

WARD: Frome Vale

SITE ADDRESS: The Vassall Centre Gill Avenue Bristol BS16 2QQ

APPLICATION NO: 22/03476/F Full Planning

DETERMINATION DEADLINE: 20 November 2022

DEADLINE:

Demolition of existing buildings and redevelopment of Vassall Centre site to provide housing for older people with associated lounge and communal facilities (Class C2), specialist supported housing for people with learning disabilities (Class C2), re-provision of office space referred to as The Hub (Class E(g)(i)), meeting places for the principal use of the local community (Class F2(b)), a nursery, crèche or day centre (Class E(f)) or non-residential training, employability and education centre (Class F1(a)), a cafe (Class E(b)), landscaping and associated car parking.

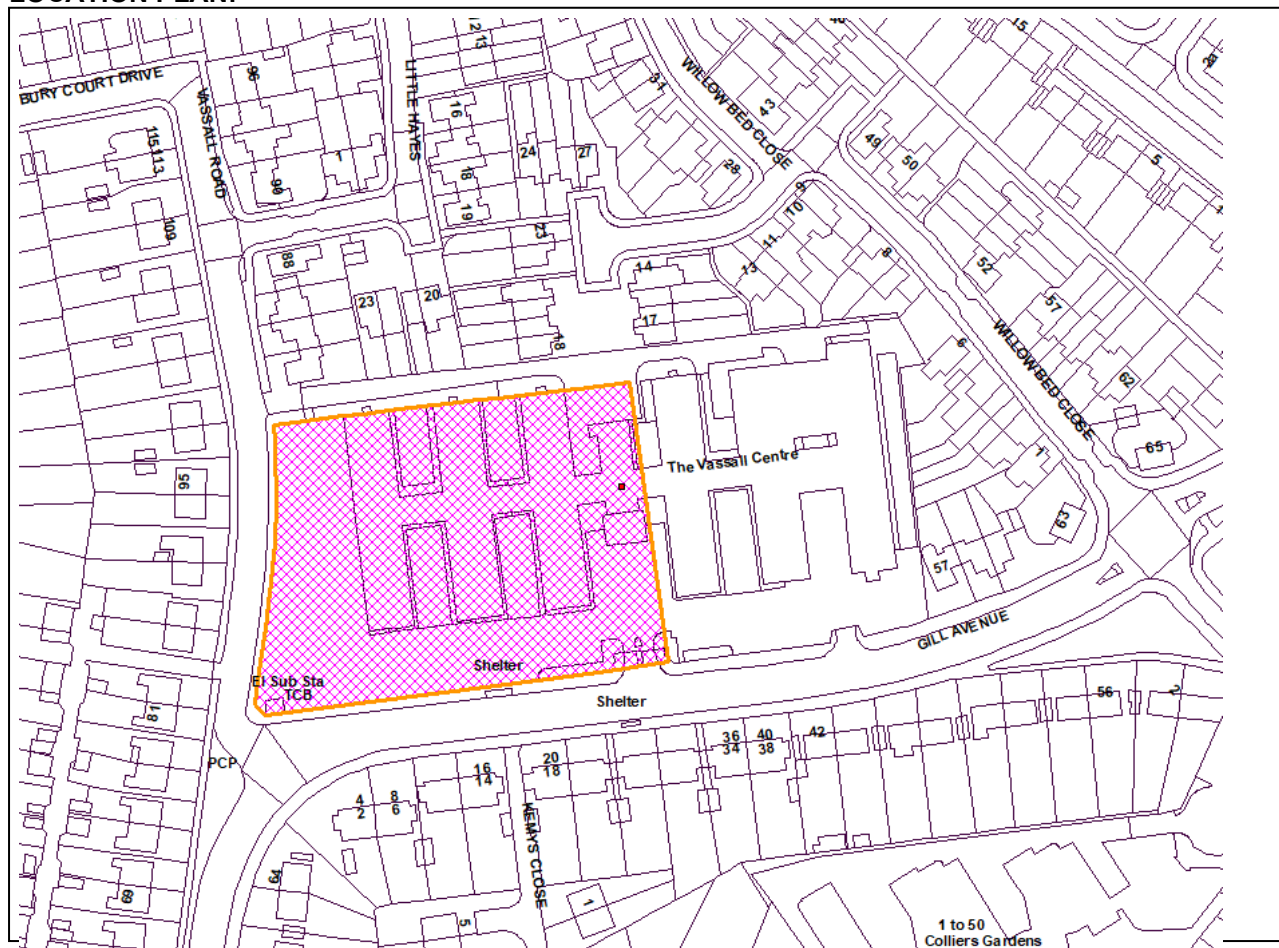
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Alder King Planning Consultants
Pembroke House
15 Pembroke Road
Clifton
Bristol BS8 3BA

APPLICANT: Bristol Charities T/a Orchard
Homes

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

LOCATION PLAN:



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The application is brought Committee due to 89 Neighbour Objections being received.

BACKGROUND

The Vassall Centre is located in Fishponds, East Bristol. It is a 5 minute walk from Oldbury Court and a 10 minute walk from central Fishponds Road. The site is bound by Gill Avenue to the South and Vassall Road to the West. The North and East boundaries are land locked, backing onto existing residential gardens.

The existing buildings on the site are used offices, a conference centre and café providing a training facility for people with a range of disabilities and specifically learning disabilities (Class E (a) and (b) (g) (i) and F1 (e)).

The Vassall Centre is an important part of the community infrastructure in Bristol. Not just in the local area or in Fishponds, but City wide - the Vassall Centre has a wide catchment area, even extending beyond the City boundaries. For many years it has been a centre of excellence for disabled people and for charitable organisations that work with/for disabled people.

PROPOSAL

Demolition of existing buildings and redevelopment of Vassall Centre site to provide housing for older people with associated lounge and communal facilities (Class C2), specialist supported housing for people with learning disabilities (Class C2), re-provision of office space referred to as The Hub (Class E(g)(i)), meeting places for the principal use of the local community (Class F2(b)), a nursery, crèche or day centre (Class E(f)) or non-residential training, employability and education centre (Class F1(a)), a cafe (Class E(b)), landscaping and associated car parking.

HISTORY

21/05063/PREAPP Proposal: The construction of a mixed use development on the site of the existing Vassall Centre. This is likely to comprise new and improved employment floorspace, intergenerational housing and affordable housing for older and younger people and other facilities that will benefit the local community (potential nursery or element of healthcare provision and new/improved café).

RESPONSE TO PUBLICITY AND CONSULTATION

A 14 day neighbour re-consultation was undertaken due to amended plans being received relating to a minor change in description of the proposed development.

The former proposed nursery element has been extended to proposed flexible uses of nursery, crèche or day centre (Class E(f)) or non-residential training, employability and education centre (Class F1(a)) to allow flexibility for a potential end user.

Neighbouring properties have been consulted and 89 letters of objection has been received with the following planning issues:

Amenity:

Overlooking

Proximity of the 3 storey building to existing buildings on Vassall's Road.

Loss of light to neighbouring dwellings.

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Design:

Concerns with 3 storey nature of the buildings.
Flat roof nature of the design.

Parking:

Concerns by residents of lack of parking in the area.
Highway safety impacted.

Transport:

Inadequate local bus service.

Refuse:

Concerns with bin collection.

Change of Use:

Concerns that part of the site will change from office use to residential accommodation for disabled people.

Concerns of loss of community facilities.

Construction:

Concerns of asbestos in the existing buildings.
Noise during construction.

Neutrality:

Concerns that Bristol City Council's decision on the application is not neutral on the application as they are involved in renting some of the units.

Concerns that the details on the person dealing with application at BCC have been redacted.

Consultation:

Concerns that consultations were not undertaken properly.

Nature conservation:

Concern that there is no bat survey.
Concern that noise and pollution will affect wildlife on site.

Impact on water pressure.

Bristol Civic Society

Objection – concerns with the scale and massing and how it would articulate with the surrounding area.

Transport Development Management (TDM)

No objections subject to conditions.

Contaminated Land

No objections subject to condition including an intrusive site investigation prior to commencement.

Sustainable Cities

No objections subject to conditions.

Environmental Protection

No Objections subject to conditioning a CMP.

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Tree Officer

No objections subject to conditions

Housing Enabling Manager

No objections

Site is 100% affordable Housing for Social rent providing much needed single person 1 bedroom accommodation which is lacking citywide.

Crime Prevention Officer

Some concerns raised regarding lack of natural surveillance

Avon Fire & Rescue Service

Has requested the installation of x2 Fire Hydrants and has calculated the cost of installation and five years maintenance of a Fire Hydrant to be £1,500 + vat. This will be included in the S106 agreement.

Nature Conservation

No objections

A Biodiversity Net Gain Assessment that assesses the level of enhancement is also included with this application. This shows a net-gain in biodiversity following completion of the development.

Flood Risk Manager

SUDS Calculations require updating otherwise no objections.

Community Buildings Manager

Concerns that the redevelopment will not provide sufficient replacement community facilities.

Ward Members

No objection received consultation period expired.

RELEVANT POLICIES

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 – PROTECTION OF COMMUNITY FACILITIES

Core Strategy policy BCS12 sets out the general approach to the protection of community facilities. This Development Management policy sets out more detailed criteria to determine the importance of the facility. This includes assessment of the need or demand for community facilities, the suitability of the site or building for a community facility, whether the facility could form part of the new development or whether alternative provision might be more appropriate.

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The term community facilities is wide-ranging and can include community centres and childcare facilities, cultural centres and venues, places of worship, education establishments and training centres, health and social care facilities, sport and recreation facilities and civic and administrative facilities. It may also include other uses whose primary function is commercial but perform a social or community role i.e. sport, recreational and leisure facilities including local pubs.

Community facilities include all uses, commercial or non-commercial, that provide a social or welfare benefit to the community. Whilst protection is sought for all uses that meet this definition, community land and buildings are particularly important. This includes land and buildings that are managed, occupied or used primarily by the voluntary and community sector for community-led activities for community benefit.

When making an assessment of the importance of the community facility consideration should be given to: Local need and demand for the existing community facility or other community facilities that are willing and able to make use of the building g(s) or land; The extent and quality of local provision of the existing community facility; The nature, pattern and frequency of activities taking place at the site; Its contribution to the diversity of community facilities in the locality; The accessibility of the site and other local community facilities by walking, cycling and public transport; In the case of commercial community facilities, whether the use is no longer viable (applicants will need to submit evidence to demonstrate that the site is no longer viable for that use and has been adequately marketed. The latter should be undertaken in accordance with the guidelines on the carrying out of marketing which are available to view on the council's website under planning advice and guidance.); Whether the site or building has been listed as an asset of community value.

A range of data sources including the Community Buildings Audit and Explore Bristol interactive mapping, available on the council's website under community centres and facilities, can be used to understand the extent and distribution of Community Facility provision within a locality. The extent of the locality should relate to the nature and catchment of the community use. Where relevant, consideration should also be given to the suitability of the site for the current use or for other community facilities, including costs associated with any works to adapt the site. Important community facilities that cannot be accommodated on the existing site should form part of any redevelopment or be provided in a suitable alternative location.

The main concern relating to the principle of the development would be the loss of the Vassall Centre, which is considered a community facility. Policy DM5: Protection of Community Facilities requires proposals involving the loss of community buildings and land will not be permitted unless the following is demonstrated:

- 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 applicant will be required to carry out an assessment of this issue to support the planning application.

The existing buildings on the site are used offices, a conference centre and café providing a training facility for people with a range of disabilities and specifically learning disabilities (Class E (a) and (b) (g) (i) and F1 (e)).

The Vassall Centre provides a barrier-free workplace for people with disabilities and has supported employment and training facilities over the years to a number of important and well-known charities, social enterprises and not for profit organisations. Bristol Charities purchased the site in April 2021

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and is continuing to manage the office accommodation and retaining all current tenancies listed above. The existing building includes offices, workspace for disabled people, a conference centre and café providing a training facility for people with a range of disabilities and specifically learning disabilities. The existing buildings are at the end of their practical life-span and have very poor environmental performance.

The redevelopment of the Vassall Centre site provides an opportunity to retain and improve on the services provided at the Vassall Centre to better serve the local community, while making more effective use of the site for tenants, people with disabilities, older people and those in need of affordable family homes and local residents. The provision of 100% affordable family housing will be provided in Phase 2 of the project; this would be over and above Policy compliance for affordable housing. Phase 2 cannot be considered within this application however Phase 1 of the development is intended to cover the loss of community uses for the wider site. Connectivity and future proofing of the development can be considered so that it logically links to Phase 2 this will be covered further on the report.

Phase 1 it is proposed to include the following:

Housing for older people with associated lounge and communal facilities (Class C2 – residential institution) – this will comprise approximately 40 units with a mixture of 1 bed and 2 bed units (3423 sqm);

Specialist Supported Housing for people with learning disabilities (Class C2 – residential institution) – this will comprise 8 x 1 bedroom units (662 sqm);

2116 sq m Class E (g)(i) (re-provided office space referred to as “The Hub”);

353 sq m Class F2 (b) (meeting places for the principal use of the local community) - this is known as “community space” on the ground floor of the Gateway building;

294 sq m Flexible Uses: a nursery, crèche or day centre (Class E(f)) or non-residential training, employability and education centre (Class F1(a)), a cafe (Class E(b));

77m2 sq m Class E (b) (café).

The existing floorspace within the application site is 1,377sq m which is over 50 per cent of the wider site. The proposal will re-provided office space referred to as “The Hub” and provide a total of 2116sq m of community use office space. In addition to this 353 sq m Class F2 (b) (meeting places for the principal use of the local community) and 294 sq m Flexible Uses: a nursery, crèche or day centre (Class E(f)) or non-residential training, employability and education centre (Class F1(a)), a cafe (Class E(b)). These two proposed uses would also be considered community uses therefore the proposal would provide 2763sq m of community uses. This is considered an appropriate amount of floorspace which would replace the existing centre which is considered inefficient.

The existing list of Vassall Centre tenants mentioned in the planning statement will use surplus space in the existing buildings shown in the Phase 2 area until Phase 1 has been completed – this therefore avoids any disruption/unnecessary displacement. Bristol Charities have been working to accommodate tenants that wish to remain at the Vassall Centre in the new accessible hub.

Concerns have been raised that the conference centre within the existing centre will be lost. The ‘Hub’ building will be a 3 storey height building with a community café on the ground floor with bookable meeting space and ‘lettable’ space on levels 1 and 2. The Gateway Building includes bookable community space at ground floor level.

The vision for the site is to create a mixed use, multigenerational development that encourages interaction between the different stakeholders and promotes a healthy inclusive community, whilst retaining and re-providing new, better-quality employment (office) space. In the context of policy DM5 (protection of community facilities) and BCS12 (community facilities generally), the proposed Site Plan shows careful thought has been given to a mix of uses at the site. In this case, providing much needed housing for older people and specialist housing for people with learning disabilities in Phase 1

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alongside new and re-provided employment office space and community related uses such as the retained/improved café but also other proposed ground floor uses like the nursery and lettable community space within the 'Gateway' building. Therefore, on the basis of reinstating the café use and introducing other new community facilities, Bristol Charities feel that they would be able to satisfy criteria iii of policy DM5 which states 'the community facilities can be fully retained, enhanced or reinstated as part of any redevelopment of the building or land.'

It is therefore considered that appropriate replacement community facilities are provided within the site. Given the alternatives provided it is considered that 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.

The proposal is considered to comply with Policy DM5 iii as the community facility can be fully reinstated as part of any redevelopment of the land and is therefore considered acceptable.

i) **PROVISION OF C2 USE.**

This proposal is in part for a nursing and residential elderly care home. It falls under Use Class (C2) which states:

"Use for the provision of residential accommodation and care to people in need of care (other than a use within a class C3 (dwelling house). Use as a hospital or nursing home..."

Bristol Local Plan - Comprising the Bristol Development Framework Core Strategy (June 2011) and the Site Allocations and Development Management Policies (July 2014)

Policy BCS20 underlines the importance of efficient use of previously developed land. Higher densities of development are encouraged at local centres and along main public transport routes.

Policy DM2 from the Site Allocations and Development Management Policies gives greater detail on the mix and location of various housing types across the City. It requires that Older Persons' Housing Schemes should be located close to shops and services and close to good public transport links. It also notes that "accommodation for older persons will be acceptable on all sites allocated for housing subject to the policy criteria."

Policy DM1 (Presumption in Favour of Sustainable Development) of the SADMP outlines that the city's approach to development proposals will generally be positive and reflective of the presumption in favour of sustainable development as referenced throughout the NPPF.

The East area's proportion of people 65 or over is higher than the Bristol population average (13%) at 14% of the wards population. It is estimated that by 2035 the central east of Bristol will need 607 properties for older people and 140 dwellings with extra care facilities. It was acknowledged that the proposed development will provide additional units built to extra care standards that are needed in the area and provide a means of offering support to the wider community.

Residential provision both in the form of a residential care home/retirement home and residential dwellings are also considered acceptable at the site in line with Policy SA1. The residential care home/retirement home provision is particularly welcomed given the current need.

The proposal represents the appropriate re-use of a previously developed site that is situated in a sustainable location in East Bristol in line with Policy BCS20 of the Core Strategy. The development also complies with Policies BCS10 and BCS12 which require community facilities to be located in accessible areas with a choice of transport available and in a location where sustainable travel patterns can be achieved. The easy access onto the main arterial road network and the proximity of local bus stops within 200m of the site access make this site a wholly sustainable option. Policy DM2 of the Site Allocations and Development Management Policies requires older persons' housing to be located in close proximity to shops and services and good transport links. The location adjacent to the shops and facilities of the wider Fishponds area as well as the easy car and bus links to the wider transport network make this site ideal and fully compatible with the aims of policy DM2.

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The original Vassall Centre buildings are single storey and were built in 1945 as a base for American soldiers during the Second World War. By redeveloping the site and increasing the density of development, the overall building footprint (as existing) can be reduced which would make more efficient use of the site in accordance with paragraph 124 of the NPPF. This means there is the opportunity to release some of the site to provide further employment, new community uses, housing for older people and specialist housing for people with learning disabilities as part of the first phase of redevelopment followed by affordable houses and apartments as part of the second phase to the redevelopment. Both phases will benefit from landscaped areas and accessible public open space.

The existing site is commercial and is located within mainly residential area. It is located on a main bus route into and out of the city centre. It is in a sustainable location where national and local plan policies encourage the more efficient use of land, subsequently the redevelopment of the site for C2 Care Facilities is acceptable in principle.

B) ECOLOGY

Policy DM19 is relevant which requires any loss of nature conservation value to be either mitigated on site or off site.

Almost all of the survey area is of minimal nature conservation value and there would be no significant ecological impact associated with re-development on most of the site. There would be a minor adverse impact associated with the loss of a small area of semi-improved grassland.

There will be a minor loss of badger foraging habitat. This is unlikely to have any significant impact on the social group of badgers using the site. No other impact on protected species has been identified but measures to prevent harm to hedgehogs and nesting birds would be required whilst the site is being developed.

There are several opportunities to provide ecological enhancement on the site. The re-development proposals include several measures that will make a positive contribution to the biodiversity value of the local area, including contributions to the aims of biodiversity action plans. These measures include the following: Tree and shrub planting, to include native tree and shrub species and other species of value for birds, insects and other wildlife. The creation of significant areas of species-rich planting, which will provide habitats of value for invertebrates and other wildlife. The inclusion of species of value for insects in ornamental planting schemes. Planting of creepers to create green walls. Provision of built-in swift and bat boxes and insect hotels. The above measures have been conditioned.

A Biodiversity Net Gain (BNG) analysis has been carried out using the Defra (3.1) Metric. This assessment covers only Phase 1 of the scheme. The calculations are summarised at Appendix 2. The baseline scores for the site are: Habitat-based units: 0.29 Hedge units: 0.16. These low figures reflect the built-up current nature of the site and the absence of any native-dominated hedge. The more diverse grassland has been classified as “other neutral grassland” and the less diverse grasslands as “modified grassland”, as dictated by their species mixture. The post-intervention scores for the site area: Habitat-based units: 0.34 Hedge units: 0.43 The result of these measures are positive changes of 15.91% in Habitat Units and 169.72% in Hedgerow Units.

This improvement is due to the significant areas of planting on the site. The planting has been classified as “vegetate garden”, although as proposals are developed it may qualify as a more valuable habitat type.

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The site is not covered by any statutory of local wildlife designations. The buildings are all of a single layer construction with rendered walls. None has any roof space: most are flat-roofed and the one building with a pitched roof is entirely open to the roof. They are all in active use and are well maintained, with door and window frames tight-fitting. The Ecological survey has not made any suggestion of any Bat Survey's due to this.

With the suggested conditions the proposed impact on ecology is not considered detrimental.

C) CONTAMINATION

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

Based on the assessment carried out to date, it is clear that suitable site remediation works can be undertaken to ensure that the contamination, and subsequently the risk to human health, is eliminated from the site in line with policy DM34.

Following consultation, the Council's Contaminated Land team confirmed that the proposed development is acceptable following conditions.

D) IS THE IMPACT ON TREES ACCEPTABLE?

Policy DM17 of the Development Management Policies refers to the integration of existing trees into development. It states that where tree loss is accepted, replacement provision in line with the Bristol Tree Replacement Standard (BTRS) should be provided.

Eight trees will need to be removed in order to construct the proposed development, these include two B-grade trees (T1 & T2) and six C-grade trees (T3–T8). Two hedges (H1 & H10) will also need to be removed and two further hedges (H2 & H4) will need to be partially removed, these have all been classified as C-grade arboricultural features. It will be necessary to compensate for the trees that will be lost as part of new development in order to meet the requirements of Bristol City Council Policy DM17.

In accordance with Policy DM17, five new trees will need to be planted to compensate for the eight trees that would be lost as part of the proposed development. Only 5 trees would be required 3 T1 and 2 T2 as the other trees are only Cat C1.

The applicant proposes to plant an abundance of new trees around the site which will easily exceed the five trees that are required, the locations of these tree are shown on the 'Landscape General Arrangement Plan' which accompanies this submission. A detailed Landscaping specification Plan has been conditioned in order to cover this.

The Tree officer has no objections to the proposal subject to Conditions.

The proposal will have a positive impact on the area due the new proposed tree planting.

E) IS THE DESIGN OF THE PROPOSAL ACCEPTABLE?

Section 12 of the NPPF outlines the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make

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development acceptable to communities. Being clear about design expectations, and how these will be tested is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Policy BCS21 (Quality Urban Design) of the Core Strategy advocates that new development should deliver high quality urban design that contributes positively to an area's character and identity, whilst safeguarding the amenity of existing development.

Policy DM26 (Local Character & Distinctiveness) of the SADMP expands upon Core Strategy Policy BCS21 by outlining the criteria against which a development's response to local character and distinctiveness will be assessed. Development will not be permitted where it would be harmful to local character and distinctiveness or where it would fail to take the opportunities available to improve the character and quality of the area and the way it functions.

Policy DM27 (Layout and Form) of the SADMP outlines that the layout, form, pattern and arrangement of streets, open spaces, development blocks, buildings and landscapes should contribute to the creation of quality urban design and healthy, safe and sustainable places. It should make efficient use of land, provide inclusive access and take account of local climatic conditions.

Policy DM29 (Design of New Buildings) of the SADMP states the design of new buildings should be of high quality. Buildings should reflect their function and role appropriately within the public realm and be capable of adaptation to accommodate alternate uses and future needs. New buildings should incorporate active frontages, have clearly defined main entrances fronting the public realm, incorporate exteriors and elevations which provide visual interest from a range of viewing distances, be visually well organised and well proportioned.

The site is located directly to the north of the Oldbury Court Estate, a residential development built in the mid-20th century which consists mainly of 2-storey semi-detached or terraced houses. Houses in the neighbourhood surrounding the Vassall Centre are of traditional masonry construction, finished in red/buff brick or white/cream render, with the occasional use of reconstituted stone and timber cladding. Typically, the main roofs are tiled with concrete double pantiles.

Furthermore, the application site is in a predominantly residential area surrounded by 2 storey semi-detached housing interspersed with other building typologies including some 3 and 4 storey apartments and a care home.

Gill Avenue to the South of the site is characterised by a wide road and pavements lined with large 2 storey, semi-detached houses with long front gardens. To the East of the site there is 4no. 3 storey apartment blocks angled away from the road. Whilst there is a variety of window proportions and styles, the windows are predominantly a horizontal proportion with a high sill. Along Gill Avenue the materials are mostly buff render with some red brick on the apartment building and brown roof tiles.

Vassall Road to the West of the site connects Fishponds Road to Olbury Court. The road is wide with grass verges and trees towards Fishponds Road but becomes narrower adjacent to the site. Vassall Road is characterised by 2 storey, semi-detached houses with bay windows and driveways. The houses on the lower part of Vassall Road are larger than the houses adjacent to the site. The lower part of Vassall Road is predominantly buff render. The upper part is predominantly red brick. The site currently has a poor relationship to the street. The buildings are set far back from the road and lack street presence. This makes it difficult for people who are unfamiliar with the site to know what facilities and services it offers.

The proposed redevelopment will create a new neighbourhood centre and include different building typologies that reflect the intermediate context. Whilst the proposed buildings are larger than the surrounding houses, the massing has been broken down both horizontally, with recessed balconies and vertically, by introducing a different material on the top floor. This helps maintain a domestic feel to the development.

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The Urban Living SPD is a material consideration in the determination of planning applications. Fishponds falls in the 'Outer Urban Area'. Residential densities are low (typically 30 dwellings per hectare). These low densities have significantly undermined the ability of the area to deliver a range of services within a reasonable walking distance of the home, resulting in high reliance on the car. There have been other successful examples within Bristol of where higher density mixed use development has been provided in 'Outer Urban Areas'. Urban infill schemes emerging in areas like Lockleaze, Fishponds and Southmead. Schemes like Gainsborough Square demonstrate the potential of focussing small-scale, but higher than the prevailing density developments at the focal points in a community. The design of the scheme at a higher density is considered to result in a more effective use of the land and is welcomed.

Proposed public open space provides a focal point within the centre of the site, delivering a verdant character that will significantly enhance the quality of the development.

Given the width of the road and separation distances from adjacent developments the proposed height of the proposed development is considered acceptable.

The design incorporates flat roof buildings keep the overall heights down so the 3 storey massing is not significantly taller than the surrounding 2 storey pitched roof houses.

The proposed scale mass and design is considered inkeeping with the character and appearance of the wider area. The proposal is considered an improvement over the existing buildings and will provide a positive contribution to the streetscene. The proposed design is considered acceptable.

F) WILL THE DEVELOPMENT PROVIDE SATISFACTORY ACCOMMODATION?

There will be 40 no. 1 and 2 bedroom apartments, operated by Bristol Charities, for older people from across Bristol who are in need.

The majority of people Bristol Charities supports are on the lowest incomes or housing benefit. The proposed housing for older people will be let at affordable rents. The housing for older people has been organised around a landscaped courtyard and will be accessed via an open gallery circulation. This approach to the layout enables dual aspect homes with good daylight, ventilation and visual connection to the courtyard and neighbouring streets to be achieved.

The housing for older people has been designed to HAPPI standards and to Extra Care Standards, creating the option to provide housing for older people with care needs. It has been designed in a way to enable a strong connection to the communal area which provides increased opportunity for engagement with social activities. 25% of the apartments have been designed to be wheelchair accessible with a communal lounge and south facing roof terrace that should encourage interaction between residents and help combat loneliness.

In the same way as their other schemes, Bristol Charities will be responsible for the maintenance of the building(s), providing housing management services, a low level alarm service, and Housing Support and therefore consider the proposed Use Class to be C2.

There will be 8 one bedroom apartments on floors two and three of the Gateway building providing eight units of specialist supported housing that will be made available by Bristol Charities to residents with complex support needs. These homes will be serviced by ancillary office, staff sleeping provision and communal space, provided in the footprint of one of the dwelling units. This housing offer has been designed to reflect the varied and complex housing needs of people with a range of differing physical abilities and wider support needs, addressing accessibility, sensory and enhanced safety requirements whilst delivering each resident their own home and an opportunity for independent living.

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The proposed residential care home and specialist accommodation is considered to provide satisfactory accommodation for its residents.

G) WILL THE PROPOSAL HAVE AN ADVERSE IMPACT ON NEIGHBOUR AMENITY?

Section 8 of the NPPF outlines decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Policy BCS21 (Quality Urban Design) of the Bristol Core Strategy advocates that new development should give consideration to matters of neighbouring privacy, outlook and natural lighting. Policy DM29 (Design of New Buildings) of the SADMP states the design of new buildings should be of high quality. To achieve this, new buildings are expected to ensure that existing and proposed development achieves appropriate levels of privacy, outlook and daylight.

i) IMPACT ON PRIVACY

To the North of the site car parking separates the proposed buildings from existing residential dwellings. The nearest point of the proposed buildings is around 14 metres from the side Boundary at No.82 Vassall Road and No.19 Willow Bed Close. Both dwellings have blank side elevations and there would be no unacceptable overlooking to these dwellings or the garden from the proposed development.

The rear of the proposed buildings are around 30 metres from the rear elevations of the existing dwellings on Little Hayes.

The proposed C2 apartments are around 21 metres from the existing dwellings to the West across Vassall's Road. It is considered that the submitted plans show sufficient detail in order to gauge any potential impact on neighbour amenity; it is considered that there are adequate separation distances between neighbouring properties within the development given the measures outlined above. The proposal is not considered to result in overlooking to neighbour amenity to a level that would be detrimental to living conditions.

ii) IMPACT ON LIGHT

In order to properly inform the design, siting and proposed massing of the new Vassall Centre buildings, a specialist was appointed to carry out a daylight/sunlight assessment to ensure the scheme complies with the Building Research Establishment's (BRE) best practice guidance. In accordance with BRE guidance 'at least half of a garden or amenity area should receive at least 2 hours of daylight on 21st March' 3.3.17 BR 209.

The sun study plans demonstrate that the proposals do not prohibit the surrounding gardens from receiving at least 2 hours of direct sunlight on 21st March.

BRE guidance states that if the angle to the horizontal between the centre line of the lowest window and the proposed development is less than 25 degrees then the new development is 'unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building' 2.2.5 BR 209. All neighbour dwellings to the North, West and East of the site clear the 25 degree angle.

Given the layout of the plot of land and surrounding townscape, and the subsequent design, massing and form of the proposed dwelling, it is considered that no unacceptable amenity issues will arise. It is not considered that the proposal would not result in an overbearing impact or loss of light that would be detrimental to neighbour amenity.

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iii) NOISE AND ENVIRONMENTAL IMPACT

Environmental Protection have no objection to the application but do have some concerns with the potential for harm to be caused to nearby residents from demolition and construction works at the development. Concerns have been raised of asbestos presence within the existing buildings.

Noise and Environmental impacts associated with construction can be controlled through a Construction Management Plan and other conditions which have been added.

H) IS THE DEVELOPMENT ACCEPTABLE ON HIGHWAY GROUNDS?

Section 4 of the NPPF outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Policy DM23 (Transport Development Management) of the SADMP outlines that new development should not give rise to unacceptable traffic conditions and will be expected to provide safe access to the highway network. The policy also outlines that new development should be accessible by sustainable transport methods such as walking, cycling and public transport. Furthermore, the policy sets standards for parking provision.

i) TRANSPORT STATEMENT

The applicant has confirmed that residents at the HFOP buildings will live independently and likely be over 75 years old, having relatively little for day-to-day care. 1x permanent member of staff will assist residents during working hours and 1-2x healthcare or support workers will visit the site per week. Trips resulting from the HFOP are therefore likely to be low and car ownership minimal due to the availability of public transport and improved active travel connections to local amenities, including Fishponds Road.

Furthermore, TDM has accepted that the proposed café is unlikely to generate significant additional trips to the site due to its small size and ancillary nature.

ii) TRAVEL PLAN

The applicant's Framework Travel Plan dated July 2022 is acceptable, subject to securing by condition a revised plan in BCC's template (see Guidance) and further details relating to an indicative budget, a fully costed action plan, and a car club. As stated further below, the S106 contribution to be made by the applicant in respect of the Phase 1 Travel Plan will be £3,832.

The revised travel plan should contain details of a car club scheme including:

- the allocation of X car club space(s);
- the provision of X vehicle(s);
- the provision of car club membership for all eligible residents of the development for a minimum of three years;
- promotion of the scheme; and
- the phasing of the scheme's introduction.

It has been agreed that a separate Travel Plan for the Phase 2 site will be submitted for approval upon future application. A separate fee will apply.

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iii) PARKING

In response to TDM's previous comments, the applicant has made the following observations:

- i. It would not be efficient to allocate parking spaces for nursery parents on site given that they are only on site for a very short time and outside of drop-off/collection times the spaces would be redundant. Disabled users would be able to drive on site to drop-off/collect children and use one of the disabled bays.
- ii. The 2 or 3 spaces out of the 6 for the HfOP not used by staff would likely be used by HfOP visitors but could also be used flexibly by visitors to the other uses on site.
- iii. The 2 spaces for the supported housing would also be for visitors to residents which could include occasional specialists attending to particular resident needs.
- iv. As confirmed in the Transport Statement with events held in the Community Space most likely to be in the evenings and weekends the Hub parking would not be occupied outside of normal working hours and therefore would be available for use by visitors attending an event.

In relation to point 'ii' above, the HFOP will benefit from an additional 2x/3x spaces, bringing the total number of HFOP visitor spaces to approximately 8x. In relation to point 'iv', TDM notes that the 5x previously proposed parking spaces at the Gateway building have been replaced by 3x disabled spaces for use by, among others, those dropping off to the Nursery. The total number of spaces at the site will thus be reduced to 49x.

TDM considers that, due to the number of apparently available parking spaces on surrounding streets, evidenced by the applicant's parking survey, and the proposed highway works and internal site measures to encourage pedestrian, cycle, and public transport movements to the site, there is unlikely to be a significant impact on highway safety as a result of the proposed parking arrangements. In summary, TDM have no objection to the level of parking.

iv) ACCESS AND LAYOUT

The proposed site layout for Phase 1 shown within the red line boundary in the landscape GA plan (drawing no. RF-108-001.H), site plan (no. 02104.P06), and ground floor plan (02105.P06) is acceptable. The results of the Stage 1 RSA commissioned by the applicant have not raised any significant concerns. The Phase 2 site layout will be the subject of a future planning application and is not yet agreed.

The applicant has confirmed by email that the proposed North car park will be accessed by automatic gates that swing inwards.

The highway works shown in drawing no. 3453.02A are listed below and agreed, subject to detailed design at S278 stage:

- Redundant vehicle crossovers reinstated to full height;
- At-grade continuous footway vehicle crossovers at all vehicle entrances to the site;
- Footway at Vassall Road to be widened to 2m and additional land adopted;
- Resurfaced footways (shown shaded) adjoining the site;
- Kerb build-outs along Gill Avenue and at the junction with Vassall Road;
- A raised table and informal crossing over Gill Avenue;
- Repainted and realigned road markings along Vassall Road and Gill Avenue;
- Upgraded street lighting in the vicinity of the site; and
- Accessibility improvements at existing and new informal crossing points at Vassall Road, Sherston Close and Symington Road.

Visibility splays shown in the highway works drawing referred to above and vehicle swept path analysis shown in drawing nos. 3453.T07 and 3453.T08 in addition to that shown in Appendix 8.1 of the Transport Statement are acceptable.

To undertake these works, the applicant is required to enter into a Section 278 agreement with the Council and pay the appropriate fee.

The proposal is not proposed to result in a detrimental impact to the parking of the adjacent roads or result in a detrimental impact to Highway Safety.

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The applicant has provided a plan (drawing no. 02140.P01) showing the proposed cycle and refuse storage areas at the site, including the situation of cargo-bike storage at the site. The applicant has also confirmed by email that e-bike charging facilities will be provided within the internal cycle stores.

TDM are happy that the development provides sufficient cycle storage provision and this has been conditioned.

vi) REFUSE

Policy DM32 (Recycling & Refuse Provision in New Development) of the SADMP outlines that all new development should provide bin and recycling storage facilities fit for the nature of development, with adequate capacity for the proposed development, in a location which is safe and accessible for all users and does not harm the visual amenity of the area or neighbouring amenity.

The proposals are largely acceptable, save for the doors of the Hub's bin store, which open over the footway. A revised drawing showing doors that slide or swing inwards and the removal of guard posts on the footway should be secured by condition.

The refuse store proposed is suitable and accessible, the collection point a suitable distance from the highway and has been conditioned.

vii) S106

The applicant must make under a S106 Agreement with the Council a contribution in the sum of £9,899, comprising of a Management and Audit fee in the sum of £3,832 for the Phase 1 Travel Plan, and a TRO fee of £6,067.

viii) ADOPTION

TDM confirms that, subject to revision of the Phase 2 site layout and the below, the Council does not object to the principle of adopting the central roadway leading from Gill Avenue and those serving the residential development at Phase 2. We will not adopt the North car park. However, TDM has agreed with the applicant that, because the character and use of the central roadway will be highly influenced by the design and layout of Phase 2, the Council will not adopt as part of this application any of the site (save for the widened footway at Vassall Road), with a view to adopting the internal site roadways once the final layout of Phase 2 is known. Adoption will be subject to agreement upon further application of required layout changes, maintenance contributions and other matters.

A dedication clause within a S278 agreement will dedicate the widened section of footway.

I) SUSTAINABILITY

Themes of sustainability, carbon reduction and climate change underpin national planning policy. Policies BCS13-15 of the Core Strategy relates to the Council's expectations with regard to sustainable construction of new buildings and emissions in respect of climate change. These policies must be addressed and the guidance within the Council's Climate Change and Sustainability Practice Note followed. New dwellings are expected to minimise energy requirements. This will be achieved by high standards of energy efficiency including optimal levels of thermal insulation, passive ventilation and cooling, passive solar design, and the efficient use of natural resources in new buildings. Core Strategy Policy requires new dwellings are also incorporate an element of renewable energy to reduce carbon emissions by a further 20% above energy saving measures.

A sustainability statement and energy table have been submitted accompanying the application including a range of proposed energy efficiency measures and further on site renewable energy generation measures. Suggested on site renewable energy measures include air to water heat

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pumps, gas peaking boilers, and air to air heat pumps and P.V Panels which is welcomed. Sustainable cities accept the targets can be met and have requested that further details of the proposed renewable energy sources are conditioned prior to occupation.

Following the overheating assessment measures have been included to ensure that the proposal can deal with adaptations of a changing climate.

An Electric Vehicle Point Charging Plan has been conditioned prior to commencement to ensure that the development meets sustainability requirements to limit increases in air pollution.

The proposed development is therefore considered acceptable and would make a positive contribution towards reducing energy consumption and carbon emissions.

J) DRAINAGE

The site is not located within an area at high risk of surface water flooding. When infiltrating SuDS techniques are proposed for a development, if potential contamination concerns are identified on site, it will need to be demonstrated that this can be managed appropriately if infiltrating SuDS are pursued, otherwise an alternative drainage option would be required. A sustainable drainage strategy has been conditioned prior to commencement.

K) CRIME PREVENTION

A concern was raised with lighting and natural surveillance to the site, however this has been improved to the site particularly within the public open space.

The proposal has taken on board the comments from the Crime Prevention officer where possible and a full lighting plan has been conditioned which can help address these issues.

L) OTHER ISSUES**i) Neutrality**

Concerns have been raised that Bristol City Council's decision on the application is not neutral on the application as they are involved in renting some of the units. However, the site is owned by Bristol Charities and any potential BCC link to the site is not relevant to this application. The recommendation has been made considering relevant National and Local Planning Policies and relevant material planning considerations.

Concerns that the details on the person dealing with application at BCC have been redacted. The consultation on the application has been undertaken by the Local Planning Authority following proper procedures.

ii) Consultation

Concerns that consultees have been missed. All statutory consultees have been consulted and consultation on the application has been undertaken by the Local Planning Authority following proper procedures.

iii) Impact on water pressure will be covered through other legislation and is not a material planning consideration.

No other issues.

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During the determination of this application due regard has been given to the impact of this scheme in relation to the 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. The proposed development will provide C2 Specialist and Elderly Care units that are identified as needed in the area and provide a means of offering support to the wider community. The proposal provides an opportunity to retain and improve on the services provided at the Vassall Centre to better serve the local community having positive implications on wider community groups providing an inclusive 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.

CONCLUSION

The redevelopment of the Vassall Centre site provides an opportunity to retain and improve on the services provided at the Vassall Centre to better serve the local community. The proposal is considered to comply with Policy DM5 iii as the community facility can be fully reinstated as part of any redevelopment of the land and is therefore considered acceptable.

The proposed design is considered inkeeping and the proposal meets sustainability targets.

The proposed development will provide C2 Specialist and Elderly Care units that are identified as needed in the area and provide a means of offering support to the wider community.

The proposed positive aspects of the proposal far outweigh any negatives and it is recommended that permission be granted to the proposed development in this case.

The application is recommended for Approval subject to conditions following an S106 regarding Highway Contributions and Fire Hydrants

RECOMMENDED -GRANT subject to Planning Agreement

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

- i. A financial contribution of £5,395 for the making of the Transport Regulation Order
- ii. Fire hydrant £3,000 plus vat.

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

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

The following development types will be liable for CIL:

- i. Development comprising 100m² or more of new build floorspace
- ii. Development of less than 100m² of new build floorspace that results in the creation of one or more dwellings
- iii. The conversion of a building that is no longer in lawful use

In this case, the proposed development would comprise of new build residential floor space creating a new dwelling. The development is therefore CIL liable to the £52806.33

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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. A site specific risk assessment and intrusive investigation shall be carried out to assess the nature and extent of any site contamination and whether or not it originates from the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The results of this investigation shall be considered along with the reports submitted with the original application. The written report of the findings shall be submitted to an approved in writing by the Local Planning Authority prior to any works in connection with the development, hereby approved, commencing on site. This must be conducted in accordance with the Environment Agency's Land Contamination: risk management and BS10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice.

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

3. No development shall take place until a site specific Construction Management Plan has been submitted to and approved in writing by the Council. The plan must demonstrate the adoption and use of the best practicable means to reduce the effects of noise, vibration, dust and site lighting.

The Construction Environmental Management Plan should also include but is not limited to reference to the following:

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.

Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.

Procedures for emergency deviation of the agreed working hours.

Control measures for dust and other air-borne pollutants.

Measures for controlling the use of site lighting whether required for safe working or for security purposes.

Procedures for maintaining good public relations including complaint management, public

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consultation and liaison.

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
- Deliveries, waste, cranes, equipment, plant, works, visitors;
 - o Size of construction vehicles;
 - o The use of a consolidation operation or scheme for the delivery of materials and goods;
 - o Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - o Programming;
 - o Waste management;
 - o Construction methodology;
 - o Shared deliveries;
 - o Car sharing;
 - o Travel planning;
 - o Local workforce;
 - o Parking facilities for staff and visitors;
 - o On-site facilities;
 - o A scheme to encourage the use of public transport and cycling; and
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway; and
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason In the interests of residential amenity.

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

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

5. Prior to the installation of external lighting details of the proposed external lighting shall be submitted to and agreed in writing by the Local Planning Authority. This shall include a lux level contour plan (showing lux levels at frequent intervals and extend outwards to additional

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levels (above the pre-existing background light level) of zero lux) and should seek to ensure no light spill outside the site boundaries. The lux contour levels should be superimposed on a site plan which includes all land that is affected by raised light levels (including land outside the red line planning application area where necessary).

Reason: To conserve legally protected bats and other nocturnal wildlife and to protect the amenity of occupants of nearby residential properties.

6. B1B Approval of road works necessary

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

Where applicable indicating proposals for:

- Reinstated redundant vehicle crossovers to full height;
- At-grade continuous footway vehicle crossovers at all vehicle entrances to the site;
- Footway to be adopted at Vassall Road widened to a width of 2m;
- Resurfaced footways (shown shaded) adjoining the site;
- Kerb build-outs along Gill Avenue and at the junction with Vassall Road;
- A raised table and informal crossing over Gill Avenue;
- Repainted and realigned road markings along Vassall Road and Gill Avenue;
- Upgraded street lighting in the vicinity of the site;
- Any required alterations to existing drainage;
- Accessibility improvements at existing and new informal crossing points at Vassall Road, Sherston Close and Symington Road; and
- Existing levels of the finished highway tying into building threshold levels;
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works;
- Signing, street furniture, street trees and pits;
- Structures on or adjacent to the highway; and
- 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.

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 completed before occupation.

7. Approval of road works necessary

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

Where applicable indicating proposals for:

- Reinstated redundant vehicle crossovers to full height;
- At-grade continuous footway vehicle crossovers at all vehicle entrances to the site;
- Footway to be adopted at Vassall Road widened to a width of 2m;
- Resurfaced footways (shown shaded) adjoining the site;
- Kerb build-outs along Gill Avenue and at the junction with Vassall Road;
- A raised table and informal crossing over Gill Avenue;
- Repainted and realigned road markings along Vassall Road and Gill Avenue;
- Upgraded street lighting in the vicinity of the site;

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- Any required alterations to existing drainage;
- Accessibility improvements at existing and new informal crossing points at Vassall Road, Sherston Close and Symington Road; and
- Existing levels of the finished highway tying into building threshold levels;
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works;
- Signing, street furniture, street trees and pits;
- Structures on or adjacent to the highway; and
- 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.

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 completed before occupation.

8. No development shall take place until (a) detailed part elevation(s) and section(s) at 1:20 scale showing all typical external treatments and building elements such as the windows boxing, soffits and fascias; and interface between the different materials. This must be submitted and approved in writing by the Local Planning Authority. The development will be carried out in accordance with the approved details.

REASON: in order to ensure that the external appearance of the building(s) is/are satisfactory, in accordance with quality expectations set out within the approved plans, and appropriate to the local context.

9. Highway to be adopted

No development shall take place until plans to a scale of 1:200 showing the following information have been submitted to and approved in writing by the Local Planning Authority.

- Long sections;
- General arrangement plan showing the area of footway to be adopted;
- Threshold levels to buildings;
- Drainage; and
- Structures.

Prior to occupation detailed technical plans to a scale of 1:200 setting out how the widened footway will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.

These works shall then be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority

Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.

10. Sample panels of all external materials including wall facing materials, external cladding, plinth, external doors and windows including frames, sills, lintels and surrounds, door/window, decorative features, eaves, rainwater goods demonstrating the colour, texture, face bond and pointing shall be erected at an appropriate location on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced. The development shall be completed in accordance with the approved reference panel before the building is occupied. The approved reference panel should be retained until the completion of the building.

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Reason: In order to ensure the quality of the design and external appearance of the building is of high quality and compliant with the local Plan.

11. No development shall take place until (a) detailed part elevation(s) and section(s) at 1:20 scale showing all typical external treatments and building elements such as the windows boxing, soffits and fascias; and interface between the different materials. This should include any detailed designs of the proposed pedestrian entrance structure. This must be submitted and approved in writing by the Local Planning Authority. The development will be carried out in accordance with the approved details.

Reason: in order to ensure that the external appearance of the building(s) is/are satisfactory, in accordance with quality expectations set out within the approved plans, and appropriate to the local context (specify setting of historic asset if relevant).

12. Sample panels of all external materials including wall facing materials, external cladding, plinth, external doors and windows including frames, sills, lintels and surrounds, door/window, decorative features, eaves, rainwater goods demonstrating the colour, texture, face bond and pointing shall be erected at an appropriate location on site and approved in writing by the Local Planning Authority before the relevant parts of the works are commenced.
The development shall be completed in accordance with the approved reference panel before the building is occupied. The approved reference panel should be retained until the completion of the building.

Reason: In order to ensure the quality of the design and external appearance of the building is of high quality and compliant with the local Plan.

13. Notwithstanding the approved plans detailed design for hard and soft landscape works should be submitted and agreed with the Local Planning Authority prior to the commencement of development.
These works should be delivered in accordance with the agreed plan and phasing which is linked to the occupation of the building of the relevant phase.

Reason: To ensure that the appearance of the proposed landscaping is acceptable and phased appropriately.

14. 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.

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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.

15. Landscape Details

Detailed drawings including plans, sections and elevations at a relevant scale between 1:5 and 1:20 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The works shall be carried out in accordance with that approval.

- o Full details of tree pit construction in hard and soft landscape areas showing relationship to the surrounding highway and footway paving where applicable, tree grills where used, nature of growing medium, size of pits, tree support, method of anchoring and means of irrigation to ensure the provision of optimum growing conditions for newly planted trees.
- o Construction details for junctions between i) paving materials (showing changes of level) and ii) between areas of hard and soft landscape treatments.
- o Construction details of boundary treatments, retaining walls
- o Details of any furniture including seating, lamps, and proposed boundary signage.

Reason: To ensure that the appearance of the proposed landscaping is acceptable.

16. Prior to the installation of external lighting details of the proposed external lighting shall be submitted to and agreed in writing by the Local Planning Authority. This shall include a lux level contour plan (showing lux levels at frequent intervals and extend outwards to additional levels (above the pre-existing background light level) of zero lux) and should seek to ensure no light spill outside the site boundaries. The lux contour levels should be superimposed on a site plan which includes all land that is affected by raised light levels (including land outside the red line planning application area where necessary).

Reason: To conserve legally protected bats and other nocturnal wildlife and to protect the amenity of occupants of nearby residential properties.

17. Travel Plan To be amended

No development shall take place, including any demolition works, until a revised Framework Travel Plan in BCC's template containing further details relating to an indicative budget, a fully costed action plan, and a car club 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: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

18. Highway to be adopted

No development shall take place until plans to a scale of 1:200 showing the following information have been submitted to and approved in writing by the Local Planning Authority.

- Long sections;
- General arrangement plan showing the area of footway to be adopted;
- Threshold levels to buildings;
- Drainage; and
- Structures.

Prior to occupation detailed technical plans to a scale of 1:200 setting out how the widened footway will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.

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These works shall then be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.

19. Travel Plan To be amended

No development shall take place, including any demolition works, until a revised Framework Travel Plan in BCC's template containing further details relating to an indicative budget, a fully costed action plan, and a car club 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: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

20. 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.

21. Landscape Details

Detailed drawings including plans, sections and elevations at a relevant scale between 1:5 and 1:20 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The works shall be carried out in accordance with that approval.

- o Full details of tree pit construction in hard and soft landscape areas showing relationship to the surrounding highway and footway paving where applicable, tree grills where used, nature of growing medium, size of pits, tree support, method of anchoring and means of irrigation to ensure the provision of optimum growing conditions for newly planted trees.
- o Construction details for junctions between i) paving materials (showing changes of level) and ii) between areas of hard and soft landscape treatments.
- o Construction details of boundary treatments, retaining walls
- o Details of any furniture including seating, lamps, and proposed boundary signage.

Reason: To ensure that the appearance of the proposed landscaping is acceptable.

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22. Notwithstanding the approved plans detailed design for hard and soft landscape works should be submitted and agreed with the Local Planning Authority prior to the commencement of development.

These works should be delivered in accordance with the agreed plan and phasing which is linked to the occupation of the building of the relevant phase.

Reason: To ensure that the appearance of the proposed landscaping is acceptable and phased appropriately.

23. Maintenance Plan

A detailed maintenance plan to ensure establishment of the soft landscape works for the scheme over the first 5 years should be provided and agreed with the local planning authority prior to the commencement of soft landscape works.

Once agreed, the soft landscape should be maintained and managed in accordance with these plans.

Reason: To ensure that approved landscaping scheme is maintained following its implementation and ecology is preserved.

24. 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 to the Local Planning Authority.

Reason: To ensure the development contributes to reducing CO2 emissions in accordance with policy BCS14.

Pre occupation condition(s)

25. Car Park Management Plan

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

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

26. Further details of Refuse Storage and Recycling Facilities before occupation:

No building or use hereby permitted shall be occupied or use commenced until detailed designs of the following have been submitted to and approved in writing by the Local Planning Authority:

- Doors to the Hub bin store that slide or swing inwards and the removal of guard posts on the footway.

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

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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.

27. Prior to occupation the following information shall be provided:

- o 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.
- o A calculation showing that the projected annual yield of the installed system is sufficient to reduce residual CO2 emissions by at least 20%.

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

Advisory note

The projected annual yield and technical details of the installed system will be provided by the Micro-generation Certification Scheme (MCS) approved installer.

The impact of shading on the annual yield of the installed PV system (the Shading Factor) should be calculated by an MCS approved installer using the Standard Estimation Method presented in the MCS guidance.

28. 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.

29. Reporting of Unexpected Contamination

In the event that contamination is found at any time that had not previously been identified when

carrying out the approved development, it must be reported immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the Environment Agency's Land Contamination: risk management guidance and BS 10175:2011 + A2:2017: Investigation of Potentially Contaminated Sites - Code of Practice. Where

remediation is necessary a remediation scheme must be prepared which ensures the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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

The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason (for all contamination 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.

30. Car Club

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No building or use hereby permitted shall be occupied or use commenced until details of a car club scheme, in accordance with a contract to be entered into by the developer and an approved car club provider, shall be submitted to and approved in writing by the Local Planning Authority. The car club scheme shall comprise (where applicable):

- o The allocation of x car club parking space(s)
- o The provision of x vehicle(s)
- o Provision of car club membership for all eligible residents of the development for a minimum of three years
- o Promotion of the scheme
- o The phasing at which the scheme will be introduced

Reason: In order to reduce the need for excessive car ownership

31. Electric Vehicle Charging Points

No building or use hereby permitted shall be commenced until details of Electrical Vehicle Charging infrastructure, management plan and phasing for implementation has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following:

- Final Layout;
- Number and location of EV parking spaces;
- Number and location of EV charging points;
- Type of EV charging points (fast, rapid);
- Indicative locations for feeder pillars and protective infrastructure;
- Evidence of power supply from WPD (to ensure substation capacity is adequate);
- Indicative location of substation (where required);
- Indicative cable routing;
- Management plan outlining proposed management of spaces, charging network and infrastructure;
- Electrical Layout and Schematic Design; and
- Feeder Pillar Design/Electrical Layout/Schematic Layout Designs.

The Electric Vehicle Charging Points and management plan as approved shall be implemented prior to occupation / as per the agreed phasing plan and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, help reduce air pollution levels and mitigate climate change.

32. Delivery & Servicing Plan

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

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

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

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development upon congestion

33. Waste Management Plan

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

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

34. Car Park Management Plan

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

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

35. Prior to occupation the following information shall be provided:

- o 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.
- o A calculation showing that the projected annual yield of the installed system is sufficient to reduce residual CO2 emissions by at least 20%.

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

Advisory note

The projected annual yield and technical details of the installed system will be provided by the Micro-generation Certification Scheme (MCS) approved installer.

The impact of shading on the annual yield of the installed PV system (the Shading Factor) should be calculated by an MCS approved installer using the Standard Estimation Method presented in the MCS guidance.

36. 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 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.

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37. Prior to the occupation of the development hereby approved, details of the number, siting and appearance of bird and bat boxes at the development shall be submitted for approval in writing by the Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ'.

Reason: In the interest of nature conservation.

38. Further details of Refuse Storage and Recycling Facilities before occupation:

No building or use hereby permitted shall be occupied or use commenced until detailed designs of the following have been submitted to and approved in writing by the Local Planning Authority:

- Doors to the Hub bin store that slide or swing inwards and the removal of guard posts on the footway.

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

39. 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.

40. 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.

41. 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.

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

42. 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.

43. 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.

45. Management and Maintenance of Private Streets

No building or use hereby permitted shall be occupied or use commenced until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption within the site has been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users.

46. 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.

47. 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.

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48. 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.

49. Car Club

No building or use hereby permitted shall be occupied or use commenced until details of a car club scheme, in accordance with a contract to be entered into by the developer and an approved car club provider, shall be submitted to and approved in writing by the Local Planning Authority. The car club scheme shall comprise (where applicable):

- o The allocation of x car club parking space(s)
- o The provision of x vehicle(s)
- o Provision of car club membership for all eligible residents of the development for a minimum of three years
- o Promotion of the scheme
- o The phasing at which the scheme will be introduced

Reason: In order to reduce the need for excessive car ownership

50. 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.

51. Management and Maintenance of Private Streets

No building or use hereby permitted shall be occupied or use commenced until details of arrangements for the future management and maintenance of proposed carriageways, footways, footpaths and landscaped areas not put forward for adoption within the site has been submitted to and approved in writing by the Local Planning Authority. Following occupation of the first dwelling on the site, the streets shall be maintained in accordance with the approved management and maintenance details.

Reason: To ensure that all private streets and landscaped areas are appropriately managed and maintained to ensure the safety of all users.

52. Electric Vehicle Charging Points

No building or use hereby permitted shall be commenced until details of Electrical Vehicle Charging infrastructure, management plan and phasing for implementation has been submitted to and approved in writing by the Local Planning Authority. This shall include details of the following:

- Final Layout;

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- Number and location of EV parking spaces;
- Number and location of EV charging points;
- Type of EV charging points (fast, rapid);
- Indicative locations for feeder pillars and protective infrastructure;
- Evidence of power supply from WPD (to ensure substation capacity is adequate);
- Indicative location of substation (where required);
- Indicative cable routing;
- Management plan outlining proposed management of spaces, charging network and infrastructure;
- Electrical Layout and Schematic Design; and
- Feeder Pillar Design/Electrical Layout/Schematic Layout Designs.

The Electric Vehicle Charging Points and management plan as approved shall be implemented prior to occupation / as per the agreed phasing plan and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, help reduce air pollution levels and mitigate climate change.

53. Delivery & Servicing Plan

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

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

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

54. Waste Management Plan

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

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

Post occupation management**55. Unexploded Ordnance Risk Assessment Compliance Condition**

The development hereby approved must be implemented in accordance with the mitigation measures outlined in the Detailed Unexploded Ordnance Threat and Risk Assessment, prepared by Alpha Associates, dated 05/05/2022.

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

56. Deliveries (commercial uses only)

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

Reason: In the interests of neighbour amenity.

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

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

Reason: In the interests of neighbour amenity.

58. 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 In the interests of neighbour amenity.

59. Noise from plant & equipment affecting residential

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS 4142:2014+A1:2019

Methods for rating and assessing industrial and commercial sound.

Prior to the commencement of the use of this development an assessment to show that the rating level of any external plant & equipment will be at least 5 dB below the background level has been

submitted to and approved in writing by the Council.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason In the interests of neighbour amenity.

60. Hours of operation of commercial uses.

The opening hours of the commercial uses shall not be carried out outside the hours of 08.00 to 23.00 Monday to Saturday and on Sunday 09.00 to 17.00. Unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the residential amenity of nearby occupiers.

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List of approved plans

61. 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.

4469-AWW-ZZ-00-DR-A-02105-P08 , received 23 February 2023
 4469-AWW-ZZ-00-DR-A-02105-P08 , received 23 February 2023
 4469-AWW-02-00-DR-A-02220-P06 , received 23 February 2023
 4469-AWW-ZZ-ZZ-DR-A-02104-P08 , received 23 March 2023
 4469-AWW-02-02-DR-A-02222-P05 Second floor plan, received 26 July 2022
 Location plan, received 26 July 2022
 4469-AWW-02-00-DR-A-02220-P05 Ground floor plan, received 26 July 2022
 4469-AWW-02-01-DR-A-02221-P05 First floor plan, received 26 July 2022
 4469-AWW-02-RF-DR-A-02223-P03 Roof plan, received 26 July 2022
 4469-AWW-02-ZZ-DR-A-02224-P02 Typical apartments layout, received 26 July 2022
 4469-AWW-02-ZZ-DR-A-02230-P02 Elevation Vassall Road and Gill Avenue, received 26 July 2022
 4469-AWW-03-01-DR-A-02321-P05 Hub first floor plan, received 26 July 2022
 4469-AWW-02-ZZ-DR-A-02231-P02 Entrance and elevation, received 26 July 2022
 4469-AWW-02-ZZ-DR-A-02232-P02 Elevation courtyard North East, received 26 July 2022
 4469-AWW-02-ZZ-DR-A-02233-P02 Elevation courtyard South West, received 26 July 2022
 4469-AWW-02-ZZ-DR-A-02236-P02 Detailed bay elevation, received 26 July 2022
 4469-AWW-03-00-DR-A-02320-P05 Hub ground floor plan, received 26 July 2022
 4469-AWW-03-02-DR-A-02322-P05 Hub second floor plan, received 26 July 2022
 4469-AWW-03-RF-DR-A-02323-P03 Hun roof pan, received 26 July 2022
 4469-AWW-03-ZZ-DR-A-02330-P02 Hub North East elevation, received 26 July 2022
 4469-AWW-03-ZZ-DR-A-02331-P02 Hub South elevation, received 26 July 2022
 4469-AWW-03-ZZ-DR-A-02333-P02 Hub details bay elevation, received 26 July 2022
 4469-AWW-04-00-DR-A-02420-P04 Gateway building ground floor plan, received 26 July 2022
 4469-AWW-04-01-DR-A-02421-P04 Gateway building first floor plan, received 26 July 2022
 4469-AWW-04-02-DR-A-02422-P04 Gateway building second floor plan, received 26 July 2022
 4469-AWW-04-RF-DR-A-02423-P02 Gateway building roof plan, received 26 July 2022
 4469-AWW-04-ZZ-DR-A-02424-P02 Gateway building typical 1 bed apartment, received 26 July 2022
 4469-AWW-04-ZZ-DR-A-02430-P02 Gateway building details North and East elevation, received 26 July 2022
 4469-AWW-04-ZZ-DR-A-02431-P02 Gateway building details South West elevation, received 26 July 2022
 4469-AWW-04-ZZ-DR-A-02433-P02 Gateway building details bay elevation, received 26 July 2022
 4469-AWW-ZZ-02-DR-A-02107-P04 Proposed second floor plan, received 26 July 2022
 4469-AWW-ZZ-XX-DR-A-02113-P02 Proposed street elevation Vassall Road and Gill Avenue, received 26 July 2022
 4469-AWW-ZZ-XX-DR-A-02115-P02 Proposed site section, received 26 July 2022
 4469-AWW-ZZ-XX-DR-A-02120-P02 Overshadowing analysis, received 26 July 2022
 4469-AWW-ZZ-XX-DR-A-02124-P02 Daylight analysis section, received 26 July 2022
 4469-AWW-ZZ-ZZ-DR-A-02103-P04 Existing site layout, received 26 July 2022
 4469-AWW-ZZ-ZZ-DR-A-02112-P02 Existing street elevation, received 26 July 2022
 4469-AWW-ZZ-ZZ-DR-A-02129-P02 South boundary sheet 1, received 26 July 2022
 4469-AWW-ZZ-ZZ-DR-A-02130-P02 South boundary sheet 2, received 26 July 2022

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4469-AWW-ZZ-ZZ-DR-A-02131-P02 West boundary sheet, received 26 July 2022
 4469-AWW-ZZ-ZZ-DR-A-02131-P02 West boundary sheet, received 26 July 2022
 RF-108-001 Landscaping, received 26 July 2022
 12737SK0005B Proposed drainage plan, received 26 July 2022
 Design and access statement, received 26 July 2022
 Planning statement, received 26 July 2022
 Sustainability statement, received 26 July 2022
 Drainage strategy and flood risk assessment, received 26 July 2022
 Private drainage, received 26 July 2022
 ABC report of community involvement, received 26 July 2022
 Air quality, received 26 July 2022
 Arboricultural impact assessment and tree protection plan, received 26 July 2022
 Ground investigation report, received 26 July 2022
 Broadband connectivity statement, received 26 July 2022
 Framework travel plan, received 26 July 2022
 Landscaping design statement, received 26 July 2022
 Transport statement, received 26 July 2022
 Utilities statement, received 26 July 2022

Reason: For the avoidance of doubt.

Advices**1 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.

2 Highway to be Adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's Engineering Standard Details and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Transport Development Management Team at DMengineering@bristol.gov.uk You will be required to pay fees to cover the council's costs in

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undertaking the following actions:

- I. Drafting the Agreement
- II. Set up costs
- III. Approving the highway details
- IV. Inspecting the highway works

To discuss the requirement for sewers contact the Highway Authority's Flood Risk Management Team at flood.data@bristol.gov.uk You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted by the Highway Authority.

N.B. The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured.

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 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 Restriction of Parking Permits - Future Controlled Parking Zone/Residents Parking Scheme

You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.

5 Highway Condition Survey

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

6 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

Development Control Committee A – 26 April 2023**Application No. 22/03476/F : The Vassall Centre Gill Avenue Bristol BS16 2QQ**

- 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.

7 Private Road

You are advised that as a result of the proposed layout and construction of the internal access road, the internal access road will not be accepted for adoption by the Highway Authority under Section 38 of the Highways Act 1980.

The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980, unless and until you agree to exempt the access road.

The exemption from adoption will be held as a Land Charge against all properties within the application boundary. Contact the Highway Authorities Transport Development Management Team at DMEngineering@bristol.gov.uk

8 Street Name and Numbering

You are advised that to ensure that all new properties and streets are registered with the emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases, details of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets must be submitted to the Highway Authority.

Any new street(s) and property naming/numbering must be agreed in accordance with the Councils Street Naming and Property Numbering Policy and all address allocations can only be issued under the Town Improvement Clauses Act 1847 (Section 64 & 65) and the Public Health Act 1925 (Section 17, 18 & 19). Please see www.bristol.gov.uk/registeraddress

9 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

10 Freight Consolidation

You are advised that to reduce the impact of delivery vehicles servicing the development a freight consolidation scheme can be utilised. Further details about freight consolidation are available at www.travelwest.info/freight

11 Excavation Works on the Adopted Highway

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

Supporting Documents

2. The Vassell Centre, Gill Avenue, BS16 2QQ.

1. Location Plan
2. Existing Site Plan
3. Proposed Site Plan
4. Proposed Site Ground Floor Plan
5. HfoP Ground Floor Plan
6. Proposed Elevations
7. Overshadowing
8. Site Sections
9. Landscaping

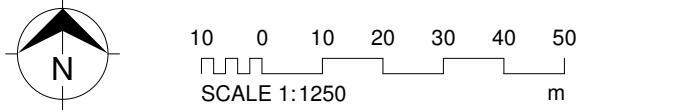


Notes
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- Application site boundary
- Site ownership boundary

P03	29.06.22	Final Planning Issue	LI	DP
P02	22.06.22	Planning Issue	LI	DP
P01	31.05.2022	General amendments	LI	DP

Rev	Date	Notes	Dm	Chk'd
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RIBA Chartered Practice www.aww-uk.com

Client
Bristol Charities

AWW Project Number 4469 Project Stage RIBA Stage 2

Project Title
Vassall Centre
Fishponds, Bristol

Title
Site Location Plan

Scale @ A1 Document Status

1 : 1250 S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	ZZ	ZZ	DR	A	02101	P03



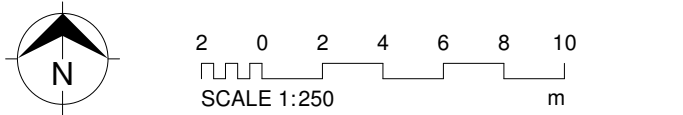
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- Application site boundary
- Site ownership boundary

P04	29.06.22	Final Planning Issue	LI	DP
P03	22.06.22	Planning Issue	LI	DP
P02	31.05.2022	General amendments	LI	DP
P01	25.05.2022	General amendments	LI	DP

Rev	Date	Notes	Dm	Chk'd
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Client

Bristol Charities

AWW Project Number 4469 Project Stage RIBA Stage 2

Project Title

Vassall Centre
Fishponds, Bristol

Title

Existing Site Layout Plan

Scale @ A1 1 : 250 Document Status S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	ZZ	ZZ	DR	A	02103	P04



Automatic opening vehicle gate

Pedestrian gate

Footway widened to 2m min

c.200mm slither of land inside red line offered for adoption

Emergency exit

Pedestrian route out of HfOP

Proposed Kerbed island

HfOP + nursery (Class E(f)) or education centre (Class F1(a)),

Hub

Cargo bike stand

Cargo bike stand

Gateway

PHASE 2

Notes

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Application site boundary

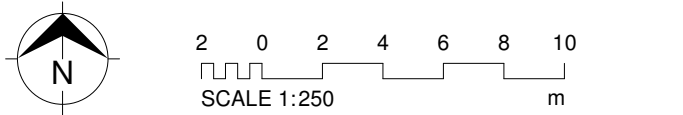
Site ownership boundary

Application site area: 0.72ha

Overall site area: 1.23ha

P08	20.02.23	Nursery updated to nursery (Class E(f)) or education centre (Class F1(a))	LI	DP
P07	23.11.22	Cafe bin store relocated	LI	DP
P06	11.11.22	Updates following planning officer comments	LI	DP
P05	29.06.22	Final Planning Issue	LI	DP
P04	22.05.22	Planning Issue	LI	DP
P03	31.05.2022	General amendments	LI	DP
P02	25.05.2022	General amendments	LI	DP
P01	08.04.2022	General amendments	DP	LI

Rev	Date	Notes	Dm	Chk'd
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Client
Bristol Charities

AWW Project Number 4469 Project Stage RIBA Stage 2

Project Title
Vassall Centre
Fishponds, Bristol

Title
Proposed Site Plan

Scale @ A1 1 : 250 Document Status
S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	ZZ	ZZ	DR	A	02104	P08



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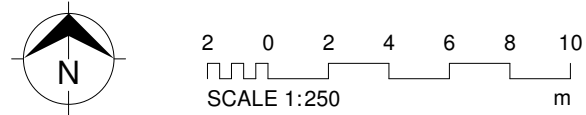
- Application site boundary
- Site ownership boundary

Accommodation Key

- 1 Bed Apartment
- 2 Bed Apartment
- 2 Bed House
- 2 Bed Maisonette WCA
- 3 Bed House
- 3 Bed House WCA
- Apartments Ancillary/Communal
- Apartments Circulation
- Cafe
- Community space
- Community space ancillary
- Community space circulation
- HfoP 1 Bed Apartment
- HfoP 2 Bed Apartment WCA
- HfoP Ancillary
- HfoP Circulation
- HfoP Communal
- Hub - Lettable space
- Hub Ancillary
- Hub Circulation
- Hub Communal
- Maisonette Circulation
- nursery (Class E(f)) or education centre (Class F1(a)),
- Supported housing - Ancillary
- Supported housing - Circulation
- Supported housing - Stair

P08	20.02.23	Nursery updated to nursery (Class E(f)) or education centre (Class F1(a))	LI	DP
P07	17.11.22	Dimensions added	LI	DP
P06	11.11.22	Updates following planning officer comments	LI	DP
P05	29.06.22	Final Planning Issue	LI	DP
P04	22.05.22	Planning Issue	LI	DP
P03	13.06.2022	General amendments	DOP	DP
P02	30.05.2022	General amendment	LI	DP
P01	20.05.2022	General amendments	LI	DP

Rev	Date	Notes	Dm	Chk'd
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Client
Bristol Charities

AWW Project Number	Project Stage
4469	RIBA Stage 2

Project Title
Vassall Centre
Fishponds, Bristol

Title
Proposed site ground floor plan

Scale @ A1 1 : 250 Document Status
S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	ZZ	00	DR	A	02105	P08



HfoP ground floor
1 : 200

Notes

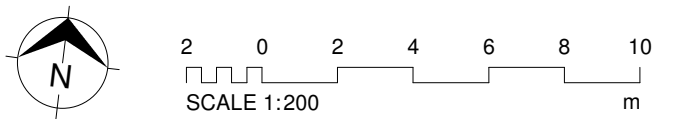
Do not scale from this document, unless for the purposes of planning applications where a scale bar is provided. Refer to figured dimensions only. All dimensions to be verified on site prior to construction. Report all discrepancies or ambiguities to the Document Originator immediately. This document is to be read in conjunction with relevant documents, drawings and standards.

Accommodation Key

- HfoP 1 Bed Apartment
- HfoP 2 Bed Apartment WCA
- HfoP Ancillary
- HfoP Circulation
- HfoP Communal
- Hub - Lettable space
- Hub Ancillary
- Hub Circulation
- Hub Communal
- nursery (Class E(f)) or education centre (Class F1(a)).

P06	20.02.23	Nursery updated to nursery (Class E(f)) or education centre (Class F1(a))	LI	DP
P05	29.06.22	Final Planning Issue	LI	DP
P04	22.05.22	Planning Issue	LI	DP
P03	13.06.2022	General amendments	DOP	DP
P02	20.05.2022	General amendments	LI	DP
P01	08.04.2022	General amendments	DP	LI

Rev	Date	Notes	Dm	Chk'd
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Client

Bristol Charities

AWW Project Number 4469

Project Stage S4 - Suitable for Stage Approval

Project Title

Vassall Centre

Fishponds, Bristol

Title

HfoP ground floor plan

Scale @ A1 1 : 200

Document Status S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	02	00	DR	A	02220	P06



Proposed elevation 1 along Vassall Road
1 : 200



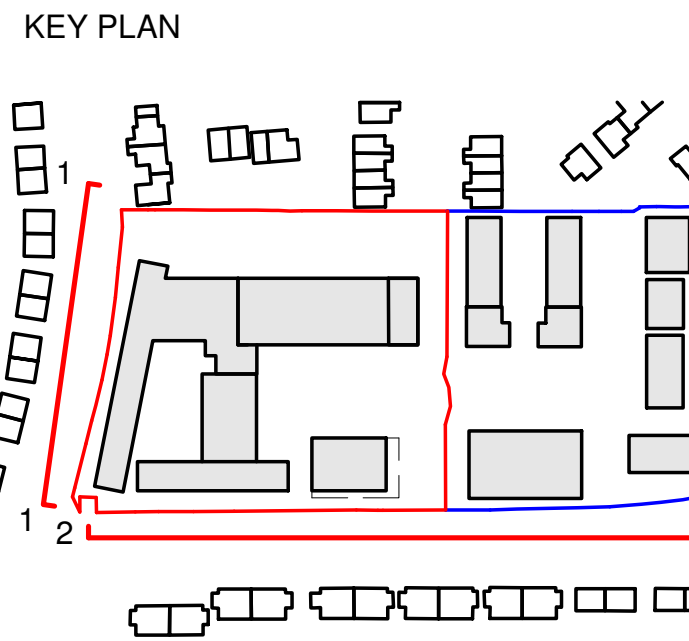
Proposed Gill Avenue elevation 2 - Part 1
1 : 200



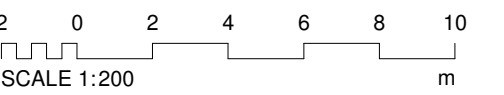
Proposed Gill Avenue elevation 2 Part 2
1 : 200



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P02	29.06.22	Final Planning Issue	LI	DP
P01	22.06.22	Planning Issue	LI	DP
Rev	Date	Notes	Dm	Chk'd



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Client
Bristol Charities

AWW Project Number 4469
Project Stage RIBA Stage 2

Project Title
Vassall Centre
Fishponds, Bristol

Title
Proposed street elevations - Vassall Road & Gill Avenue

Scale @ A1 As indicated Document Status S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	ZZ	XX	DR	A	02113	P02

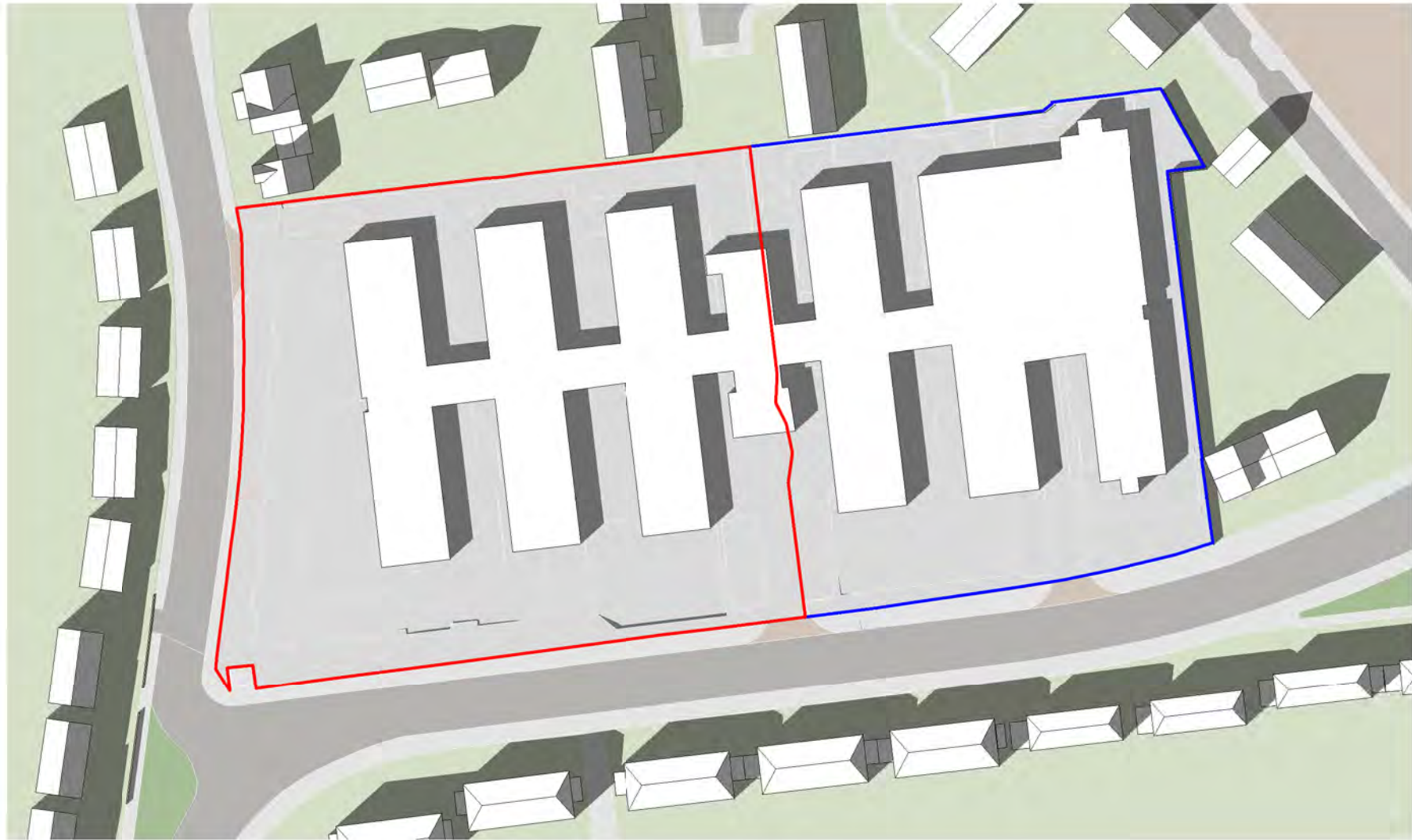
Existing Vassall Centre Massing



Sun Path - 10am March 21st (Sunrise 06.11) Existing Massing
1 : 1000

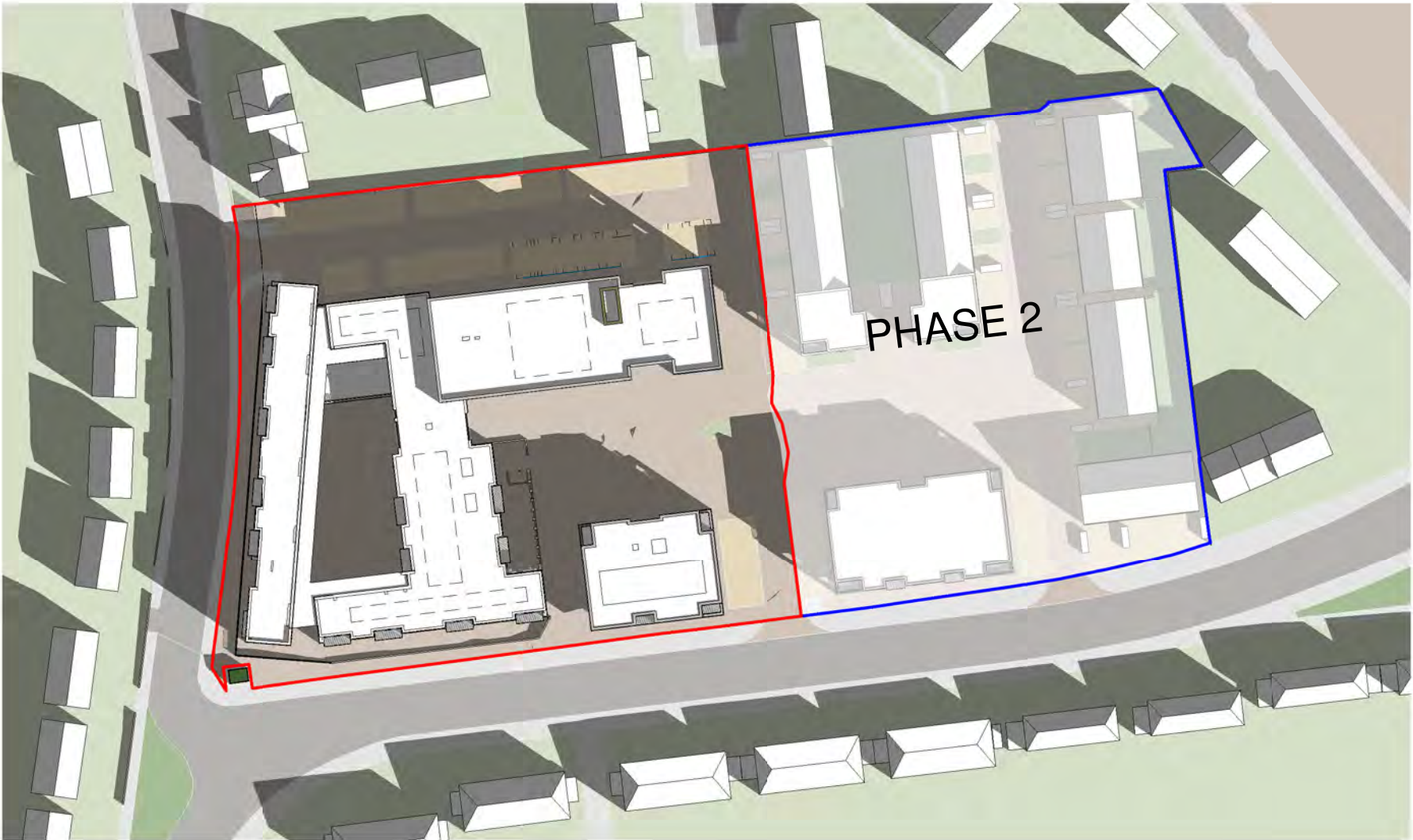


Sun Path - 12am March 21st (Sunrise 08.13) Existing Massing
1 : 1000

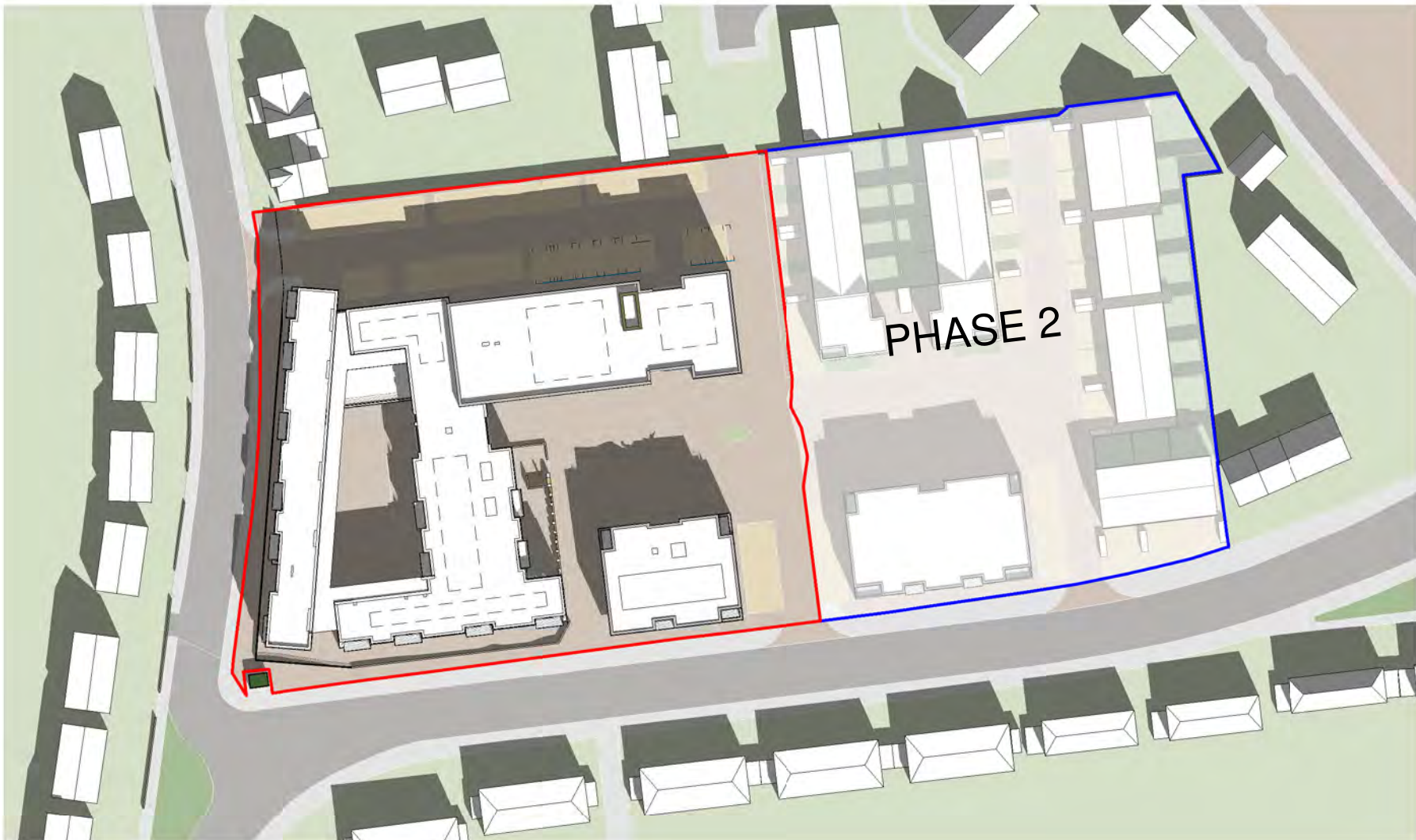


Sun Path - 4pm March 21st (Sunset 18.25) Existing Massing
1 : 1000

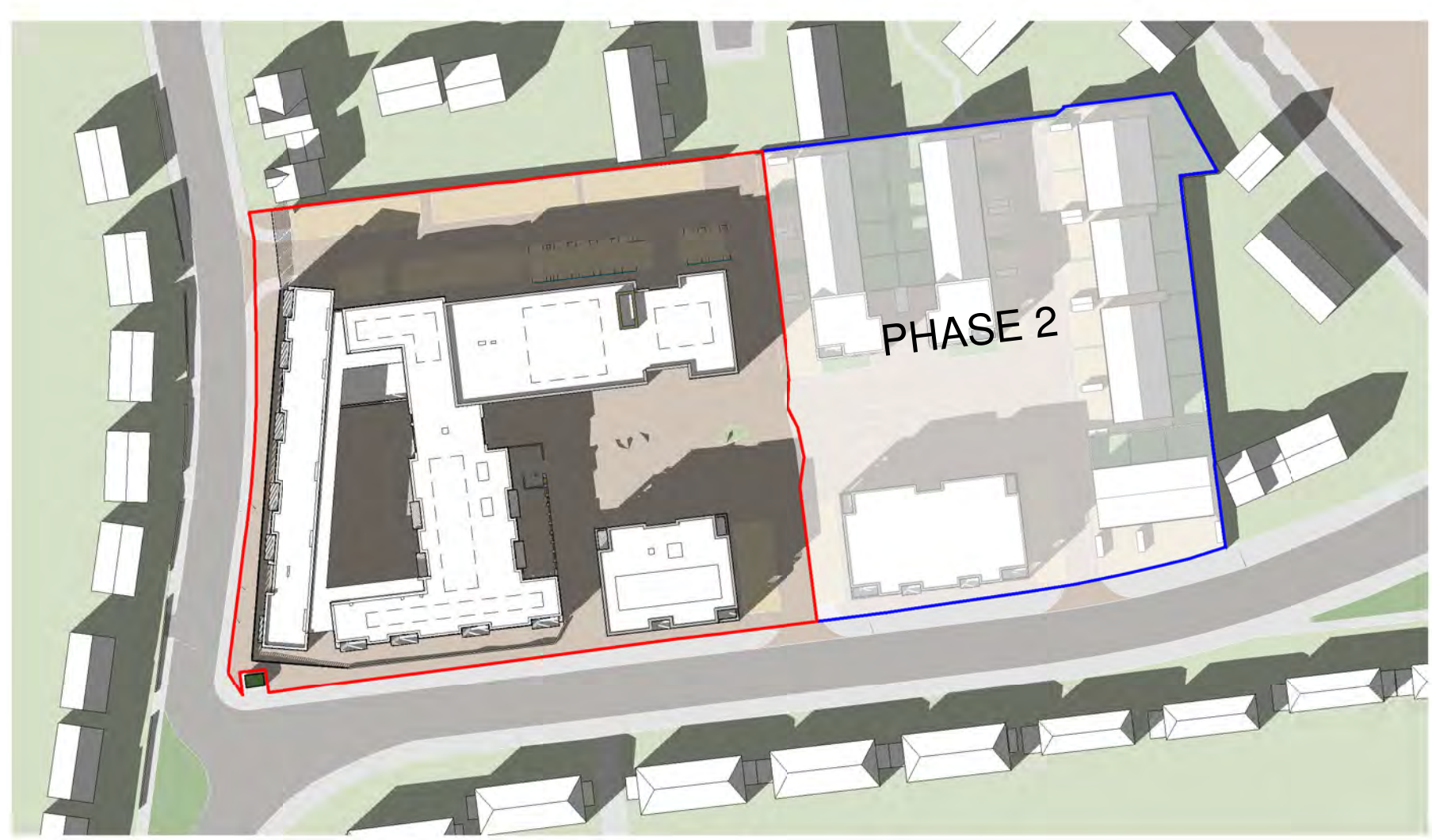
Proposed Vassall Centre Massing



Sun Path - 10am March 21st (Sunrise 06.11) Proposed Massing
1 : 1000



Sun Path - 12pm March 21st
1 : 1000



Sun Path - 4pm March 21st (Sunset 18.25)
1 : 1000

Notes

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- Application site boundary
- Phase 2 site boundary

March 21st

Sunrise: 06:11
Sunset: 18:25

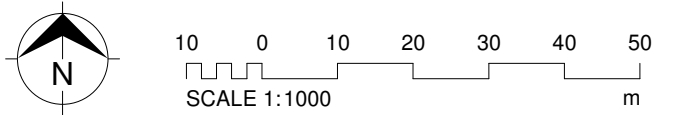
In accordance with BRE guidance ' at least half of a garden or amenity area should receive at least 2 hours of daylight on 21st March' 3.3.17 BR 209

The sun study plans demonstrate that the proposals do not prohibit the surrounding gardens from receiving at least 2 hours of direct sunlight on 21st March.

BRE guidance states that if the angle to the horizontal between the centre line of the lowest window and the proposed development is less than 25 degrees then the new development is 'unlikely to have a substantial effect on the diffuse skylight enjoyed by the existing building' 2.2.5 BR 209

P02	29.06.22	Final Planning Issue	LI	DP
P01	22.06.22	Planning Issue	LI	DP

Rev	Date	Notes	Dm	Chk'd
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Client
Bristol Charities

AWW Project Number 4469 Project Stage RIBA Stage 2

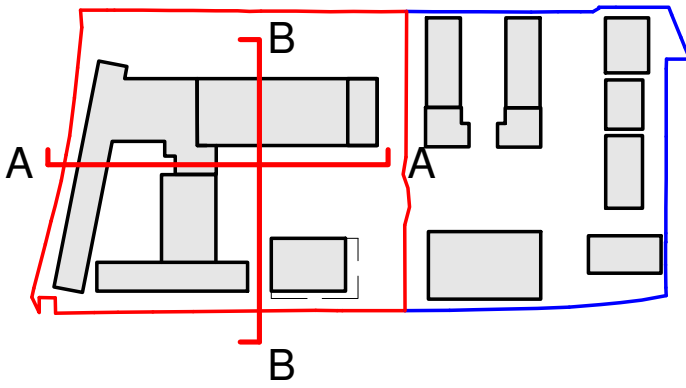
Project Title
Vassall Centre
Fishponds, Bristol

Title
Overshadowing analysis - 21st March

Scale @ A1 Document Status
As indicated S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	ZZ	XX	DR	A	02120	P02

KEY PLAN



Proposed site section A
1 : 200



Proposed site section B
1 : 200

P02	29.06.22	Final Planning Issue	LI	DP
P01	22.06.22	Planning Issue	LI	DP
Rev	Date	Notes	Dm	Chkd
1	0	1	2	3
SCALE 1:100				

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Client
Bristol Charities

AWW Project Number
4469

Project Stage
RIBA Stage 2

Project Title
Vassall Centre
Fishponds, Bristol

Title
Proposed site sections

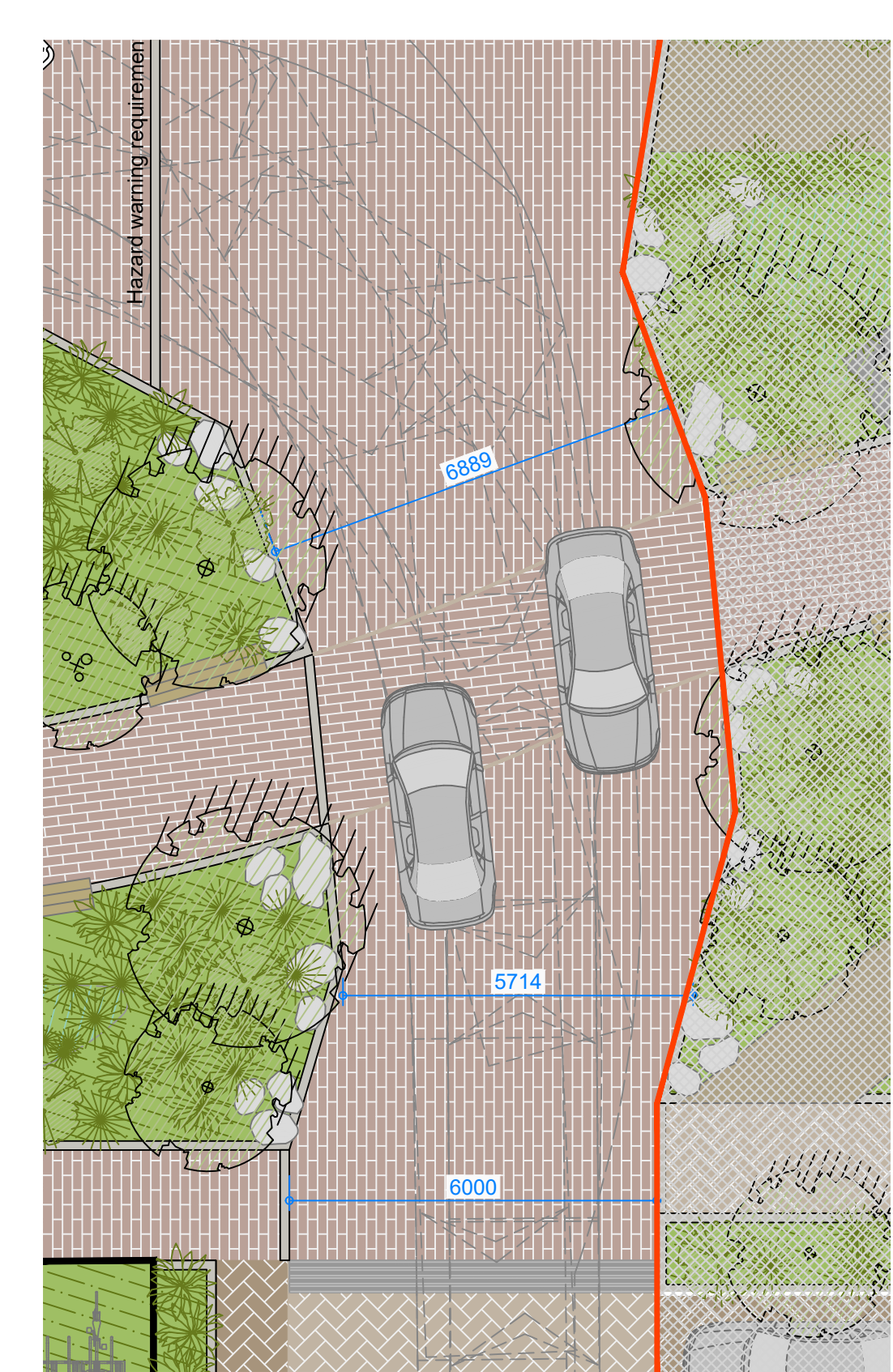
Scale @ A1 Document Status

As indicated S4 - Suitable for Stage Approval

Project	Origin	Volume	Level	Type	Role	Number	Rev
4469	AWW	ZZ	XX	DR	A	02115	P02



- KEY:
1. Communal 'breakout' Cafe seating
 2. Outdoor activity space for youth charity
 3. Outdoor nursery space play space indicative layout featuring timber play tower, water play point, robust natural play forms 'window' aperture in the wall facing the central communal landscape for visual connection and interaction
 4. Intergenerational communal courtyard space featuring informal play elements, seating elements, role play 'mini stage' for children to role play to older residents
 5. Outdoor private space for residents
 6. Main pedestrian access from Gill Ave. with legacy tree planting at threshold and SuDS feature leading towards central landscape - biodiverse groundcover planting and multistem tree planting
 7. Low level 'boardwalk' style access to nursery entrance with visitor cycle stands
 8. Central landscape zones feature robust biodiverse groundcover and mounded planting with raised canopy tree planting - acting as bioretention zones receiving rainwater from surrounding paving and rainwater from the gateway building. Informal cube seats and benches punctuate the space allowing for dwell time for workers and residents
 9. Central space based on shared space principles with central spine sinuous pathway ultimately linking phases 1 & 2 - a single high quality clay block aligned to different paving patterns unifies the space with rumble strips at thresholds (see item 10) alerting drivers that this space is primarily for pedestrians
 10. Shared space thoroughfare - rumble strips act as a threshold treatment to the central space
 11. Parking primarily for the gateway building
 12. Main parking courtyard - tree planting and a landscape zone help to signify the entrance to the Hub building
 13. Main vehicular entrance to the site from Vassall Rd - Gateway configuration TBC



Phase 1 Landscape Plan - Scale 1:200

All dimensions and sizes to be verified by the Contractor on site. Any discrepancies to be verified with the Landscape Architect before work proceeds. No dimensions to be scaled from this drawing. Contractors must work to figured dimensions. © This drawing is subject to copyright of Roundfield, in accordance with our standard terms and conditions. Where an Ordnance Survey Drawing is shown on this drawing, it is re-produced under Crown copyright ©. All rights reserved.

Revision History

Rev	Date	By	Detail
-	22.06.22	JH	Draft issue
A	27.06.22	JH	Draft Planning Issue
B	28.06.22	JH	Draft Planning Issue
C	01.07.22	JH	Planning Issue
D	07.07.22	JH	Planning Issue

NOTES:

- A. For further details refer to Landscape Design Statement

Project/Location
Vassall Centre, Bristol

Drawing title
Landscape General Arrangement Plan

Drawing status
PLANNING

Scale(s)	Date	Drawn	Checked
1:200 @A1	13.06.22	JL	JH

ROUNDFIELD

The Old Church School
Butts Hill
Frome
Somerset BA11 1HR

Client
Bristol Charities

Drawing number
RF-108-001

Revision
D