to the occupation of the school and thereafter retained in perpetuity.

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

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15. External lighting

Full detail of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior to installation. This shall include lux level contours superimposed on a site plan and shall seek to show that there will be no light spill above pre-existing levels beyond the site boundaries or onto boundary features and neighbouring residential properties. The lux contour plan shall show lux levels at appropriate intervals (0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful). The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

Reason: In the interests of residential amenity and (1) According to paragraph 185 (page 53) of the revised National Planning Policy Framework (NPPF, 2021), 'Planning policies and decisions should... limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation; and (2) to protect the functionality of the Bristol Wildlife Network.

16. Living roofs/walls

Prior to the installation of living roofs/walls a Method Statement prepared by a suitably qualified ecological consultant or landscape architect shall be submitted to and approved in writing by the Local Planning Authority for the creation of living roofs and/or walls. All details shall be shown on a scale plan of the site. The details shall include the location of the living roofs/walls on a scaled site plan, a section across the whole roof/wall at a minimum scale of 1:10 and a strategy to include details relating to the extent, specification, installation method and the management and maintenance of the living roof/wall. The development shall be carried out in full accordance with the approved details or any amendments agreed in writing by the Local Planning Authority.

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

Pre occupation condition(s)

17. 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.

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.

18. Community Use Agreement

No building or use hereby permitted shall be occupied or use commenced until a community use agreement prepared in consultation with Sport England has been submitted to and approved in writing by the Local Planning Authority, and a copy of the completed approved agreement has been provided to the Local Planning Authority. The agreement shall apply to

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the school's sports facilities including hydrotherapy pool and include details of pricing policy, hours of use, access by non-educational establishment users/non-members, management responsibilities and a mechanism for review. The development shall thereafter not be used otherwise than in strict compliance with the approved agreement.

Reason: To secure well managed safe community access to the sports facility/facilities, to ensure sufficient benefit to the development of sport and to accord with the NPPF (2021).

19. BREEAM

Prior to occupation, the full BREEAM Post Construction report (prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (or other approved registration body), including dates/receipt confirmation email from the BRE) shall be submitted to the local planning authority and approved in writing.

Within 6 months of first occupation the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to the local planning authority and approved in writing.

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

20. Landscape (Soft and Hard)

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

- a. a scaled plan showing vegetation to be retained and trees and plants to be planted:
- b. proposed hardstanding and boundary treatment:
- c. a schedule detailing sizes and numbers of all proposed trees/plants
- d. Maintenance schedule to ensure successful establishment and survival of new planting, including watering quantities and schedule.

There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees unless agreed in writing by the Local Planning Authority. Any trees that die, are removed, become severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of completion shall be replaced. Replacement planting shall be in accordance with the approved details (unless the Local Planning Authority gives its written consent to any variation).

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

21. Electric Vehicle Charging Points

No building or use hereby permitted shall be occupied or use commenced until full details of the proposed Electrical Vehicle Charging facilities to serve the development have been submitted to and approved in writing by the Local Planning Authority. This shall include passive provision for a charge point in 20% of spaces with passive provision (ducting and

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cabling) to enable charge points to be added in the remaining spaces at a future date. Charge points should have a minimum output of 7kW. The Electric Vehicle Charging Points as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

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

22. Security Management Plan

No building or use hereby permitted shall be occupied or use commenced until there has been submitted to and approved in writing by the Council a Management Plan for the building which shall include, but not be limited to, details of measures set out below.

(a) Management, opening and closing times of gates to ensure the school boundary is secure both during school hours and out of normal hours to prevent unwanted intrusion/ASB.

(b) Detail of electronic access arrangements and audio/visual intercom systems

(c) Detail of surveillance (CCTV) which should provide coverage (identification quality) to pupil and staff entrances, cycle stores and the enclosed courtyard. Lighting will need to be considered in conjunction with CCTV.

(d) Detail of intruder alarm systems

The approved Security Management Plan shall be complied with throughout the duration of the use.

Reason: In the interests of safety and security.

23. Implementation of Approved Remediation Scheme

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

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

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

24. Reporting of Unexpected Contamination

In the event that contamination is found at any time that had not previously been identified when carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's 'Land Contamination: risk management' guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice.

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Where remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

25. Details of Kitchen Extraction/Ventilation System

No equipment for the extraction and dispersal of cooking smells/fumes shall be installed until details including method of construction, odour control measures, noise levels, appearance and ongoing maintenance have been submitted to and been approved in writing by the Local Planning Authority. The approved scheme shall be installed before the installation of any such equipment and thereafter shall be permanently retained.

Reason: To safeguard the amenity of nearby premises and the area generally.

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

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

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

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

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

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

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

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

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

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29. Completion of Vehicular Access - Shown on Approved Plans

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

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

30. 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.

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

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

Reason: In the interests of highway safety.

32. Completion and Maintenance of Sustainable Drainage System (SuDS) - Shown on Approved Plans

No building or use hereby permitted shall be occupied or the use commenced until the SuDS scheme for this site has been completed in accordance with the approved Sustainable Urban Drainage Strategy referenced CLTS-PEV-XX-ZZ-RP-C-00501 Issue Number P04 dated 11.04.2022 prepared by Pick Everard, submitted on 07.07.2022. The SuDS scheme shall be managed and maintained thereafter in accordance with the agreed management and maintenance plan.

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

33. Obscure glazed, non-opening and restricted opening windows

No building or use hereby permitted shall be occupied or the use commenced until the non-opening obscure glazed windows and the obscure glazed windows with lower panels restricted to 100mm opening have been installed to the east and west elevations in the position and to

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the specification shown on approved plans 02004 P42 and 02006 P44. The windows shall thereafter remain non-opening obscure glazed and obscure glazed with lower panels restricted to 100mm opening in perpetuity.

Reason: to protect the residential amenity of neighbouring properties.

34. Removal of metal fire escape

No building or use hereby permitted shall be occupied or the use commenced until the metal fire escape to the south wing/rear of Claremont House has been removed in accordance with the approved plans.

Reason: In the interests of visual amenity and to accord with the aspirations of the Henleaze: Our Place Character Appraisal.

Post occupation management

35. Energy and Sustainability in accordance with statement

The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the approved Sustainable Energy Statement (CLTS-PEV-XX-XX-RP-ME-00001 Issue P05 prepared by Pick Everard dated 1st June 2022) prior to occupation. A total 31% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 25% 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 in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings)

36. Traffic Management Statement

The measures outlined in the approved School Traffic Management Statement Rev A (submitted 8 Feb 2022) shall be implemented in accordance with the approved Traffic Management Statement for the lifetime of the development unless agreed in writing by the Local Planning Authority.

Reason: To ensure the safe operation of the highway network and internal car park

37. Noise from plant & equipment affecting residential

The rating level of any noise generated by plant & equipment, as determined by 'BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound', shall be no more than 30 dBA at any surrounding residential property.

Reason: To safeguard the amenity of nearby premises and the area generally.

38. Restriction of use of roof

The roof areas of the development hereby permitted shall not be used as a balcony, roof garden or similar amenity area without the grant of further specific planning permission from the Local Planning Authority.

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Reason: To safeguard the amenities of the adjoining premises.

39. Use of refuse and recycling facilities

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers

40. Deliveries and servicing

Activities relating to deliveries and servicing shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenity of nearby premises and the area generally.

41. Works to trees

The development permitted by this planning permission shall be carried out in complete accordance with the approved Arboricultural Impact Assessment referenced 210816-1.0-CSSB-AIA-CH dated 16 August 2021 prepared by Treework Environmental Practice, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the retained trees from damage during construction and in recognition of the contribution which the retained trees give and will continue to give to the amenity of the area.

List of approved plans

42. 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.

02001 PL01 Existing Site Elevations - North and South, received 12 October 2021
 02002 PL01 Existing Site Elevations - East and West, received 12 October 2021
 Memorandum of Understanding dated 08.08.2022, received 8 August 2022
 02010 P46 Bin Store Proposed Elevations and Plan, received 1 August 2022
 06201 P48 Proposed Aerial Views, received 7 July 2022
 09161 P03 Hard Landscape and Furniture Plan, received 14 March 2022
 1031-004 Vehicle Swept Path Plots, received 14 June 2022
 00553 P01 Proposed Drainage Construction Details Page 2 of 3, received 14 June 2022
 00750 P02 Proposed Pavement and Kerb Construction Layout, received 14 June 2022
 00751 P01 Proposed Pavement and Kerb Construction Details, received 14 June 2022
 03006 P42 Section through east elevation showing opening windows, received 14 March 2022
 09413 P25 Bifold gate, received 22 June 2022
 03005 P42 Proposed Site Section In Relation to Existing Bungalow, received 23 February 2022
 FIGURE 5A Vehicle Swept Path Plots, received 14 March 2022
 Traffic Management Plan Rev A, received 8 February 2022
 Transport Statement Rev A, received 14 June 2022
 1031-002 Proposed Waiting Restrictions and Highway Works, received 14 June 2022

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CSB-SUK-XX-XX-DR-W-0001 Tree Protection Plan, received 12 October 2021
492 / 11302 / 1A A Topographical Survey, received 12 October 2021
CLTS-STL-A-71207 Privacy of Bungalow, received 4 February 2022
06005 P35 Existing & Proposed View of Claremont House from Henleaze Park, received 4 February 2022
492 / 11302 / 1B Topographical Survey, received 21 October 2021
Arboricultural Impact Assessment referenced 210816-1.0-CSSB-AIA-CH dated 16 August 2021 prepared by Treework Environmental Practice., received 21 October 2021
Sustainable Urban Drainage Strategy referenced CLTS-PEV-XX-ZZ-RP-C-00501 Issue Number P04 dated 11.04.2022 prepared by Pick Everard, received 7 July 2022
Sustainable Energy Statement CLTS-PEV-XX-XX-RP-ME-00001 Issue P05 prepared by Pick Everard dated 1st June 2022, received 1 June 2022
0001 - TCP Tree Constraints Plan, received 12 October 2021
00001 PL01 Location Plan, received 12 October 2021
00002 PL01 Existing Site Plan, received 12 October 2021
00003 P48 Proposed Site Plan, received 7 July 2022
00100 P04 Proposed Levels Strategy, received 12 October 2021
00500 P03 Proposed Foul Drainage Strategy, received 12 October 2021
00501 P05 Proposed Surface Water Drainage Strategy, received 12 October 2021
01001 P25 Existing Ground Floor Plan, received 25 November 2021
01002 P25 Existing First & Second Floor Plans, received 25 November 2021
01003 P25 Existing Roof Plan, received 25 November 2021
01004 P25 Proposed Demolition Ground Floor Plan, received 25 November 2021
01005 P25 Proposed Demolition First & Second Floor Plans, received 25 November 2021
01006 P25 Proposed Demolition Roof Plan, received 25 November 2021
01007 P48 Proposed Ground Floor Plan, received 7 July 2022
01008 P48 Proposed First & Second Floor Plans, received 7 July 2022
01009 P48 Proposed Roof Plan, received 7 July 2022
02003 P35 Proposed Site Elevations - North & South, received 4 February 2022
02004 P42 Proposed Site Elevations - East & West, received 10 March 2022
02005 P48 Proposed Build Elevations - North & South, received 7 July 2022
02006 P44 Proposed Build Elevations - East & West, received 24 March 2022
03001 PL01 Existing Site Sections - Sheet 01, received 12 October 2021
03002 PL01 Existing Site Sections - Sheet 02, received 12 October 2021
03003 PL01 Proposed Site Sections - Sheet 01, received 12 October 2021
03004 P42 Proposed Site Sections - Sheet 02, received 23 February 2022
04001 PL01 Shadow Analysis - Spring & Summer, received 12 October 2021
04002 PL01 Shadow Analysis - Autumn & Winter, received 12 October 2021
04003 PL01 Shadow Analysis - Spring & Summer - Evening, received 12 October 2021
04004 PL01 Shadow Analysis - Autumn & Winter - Evening, received 12 October 2021
06001 P25 Existing & Proposed View - Henleaze Park, received 25 November 2021
06002 P25 Existing & Proposed View - Kenton Mews, received 25 November 2021
06003 P48 Existing & Proposed View - Entrance from Drive, received 7 July 2022
06004 P48 Existing & Proposed View - Main Entrance, received 7 July 2022
09001 P25 Landscape General Arrangement, received 22 June 2022
09003 P17 Kerb & Edging Plan, received 22 June 2022
09041 C01 Typical Tree Pit, received 12 October 2021
09042 C01 Typical Tree Pit, received 12 October 2021
09043 C01 Typical Soil Profile Detail, received 12 October 2021
09101 C01 Tree Retention & Removal Plan, received 12 October 2021
09121 C01 Landscape Demolition Plan, received 12 October 2021
09141 P13 Planting Strategy, received 1 August 2022
09181 P18 Boundary Plan, received 22 June 2022
09404 P13 Drop-Off Canopy Details, received 4 February 2022
09405 C01 Vehicle Entrance Area Details, received 12 October 2021

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492 / 11302 / 1A Topographical Survey, received 21 October 2021

Reason: For the avoidance of doubt.

Advices

1 Works on the Public Highway

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

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

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

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

2 Traffic Regulation Order (TRO)

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

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

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

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

3 Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic

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management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

4 Highway Condition Survey

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

5 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

6 Highway Works Plan: For the avoidance of doubt, the plan indicated in condition 6 is included in the approved Transport Statement Rev A - Appendix D, referenced 1031-002.

7 Living roof/wall guidance

Please see: <https://www.greenroofers.co.uk/> and <https://livingroofs.org/> for further information and the following reference: English Nature (2006). Living roofs. ISBN 1 85716 934.4 Internet address: <https://documents.net/document/english-nature-triton-full-living-roof-the-structure-may-need-to-be-assessed.html>

Please note that a living roof can be integrated with photovoltaic panels.

The living roof should include calcareous wildflowers and should not employ significant areas of Sedum (Stonecrop), as the latter has limited value for wildlife. The Method Statement should include details of the layout (measurements should be provided), construction and design of the living roof. Design elements should include the following: stones, shingle and gravel with troughs and mounds; log piles; mounds of pure sand 20 to 30 cm deep; coils of rope and areas of bare ground. The use of egg-sized pebbles should be avoided because gulls and crows may pick these up and drop them. An overall substrate depth of at least 10 cm comprising crushed demolition aggregate or pure crushed brick is desirable. Deeper areas of substrate which are at least 20 cm deep are also valuable as they provide refuges for animals during dry spells. An area of wildflower meadow should also be seeded on the roof for pollinating insects. Details of the seed mix and planting proposed should also be submitted, together with a maintenance/management schedule.

For small scale living roofs please see the following web site:

<http://greenroofshelters.co.uk/make-provide/> This has examples of ready-made solutions for living roofs on cycle shelters and bin stores as well as on shipping containers including those for on-site storage. These provide a ready-made solution to the provision of living roofs on site.

8 The Institution of Lighting Professionals (ILP) has published guidance on considering the impact upon bats when designing lighting schemes. They have partnered with the Bat Conservation Trust (BCT) and ecological consultants to write this document on avoiding or reducing the harmful effects which artificial lighting may have on bats and their habitats. This guidance is available on the ILP website as a Guidance Note (GN) and can be downloaded from: <https://www.theilp.org.uk/documents/guidance-note-8-bats-and-artificial-lighting/>

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- 9 With regards to trees and landscaping the following British Standards should be referred to:
- a. BS: 3882:2015 Specification for topsoil
 - b. BS: 3936-1:1992 Nursery Stock - Part 1: Specification for trees and shrubs
 - c. BS: 3998:2010 Tree work - Recommendations
 - d. BS: 4428:1989 Code of practice for general landscaping operations (excluding hard surfaces)
 - e. BS: 4043:1989 Recommendations for Transplanting root-balled trees
 - f. BS: 5837 (2012) Trees in relation to demolition, design and construction - Recommendations
 - g. BS: 7370-4:1993 Grounds maintenance part 4. Recommendations for maintenance of soft landscape (other than amenity turf).
 - h. BS: 8545:2014 Trees: from nursery to independence in the landscape - Recommendations
 - i. BS: 8601:2013 Specification for subsoil and requirements for use
- 10 Guidance on preparing Community Use Agreements is available from Sport England.
<http://www.sportengland.org/planningapplications/>
- 11 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.
 - o Procedures for maintaining good public relations including complaint management, public consultation and liaison.
- 12 Consultation regarding revised application: You are advised to contact **** on **** to discuss a revised submission incorporating amendments more likely to be acceptable to the city council.
- 13 Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.
- 14 Bats and bat roosts: Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations Act. Prior to commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult English Nature (Taunton office 01823 283211).

Supporting Documents

3. Claremont School, Henleaze Park, BS9 4LR.

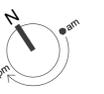
1. Existing Site Plan
2. Proposed Site Plan
3. Proposed Aerial Views
4. Proposed Ground Floor Plan
5. Proposed First and Second Floor Plan
6. Proposed New Build Elevations – East and West
7. Proposed Window Detail

Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.



KEY

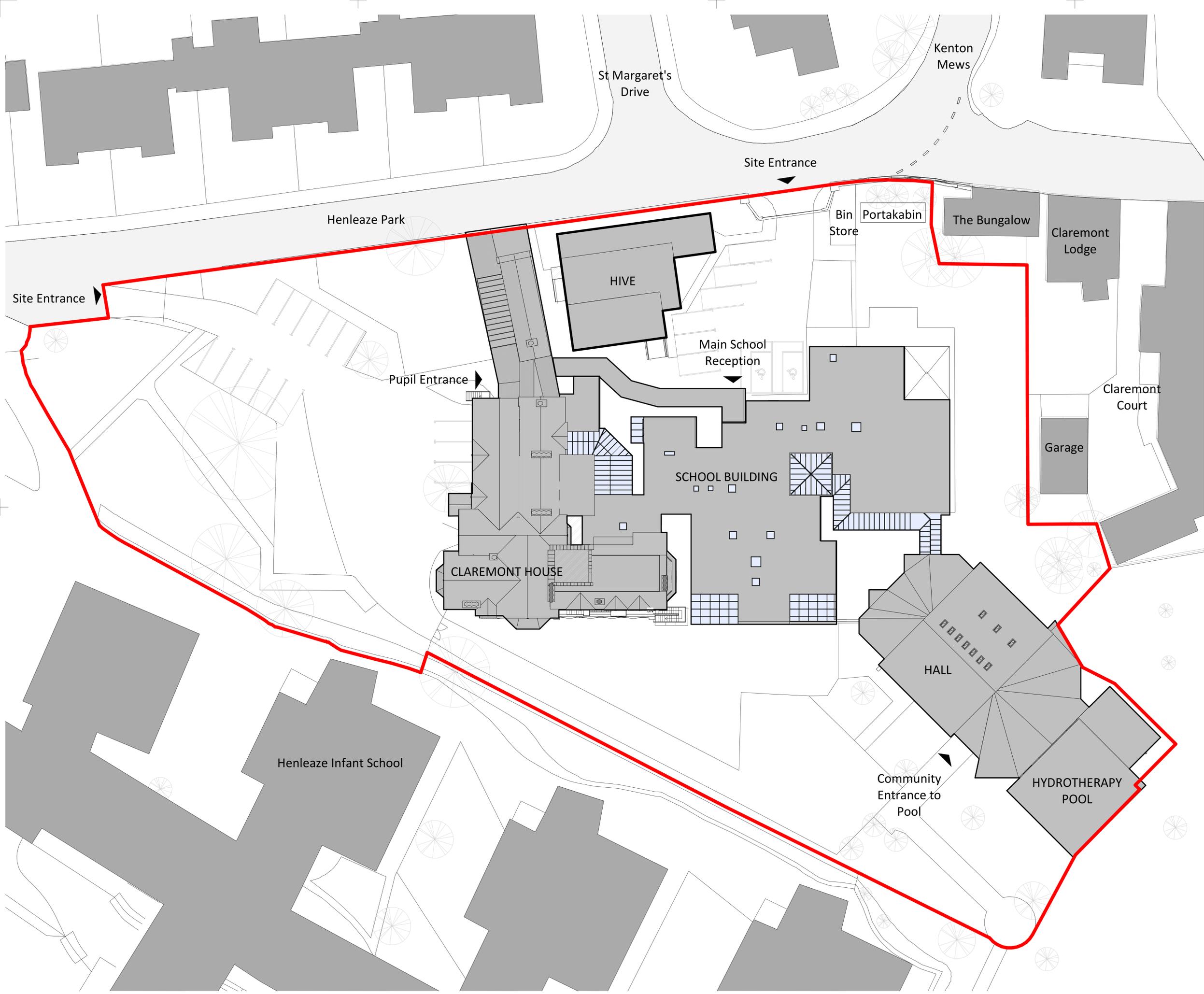
- Site Boundary
- ▼ Entrance Points



NOTES

- Existing Parking Number:
- 16 Standard Spaces
 - 2no. Disabled Spaces
 - 3no. Minibus Spaces

Total: 21 Spaces



PL	PL01	17/08/21	Planning Issue
S4	P21	19/03/21	Stage 01 Issue
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska

STATUS	REV	DATE	DESCRIPTION	REVISD BY
CLIENT				LN
Skanska				HL
				ORIGINATOR NO
				153645

CONSULTANT
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PROJECT
Claremont all through SEN School
Henleaze Park,
Henleaze,
Bristol, BS9 4LR

DRAWING TITLE
Existing Site Plan

SUITABILITY STATUS	SCALE
PL : PLANNING	1 : 200 @ A1

PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-ZZ-DR-A-00002	PL01

Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.

0mm 50mm 100mm

0 5 10 m 20 m

KEY

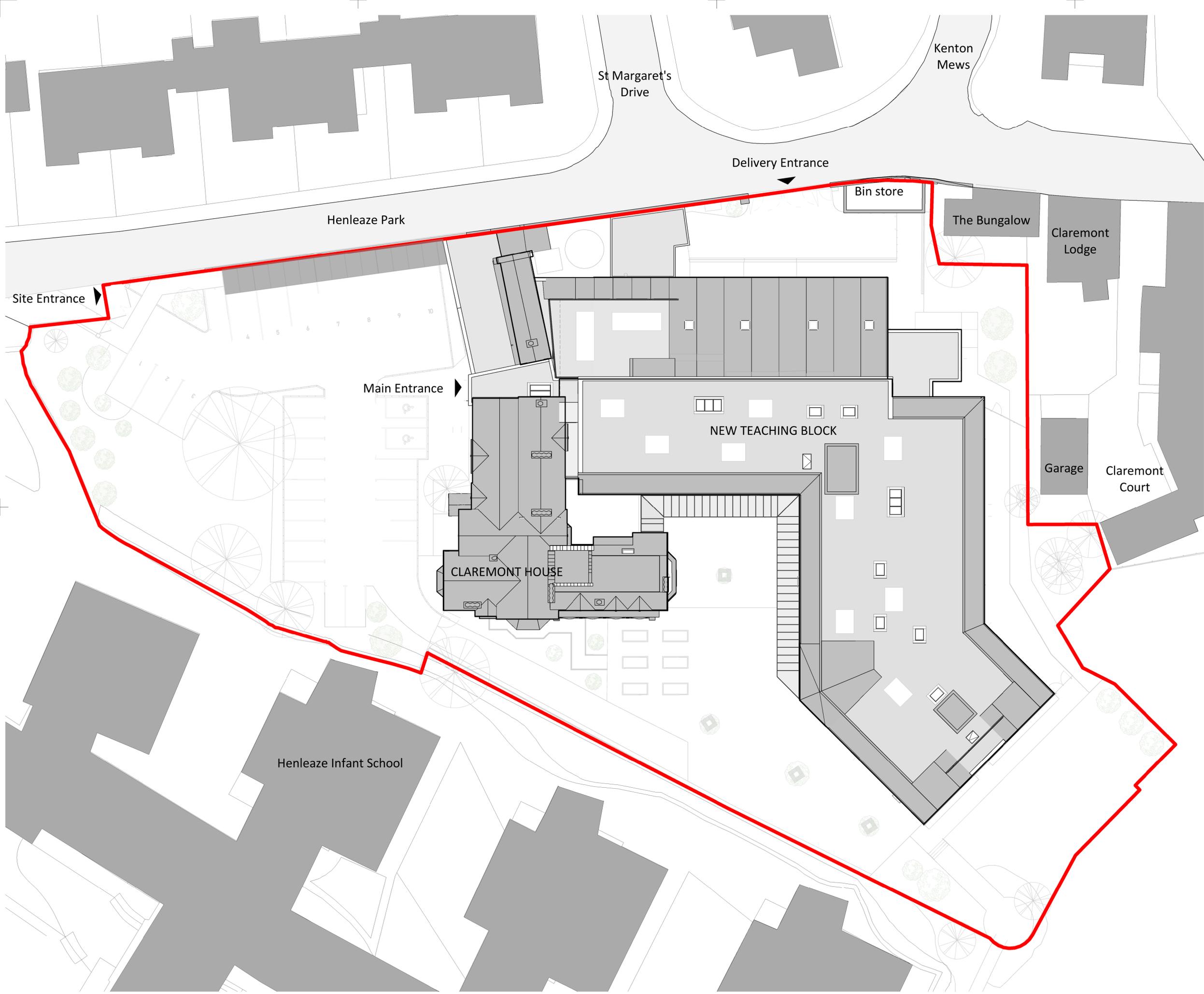
Site Boundary
Entrance Points

NOTES

Proposed Parking Numbers:
- 15 Standard Spaces
- 2no. Disabled Spaces
- 10no. Minibus Spaces

Total: 27 Spaces
(6 additional Spaces from existing)

See drawing number 09001 for proposed landscape arrangement.



S2	P48	22/06/22	Issued for Planning
S2	P47	26/04/22	Issued for Planning
S2	P25	23/11/21	For Planning
S2	P24	01/11/21	For Planning
PL	PL02	22/09/21	Planning Issue
PL	PL01	17/08/21	Planning Issue
S4	P21	19/03/21	Stage 01 Issue
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska

STATUS	REV	DATE	DESCRIPTION	REVISED BY
CLIENT				LN
Skanska				HL
				ORIGINATOR NO
				153645

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Claremont all through SEN School
Henleaze Park,
Henleaze,
Bristol, BS9 4LR

DRAWING TITLE
Proposed Site Plan

SUITABILITY STATUS S2 : SUITABLE FOR INFORMATION	SCALE 1 : 200 @ A1
PURPOSE OF ISSUE: Issued for information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER CLTS-STL-XX-ZZ-DR-A-00003	REVISION P48



1 Aerial View - North East

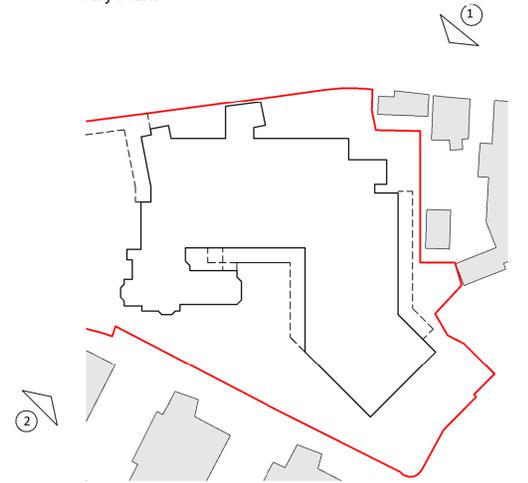


2 Aerial View - South West

Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.

0mm 50mm 100mm

Key Plan:



Note: Rooftop Plant sizes and locations indicative only.

STATUS	REV	DATE	DESCRIPTION
S2	P48	22/06/22	Issued for Planning
S1	P35	01/02/22	Issued for planning
S2	P25	23/11/21	For Planning
S2	P18	11/02/21	Issued for Pre App
S2	P07	10/12/20	Issued for Pre App

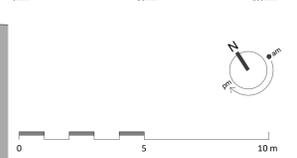
CLIENT	REVISOR
Skanska	LN
	CHECKED BY
	HL
	ORIGINATOR NO
	153645

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 Claremont all through SEN School
 Henleaze Park,
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DRAWING TITLE
 Proposed Aerial Views

SUITABILITY STATUS	SCALE
S2 : SUITABLE FOR INFORMATION	N.T.S @ A1
PURPOSE OF ISSUE: Issued for information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-ZZ-DR-A-06201	P48

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All construction information should be taken from figured dimensions only.



- Department Key**
- Basic Teaching
 - Large Spaces
 - Learning Resource
 - Non Net
 - Non Net Circulation
 - Staff & Administration
 - Storage
 - Supplementary

- Key**
- Rooflight Above
 - Existing Elements
 - Proposed Elements
 - Indicative First Floor Window positions (locations and sizes indicative.)



STATUS	REV	DATE	DESCRIPTION	REVISOR
S2	P48	22/06/22	Issued for Planning	LN
S2	P47	26/04/22	Issued for Planning	LN
S2	P25	23/11/21	For Planning	HL
S2	P24	03/12/21	For Planning	HL
PL	P105	17/09/21	Planning Issue	HL
S4	P21	19/03/21	Stage 01 Issue	HL
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska	HL

Skanska

CLIENT: **Skanska**

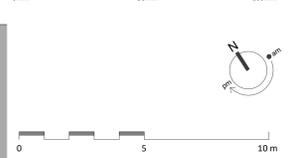
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PROJECT: **Claremont all through SEN School**
Henleaze Park,
Henleaze,
Bristol, BS9 4LR

DRAWING TITLE: **Proposed Ground Floor Plan**

SUITABILITY STATUS: S2 : SUITABLE FOR INFORMATION	SCALE: 1 : 100 @ A0
PURPOSE OF ISSUE: Issued for Information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-00-DR-A-01007	P48

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All construction information should be taken from figured dimensions only.



- Department Key**
- Basic Teaching
 - Large Spaces
 - Learning Resource
 - Non Net
 - Non Net Circulation
 - Staff & Administration
 - Storage
 - Supplementary

- Key**
- Rooflight Above
 - Existing Elements
 - Proposed Elements
 - Indicative First Floor Window positions (locations and sizes indicative.)



First Floor
1 : 100

Second Floor
1 : 100

STATUS	REV	DATE	DESCRIPTION	REVISOR
S2	P48	22/06/22	Issued for Planning	LN
S2	P47	26/06/22	Issued for Planning	LN
S2	P25	23/12/21	For Planning	LN
S2	P24	01/12/21	For Planning	LN
PL	P02	22/09/21	Planning Issue	HL
PL	P01	17/09/21	Planning Issue	HL
S4	P21	19/03/21	Stage 01 Issue	HL
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska	HL

Skanska

CLIENT: Skanska
 REVISOR: LN
 CHECKED BY: HL
 ORIGINATOR NO: 153645

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PROJECT
 Clarendon all through SEN School
 Henleaze Park,
 Henleaze,
 Bristol, BS9 4LR

DRAWING TITLE
 Proposed First and Second Floor Plan

SUITABILITY STATUS	SCALE
S2 : SUITABLE FOR INFORMATION	1 : 100 @ A0
PURPOSE OF ISSUE: Issued for information	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER	REVISION
CLTS-STL-XX-ZR-DR-A-01008	P48



1. New Build East Elevation - Left of Crank
1 : 100

2. New Build East Elevation - Right of Crank
1 : 100



3. New Build West Elevation - Left of Crank
1 : 100

4. New Build West Elevation - Right of Crank
1 : 100

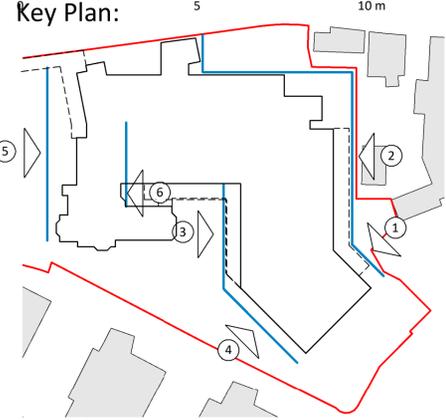
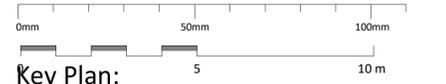


5. New Build West Elevation
1 : 100



6. East Elevation- New infill to Claremont House
1 : 100

Responsibility is not accepted for errors made by others in scaling from this drawing. All construction information should be taken from figured dimensions only.



- Elevation Key**
- 1 Buff Brick
 - 2 Black Brick
 - 3 Brick Parapet-Colour Buff
 - 4 Recessed brick -Colour Buff
 - 5 Metal Cladding - dark grey
 - 6 Curtain Walling (frame dark grey)
 - 7 Manifestation to glazing
 - 8 Spandrel Panel
 - 9 Classroom canopy
 - 10 PPC window system (frame dark grey). Clear glazing
 - 11 PPC Glazed door (frame colour TBC)
 - 12 Obscured glazing to windows.
 - Obscured window- Non-openable window light.
 - Obscured window panel. Low level windows restricted to 100mm opening.
(Note: blue and pink colour is for easy identification of this item only. Neutral glazing colour will be used)
 - 13 PPC Juliette balcony
 - 14 PPC Louvre
 - 15 Louvred doors

STATUS	REV	DATE	DESCRIPTION	REVISOR
S2	P44	22/03/22	Issued for Planning	LN
S2	P25	23/11/21	For Planning	LN
S2	P24	01/11/21	For Planning	HL
PL	PL02	22/09/21	Planning Issue	HL
PL	PL01	17/08/21	Planning Issue	HL
S4	P21	19/03/21	Stage 01 Issue	HL
S3	P20	08/03/21	Planning and Stage 01 drawings issued for review by Skanska	HL

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 PROJECT
 Claremont all through SEN School
 Henleaze Park,
 Henleaze,
 Bristol, BS9 4LR

DRAWING TITLE
 Proposed New Build Elevations - East and West

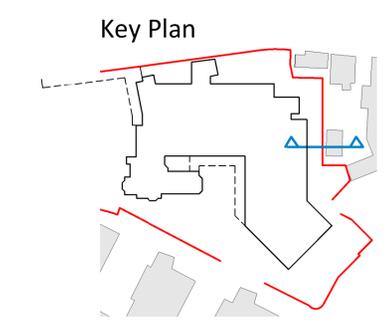
SUITABILITY STATUS S2 : SUITABLE FOR INFORMATION	SCALE 1 : 100 @ A1
PURPOSE OF ISSUE: INFORMATION	
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER CLTS-STL-XX-ZZ-DR-A-02006	REVISION P44

Project:
Bristol Schools

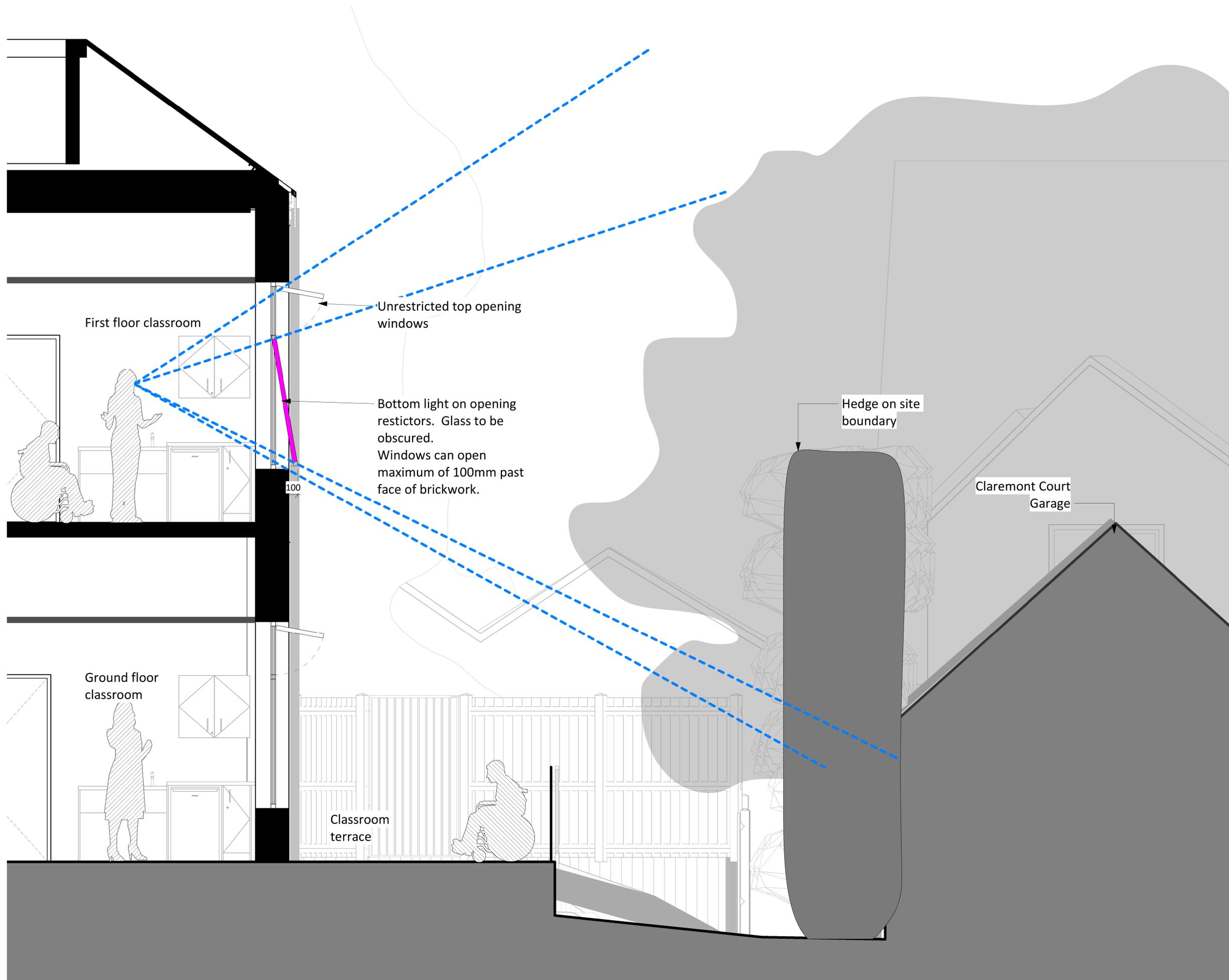
- Notes:
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.
 4. This drawing is to be read in conjunction with all relevant documents and drawings.
 5. This document is a briefing tool aimed at illustrating the required design intent for a Skanska project.
 6. Design responsibility remains with the design team and all information should be checked for suitability on a project by project basis.

KEY CDM RESIDUAL DESIGN AND ENVIRONMENTAL RISKS

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



--- Extent of sight lines



S2	STATUS	P42	10/03/22	Issued for Planning
REV	DATE	DESCRIPTION		

SKANSKA
 240 Park Avenue
 Aztec West
 Almondsbury
 Bristol
 BS32 4SY

Drawing Originator
STRIDE TREGLOWN
 www.stridetreglown.com

Project Name
Claremont all through SEN School

Status code and description
S2 : SUITABLE FOR INFORMATION

Purpose of issue
For Information

Approved by
 HL

Approved Date
 03/09/22

Scale
 As indicated@ A1

Title
Section through east elevation showing opening windows