

WARD: Southmead CONTACT OFFICER: Martin Seaton
SITE ADDRESS: Vacated DEFRA Site Burghill Road Bristol BS10 6EZ

APPLICATION NO: 11/01898/F Full Planning
EXPIRY DATE: 26 August 2011

Temporary Change of use from Business to non-residential institution (B1 to D1). Alterations to an existing building and location of temporary classrooms to form temporary accommodation for the Bristol Free School.

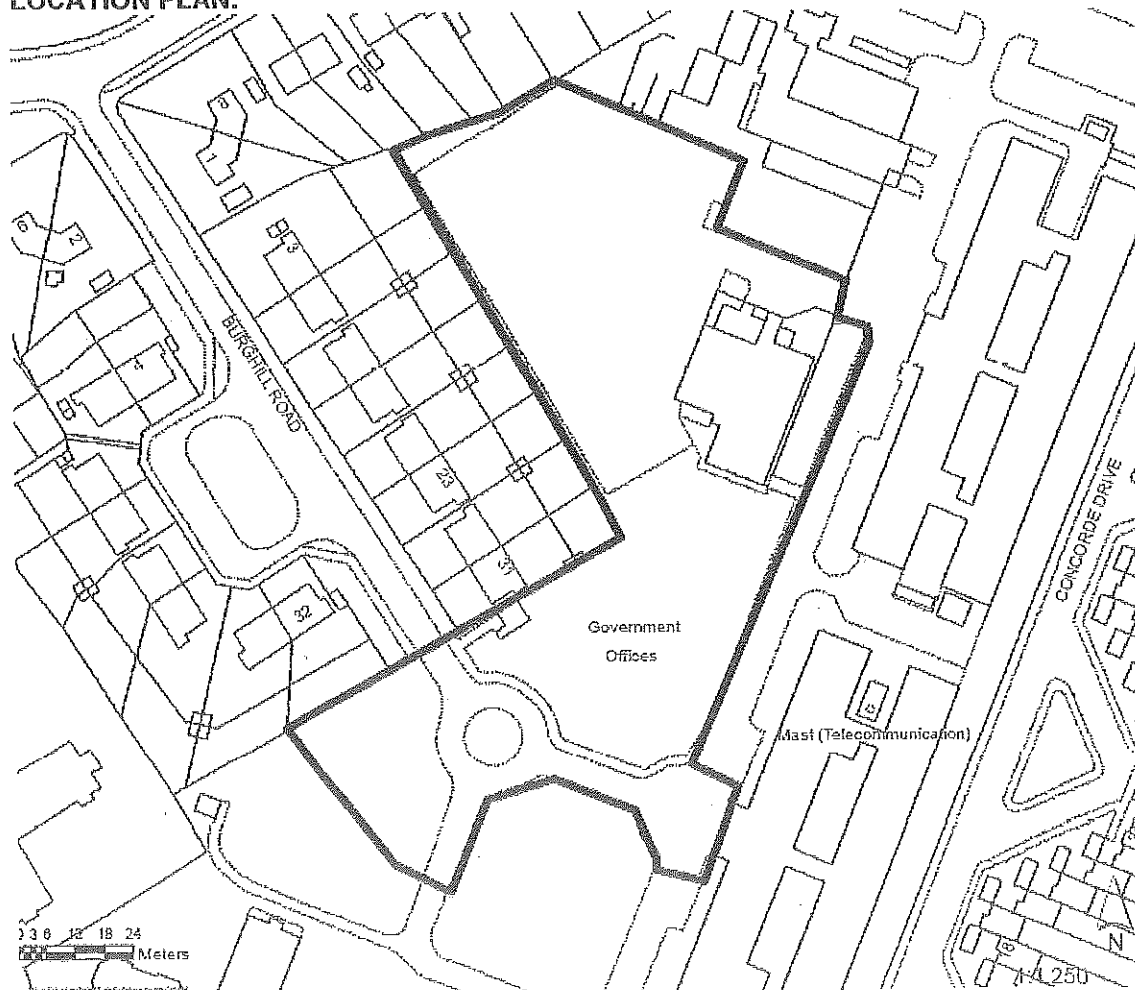
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Turner & Townsend Cost Management Limited
One Castlepark
Tower Hill
Bristol
BS2 0JA

APPLICANT: Bristol Free School
James House
Bridge Street
Leatherhead
Surrey
KT22 7EP.

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

LOCATION PLAN:



SITE DESCRIPTION

The application site covers approximately 1 hectare and comprises part of a larger 5.25 hectare (13 acre) employment site to the north-east of Westbury-on-Trym. The land is set on a gradual slope rising from the southern to the northern part of the site and accommodates a significant amount of mature trees and vegetation both on the boundary and within the site.

The wider site comprises a mix of built development, open/landscaped areas, and access roads and parking for approximately 410 cars. The 5 main 'blocks' on site are between 1 to 3 stories in height and have until recently been occupied principally as offices by DEFRA, Environment Agency, Natural England, as well as other organisations/groups. The site has been vacant since April/May 2011.

The principal vehicular and pedestrian access to the site is from Burghill Road (a residential street), with a secondary (locked) access from Concorde Drive in the south-east corner of the site. The site is bounded on the 'northern' boundary by the rear gardens of properties on Burghill Road and Charlton Road, by Concorde Drive and beyond residential properties at its eastern limit, and to the south-west by the Westbury Fields residential care village run by St. Monica's Trust.

The site itself is owned by Bristol City Council albeit that DEFRA hold the residue (39 years) of a long lease interest for the majority of the site, with the Post Office also having let a building in the south-eastern corner of the site (also 39 years left on lease) for use as a telephone exchange, operated by BT.

The specific part of the site the subject of this application is located adjacent to the rear gardens of properties on Burghill Road and Charlton Road, and comprises a mix of mature landscaping, a large area of hardstanding previously used for vehicle parking, and a single storey office building comprising approximately 570 m² of accommodation.

The application site is identified as 'white' land within the adopted Bristol Local Plan (1997).

RELEVANT HISTORY

There is no planning history on the application site of particular relevance to the proposed development, however various minor applications for development in connection with the employment and office use and occupation of the site have been made since the mid-1960's.

More recently, the wider site has been actively marketed by DEFRA in 2010/2011 as a 'development site' and generated a significant level of interest culminating in a closed bidding process in February 2011. However, it is unclear at this stage what the precise status of this process is, and whether (in the light of Department of Education involvement in the site - SEE BELOW) it is ongoing.

APPLICATION

The proposed development is for the use of part of the vacant Burghill Road former government office site for temporary accommodation for Bristol Free School (BFS). The BFS has applied for a temporary planning permission until the end of December 2012, which will allow sufficient flexibility to identify and submit a planning application for a permanent site in North West Bristol.

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The BFS propose to provide secondary education for an intake of up to 150 Year 7 pupils from September 2011, and employment for up to 16 (FTE) staff on the site during the 2011-2012 academic year.

The BFS would occupy an area of the site close to the primary entrance from Burghill Road and inclusive of allocated existing areas of parking, would be accommodated over an area of approximately 1 hectare. The proposed BFS would comprise the conversion and internal adaptation of an existing single-storey former office building, and the location of 5 single-storey temporary classroom buildings on a former car parking area adjacent to the converted building. The remainder of the hardstanding area previously used for car parking is to be provided as 'hardplay' area for use by pupils.

An existing footpath from close to the Burghill Road entrance will be utilised as the main pedestrian access to the site, whilst a separate vehicular Service access will be created on the northern side of the converted building. This will allow access for deliveries and to an area set aside for the storage of refuse and recycling.

An existing area of car parking adjacent to the Burghill Road entrance is to be used by members of staff, and a secure storage area for 30 cycles will be provided.

Other ancillary works proposed include the provision of a 2 metre high chainlink fence around the school 'compound', demarcating it from the remainder of the vacant site, and a 2 metre high acoustic fence on the boundary to the rear gardens of properties on Burghill Road and Charlton road. A ramped access and boardwalk will be provided to the existing converted building.

In addition to the various submitted plans and elevations, the planning application submission is accompanied by the following documents:

- Design and Access Statement - NPS Group (May 2011)
- Noise Impact Assessment - Red Twin Limited (May 2011)
- Statement of Need/Economic Regeneration

ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

In accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, the proposed development has been assessed under Regulation 7(3) and a formal Screening Opinion was adopted in early July 2011. The Screening Opinion adopted by BCC concluded that the proposed development would not have effects on the environment of such significance as to warrant classification as 'EIA development', and require the submission of an Environmental Statement.

RESPONSE TO PUBLICITY AND CONSULTATIONS

A site notice was posted and a press advertisement published, and neighbouring properties/land-owners consulted.

At the time of writing, no representations had been received to the application. It is noted however that the period of time advertised on the press & site notices does not expire until 6 July 2011 (after the date when this agenda report has been finalised), and it will therefore be necessary to report any further representations received under separate cover directly to the Committee.

Transport Development Management, City Transport has commented as follows:-

No Objection subject to conditions.

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Pollution Control has commented as follows:-

Seeking further clarification on certain aspects of the proposed operation (particularly arrangements for dropping-off and picking up pupils), however assess that the issues raised could be dealt with reasonably by condition, and therefore no objection subject to appropriate mitigation.

Arboricultural Team has commented as follows:-

No objection to the proposed development.

Landscape has commented as follows:-

No objection

Avon And Somerset Constabulary has commented as follows:-

Police Architectural Liaison Officer (ALO) consulted at weekly 'drop-in' surgery. Suggested improvements to the fencing securing the school compound - weld mesh fencing stronger than chain link - and requested further details of the future security arrangements for the site and whether the intention was to re-open the Concorde Drive access.

Content to see details of additional lighting strategy conditioned.

RELEVANT POLICIES

Joint Replacement Structure Plan Adopted September 2002

Policy 30 Safeguarding existing Employment

Bristol Local Plan, Adopted December 1997

ME4	Controlling the Impact of Noise
NE3	Trees and Woodlands (including tree planting and the Community Forest)
M1	Transport Development Control Criteria
EC4	Protection: Existing Employment Opportunities

Bristol Development Framework Core Strategy – June 2011

BCS12	Community Facilities
BCS13	Climate Change
BCS16	Flood Risk and Water Management
BCS23	Pollution

Planning Policy Guidance, Planning Policy Statements and Supplementary Planning Guidance

PPG 13	Transport - January 2011
PPG 24	Planning and Noise - September 1994

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BACKGROUND & ASSESSMENT OF MATERIAL PLANNING CONSIDERATIONS

Secretary of State (SofS) for Education - Free Schools Announcement

The Secretary of State (SofS) for Education outlined proposals for free schools in June 2010, allowing teachers, parents, charities and other groups greater freedom to set up schools.

Academies Act 2010

The Academies Act 2010 was brought (in the main) into force on 29 July 2010 and includes amendment to various preceding legislation, including elements of the Education Act 2005. The Academies Act 2010 allows the creation of free schools and allows existing state schools to become academy schools.

SofS for Communities & Local Government - Removing Planning Barriers (Schools)

In support of the publication of the Academies Act 2010, the SofS for Communities and Local Government announced in late July 2010 a future commitment to support the creation of new free schools through the planning system by making it easier for promoters of schools to build new premises, or adapt existing buildings to suit the needs of a school. The SofS for Communities and Local Government therefore underlined that in determining planning applications, local authorities should:

- attach very significant weight to the desirability of establishing new schools and to enabling local people to do so;
- adopt a positive and constructive approach towards applications to create new schools, and seek to mitigate any negative impacts of development through the use of planning conditions or planning obligations, as appropriate; and
- only refuse planning permission for a new school if the adverse planning impacts on the local area outweigh the desirability of establishing a school in that area.

The SofS makes it clear that local planning authorities should take this statement into account as a material consideration when determining planning applications, where it is relevant to do so, and that it sets out the policy approach to support the establishment of new schools until the proposed new national planning framework is in place.

Planning for Schools Development: Consultation (Communities & Local Government)

Further to the above statement, Communities and Local Government published a Consultation Document titled 'Planning for Schools Development' in October 2010. This consultation document invites views on the Government's proposals to make changes to the General Permitted Development Order (GPDO) to give a permitted development right for change of use planning permission for schools development, and if so, which classes should have that right attached to them.

The consultation was published on 14 October 2010 and ended 8 weeks later on 10 December 2010. The intention was that any changes to the requirements for planning permission be made in sufficient time to allow school promoters to obtain properties that can be operational from September 2011. However, following contact made with Communities and Local Government on 20 June 2011, it was advised that the responses received during the consultation period are still under consideration with the timetable for progressing forward with any changes to the GPDO uncertain at this point in time.

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Report to Bristol City Council Cabinet - 21st April 2011 & Educational Need

A report of the Strategic Director of Children, Young People and Skills in respect of proposed education facilities at the former St. Ursula's School site was debated by Bristol City Council Cabinet on 21st April 2011. The report included consideration by BCC as the Land Owner of both the former St. Ursula's School site and the former DEFRA site, of the potential for allowing secondary school provision on these sites. The decision of Cabinet was as follows;

“If Bristol Free School Trust obtain the permission of the Secretary of State to establish a Free School, and if the school is to be based at the former St Ursula's School site then Bristol City Council will use reasonable endeavours to allow this school to be based at the Defra site at Burghill Road and gives its consent as landowner until the facilities at the former St Ursula's School site are available;”

The report to Cabinet also set out the role of the Department for Education (DfE) and it's responsibility for education policy and services at a national level and it's role in respect of the development of a Free School. Specifically, the DfE is responsible for providing support to individuals and organisations that are considering the development of a Free School, with the SofS responsible for approving applications for the creation of Free Schools (and Academies). In reaching this decision, the SofS must by law consider the implications on other schools when considering a Free School proposal, and de facto it therefore falls to the SofS to consider the issues of need and impact.

BFS made a successful 'in principle' application to the SofS in 2010 for a 750 place Free School for secondary aged children, and had been working with DfE to identify a suitable site. In early May 2011, BFS received final confirmation from the SofS that it's detailed plans to locate on the former St. Ursula's site from September 2012, and to utilise the former DEFRA site on a temporary basis from September 2011 were acceptable.

Conclusions on Free School Policy Position

Consistent with the assessment of all planning applications, it is the local planning authority's duty to act in accordance with Section 38 (6) of the Planning and Compulsory Purchase Act (2004), which states:

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise”.

In accordance with the SofS statement from July 2010, and the Planning for Schools Development consultation paper (October 2010), it is reasonable to conclude that these documents amount to a 'statement of intent' in respect of how applications for Free School proposals should be assessed, and that they should be given significant weight as material planning considerations.

In respect of educational need, the Development Plan, comprising as it does elements of the Joint Replacement Structure Plan (2002), Bristol Local Plan (1997) and Bristol Development Framework Core Strategy (2011), makes no direct or implied policy reference to educational need within it's policies. Given that educational need and impact are part of the strategic education assessment carried out by DfE and the SofS in determining the acceptability of Free School proposals, it is assessed that these issues if assessed to be material planning consideration, may only be allocated extremely limited weight in the determination of planning applications.

KEY PLANNING AND ENVIRONMENTAL ASSESSMENT ISSUES

(A) DOES THE PRINCIPLE OF THE PROPOSED DEVELOPMENT ACCORD WITH NATIONAL AND LOCAL PLANNING POLICY?

The wider DEFRA site was occupied from the 1950's as commercial and office land and premises until the last part of the site was vacated in April/May 2011. Whilst the site itself does not benefit from a specific 'protective' land designation within the adopted local plan, Policy 30 of the Joint Replacement Structure Plan provides the requisite policy basis for assessment within the Development Plan.

Policy 30 is clear that existing employment sites should be safeguarded unless the site is no longer capable of offering accommodation for employment uses, it's continued use for employment raises unacceptable environmental or traffic problems, or an alternative mix of uses offers greater potential benefits to the community and the site is not required to meet economic development or employment needs.

Whilst the existing buildings themselves are somewhat dated and potentially restricted in respect of their ability to convert to high-quality modern office accommodation, the site has been occupied for employment purposes on an ongoing basis for in excess of 50 years and would appear capable of providing continued employment opportunities in the future.

Whilst arguably an education use makes some provision for continued employment opportunities on the site, it would not strictly fit within an accepted definition of an employment use. However, it is noted that a significant proportion of the site would not be affected by this proposal and theoretically could still be brought forward for employment purposes in some form. In any event, the application under assessment only requires the release of 1 hectare of the wider site for a fixed period until December 2012, with only minimal works of adaptation required to the site and existing building to allow occupation as a school. As a consequence, any works carried out would be readily reversible and would not compromise any long-term development potential or opportunities for the wider site.

It is therefore concluded that, being mindful of the need to safeguard employment uses and the SofS statement on removing planning barriers for schools, the proposals the subject of this application would not be in conflict with national or local planning policy.

(B) DO THE PROPOSALS SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

The application has been assessed by BCC's Transport Development Management team who have carefully assessed the potential impacts from the introduction of a school on the site for a temporary period.

The existing employment site has historically provided approximately 410 car parking spaces on the site, with the sole vehicular access taken from Burghill Road. The access arrangements for the site for vehicular traffic will remain unaltered with an existing parking area made available for the 16 (FTE) staff close adjacent to the Burghill Road entrance. Cycle parking is also to be provided in line with Local Plan Standards of 1 per 5 students (i.e. 30 spaces for 150 pupils), and this will be secured by condition.

Servicing for the school will take place from within the internal road network of the site in a similar manner to servicing for the existing site, and there would appear to be sufficient space on site to accommodate the occasional use of coaches for children (eg for school trips and sports).

The roads immediately adjacent to the site do not suffer from significant collision concentrations and so this aspect of the application is considered acceptable.

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It is likely that parents may choose to drop off/ pick up their children by car, and normally the provision of drop-off facilities for children within a school site would not be allowed and to avoid congestion particularly around the site entrance to Burghill Road, this should also be the case in this instance. This would mean that dropping off would be most likely to occur on Charlton Road or Concorde Drive (if the pedestrian access is available) with both of these roads having substantial available space on street. The impact would therefore be considered acceptable.

The proposed site is also well served by public transport with bus routes 1 on Passage Road, 20, 584/5 on Greystoke Ave and 54, 76 on Doncaster Road. There is also a good network of Public Rights of Way and cycling routes near to the site. This means that there will be a variety of non-car modes which children will be able to use to get to the site. The information relating to these non-car options will be need to be included within a Travel Plan for the school, with the applicant having currently produced a draft Travel Plan which is continuing to be worked on and can be secured by condition.

An important aspect determining the attractiveness of walking and cycling routes to the site is the availability of the pedestrian access from Concorde Drive (which is currently closed). Whilst from a site security perspective there would be a concern if this entrance were to be made available for general access, the applicant has confirmed a willingness to open this access for pedestrian access for controlled periods at the beginning and end of the school day, which substantially increases options for pedestrian access to the site.

(C) DOES THE PROPOSED DEVELOPMENT HAVE AN UNACCEPTABLE IMPACT ON THE RESIDENTIAL OR VISUAL AMENITY OF ADJOINING PROPERTIES OR THE AREA?

This key issue provides an assessment of impact on both residential amenity, primarily from noise generation, and the impact on visual amenity from adjoining properties.

Residential Amenity - Noise

The applicant has submitted a detailed acoustic report which has identified 3 main sources of noise generated from the site, these being noise from the car park, noise from use of the playground and potential noise from any Mechanical & Electrical (M&E) equipment. Whilst these three noise sources are accepted, in assessing the submitted acoustic report, BCC Pollution Control also assess that there is likely to be the potential for noise generation from pupils arriving and leaving the school.

In respect of the proposed staff car park, the area was occupied and used as a car park when the site was previously occupied as offices and there is unlikely therefore to be any change or significant increase in noise from cars parking. The car park will also not be used as a drop-off or pick-up for parents.

The potential for generation of noise from use of the playground has been reasonably estimated by the applicant in the acoustic report, and demonstrates that with a 2 metre high boundary fence the noise levels from students will be just above the desirable limit of LAeqT 50 dB from BS:8223 for external areas. However, with the background level at LA90 39 dB in demonstrates that the noise from students in the playground will be clearly audible in the gardens of neighbouring properties during the two break periods.

Whilst the applicant is already proposing a 2 metre high acoustic fence as mitigation for the potential noise impact, it is difficult to conceive any other practical measures that could be used to further reduce noise levels. Whilst the fence could be higher, it would have to be significantly higher to further reduce noise levels and the only other possible way of controlling such noise would be through control over numbers of students and their activities in the playground, which

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ultimately would be difficult to control by planning condition but is assumed will be addressed as part of the management of students through the operation of the school. It is however considered reasonable in conjunction with the wider management of the school site, to request by condition details of how the outdoor areas are to be managed.

In respect of noise from M&E Equipment, the information submitted thus far is acceptable, and is a matter which can be addressed by condition.

The final noise issue assessed relates to students arriving and leaving the school site, which is undoubtedly a potential source of significant noise generation, even if normally concentrated over relatively short periods of time at the beginning and end of the school day. Even allowing for the potential split use of the Burghill Road and Concorde Drive accesses, it is likely that the congregation of students arriving and leaving the school grounds will have an impact on adjoining residential properties. However, this is a matter which would be difficult to control through the use of planning conditions, particularly given that the principal source of impact is likely to occur outside of the application site, and again it is assessed that this is a matter that would be more successfully controllable as part of the wider management regime exercised through the operation of the school itself.

Residential Amenity - Site Lighting

The proposed school will in the main utilise the existing lighting on the site, although it is indicated that the temporary classrooms will have outside lighting. Whilst there is no indication of further requirements for external lighting, the addition of a condition controlling the details of any further lighting is considered appropriate.

Residential Amenity - Loss of Privacy

In respect of impact on visual amenity, the proposed single-storey classrooms are located at the closest point approximately 7 metres from the rear boundary of properties on Burghill Road, with the distance from the rear elevation of Burghill Road properties to the classrooms in excess of 30 metres. Given the single-storey scale of the proposed development, the visual mitigation that the proposed acoustic fencing will provide, and the distances involved, it is concluded that the proposed temporary classrooms will not have a significant impact on visual amenity.

(D) OTHER MATERIAL PLANNING CONSIDERATIONS

Existing Landscaping and Trees

The landscaping and tree coverage across the wider site is generally mature in character and well-established. The application site itself possesses a significant area of mature vegetation and trees on its southern part, adjacent to the retained footpath. There will be no impact on this area as a result of the proposed development.

The other primary areas of landscaping and trees are on the boundaries with the rear gardens of properties on Burghill Road and Charlton Road, and adjacent to the retained area of hardstanding. The temporary nature of the proposed development (i.e. the demountable classrooms) means that, with the exception of the previously identified 2 metre acoustic boundary fencing, there is no need for any excavations or works that are likely to have a significant impact on existing trees and planting.

Site Security

The proposed school will be located in its own compound, secured by 2 metre high chain link fencing. Furthermore, the wider site will remain secured in a similar manner to the current

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arrangements with security patrols and CCTV. It is concluded that the security of the school site will be acceptable.

Drainage & Ground Contamination

The existing arrangements on site for the drainage of run-off and rainfall from areas of hardstanding will remain and the proposed development will not make any significant alterations to the balance between hardstanding and grassed/landscaped areas.

In respect of the potential for ground contamination, whilst it is unclear whether or not the site has been subject to contamination in the past, the proposed development will not require any substantive excavation and any potential risks would therefore seem small. However, a response from BCC Pollution Control (Contaminated Land) team is awaited and will be reported to the committee.

Climate Change & Sustainability

Whilst Policy BCS13 of the adopted Bristol Development Framework Core Strategy (2011) sets out a requirement for development to both mitigate and adapt to climate change through high standards of energy efficiency, use of low-carbon energy systems, and the encouragement of alternatives methods of travel to the private car, the temporary nature of the development would make it difficult and disproportionate to justify seeking the applicant to install extensive energy efficiency devices or a low-carbon energy supply system. The applicant has however undertaken to produce and monitor a detailed Travel Plan encouraging and promoting the use of alternative modes of transport to the private car, which is concluded to be a reasonable and proportionate response for these development proposals.

CONCLUSION

The proposed development of the former DEFRA site by Bristol Free School would entail the temporary loss of a small percentage of the available employment floorspace and land until December 2012. It is however noted that the remaining site would remain available for employment use or occupation and that the proposed operation of the school for a temporary period would not prejudice the future redevelopment of the site for employment purposes.

The applicant has worked hard to mitigate the impacts of the proposed school in respect of traffic generation, noise and amenity, although the very nature of the use means that there will still be an impact in these issues experienced by neighbouring properties and occupiers. However, the school development is proposed as a temporary 'stop-gap' measure and this has been taken into account in concluding the acceptability of the proposals, as have the SofS statements and consultations on the issue of Free Schools.

REASONS FOR APPROVAL

The decision to grant planning permission for the development proposal has taken account of Section 38(6) of the Planning and Compulsory Purchase Act 2004 and concluded that the proposals accord with the policies of the Development Plan listed in this report.

Specifically it has been concluded;

- i) That the principle of the proposed development accords with the Development Plan in respect of land use and impact on the existing stock of available employment land and buildings within Bristol.

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- ii) Traffic and Transport impacts during the development have been satisfactorily addressed, with mitigation requiring an appropriate travel plan secured through condition.
- iii) That subject to the imposition of appropriate conditions, issues relating to noise have been satisfactorily addressed.
- iv) That the visual impact of the proposed development is acceptable.
- v) Matters relating to Surface Water Drainage have been assessed as satisfactory.
- vi) That the impact on existing landscaping and trees is acceptable.
- vii) That consideration has been given to safety and security within the wider context of the site.

Full regard has been paid to all other material planning considerations including representations made in respect of the application.

RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

1. Limited Period

The use hereby permitted shall be removed and the land restored to its former condition on or before the 31st December 2012.

Reason: In accordance with the application and because the proposed building would otherwise prove unacceptable in this location.

Pre occupation condition(s)

2. Noise from plant & equipment

No plant and equipment shall be operated in connection with the use hereby approved until an assessment to show that the rating level of any plant & equipment, as part of this development, will be at least 5 dB below the background level 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: 1997-"Method of rating industrial noise affecting mixed residential and industrial areas".

Reason: In the interests of amenity of adjoining noise sensitive properties

3. The proposed development shall not commence operation until there has been submitted to and approved in writing, by the Council, an Outdoor Area Management Plan, setting out details of times the areas will be used, numbers of children that will use specific areas at any one time and how the areas will be supervised.

The approved outdoor management plan shall be complied with throughout the duration of the use.

Reason: In the interests of amenity of noise sensitive receptors

4. The development hereby permitted shall not be occupied until a report detailing any additional external lighting scheme has been submitted to and approved in writing by the Council.

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

Reason: In the interests of the amenity of adjoining residential occupiers and reduction of light pollution.

5. A Travel Plan comprising immediate and continuing measures to promote and encourage alternatives to private car use shall be prepared, submitted to and approved in writing by the Local Planning Authority prior to occupation of the buildings hereby approved unless an alternative timescale is agreed in writing with the Local Planning Authority. The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the Local Planning Authority.

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

6. The use hereby permitted shall not commence until the cycle parking area shown on the approved plans has been completed and made available, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

7. No building or use hereby permitted shall be occupied or use commenced until details of arrangements for servicing of the development have been submitted to and approved in writing by the Local Planning Authority. Any facilities for loading, unloading, circulation and manoeuvring identified in the Servicing Plan shall thereafter be kept free of obstruction and available for these uses.

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

Post occupation management

8. Use of Refuse and Recycling facilities

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

Reason: To safeguard the amenities of nearby occupiers

9. The car parking shown on the approved plans shall be kept free of obstruction and available for the parking of vehicles associated with the development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that there are adequate parking facilities to serve the development.

10. Deliveries

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.

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Reason: To safeguard the amenities of nearby occupiers

List of approved plans

11. 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.

- AL (--) 01/A - Room Layouts, received 22 June 2011
- S_B_460 - Site Survey, received 22 June 2011
- Noise impact assessment, received 27 May 2011
- Chain Link Fencing & Timber Fencing Details, received 27 May 2011
- Statement of need/Economic regeneration, received 27 May 2011
- View of typical temporary classroom, received 27 May 2011
- AL (00) 00 - Site location plan, received 27 May 2011
- 5532-6-001/1 - Proposed elevations & floor plans, received 27 May 2011
- AL (00) 01/D - Proposed layout plan, received 27 May 2011

Reason: For the avoidance of doubt.

Advice(s)

1. Sound insulation/acoustic reports

The recommended design criteria for dwellings are as follows:

Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.
Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours & LAmx less than 45 dB in bedrooms.

2. Details of Extraction/Ventilation System

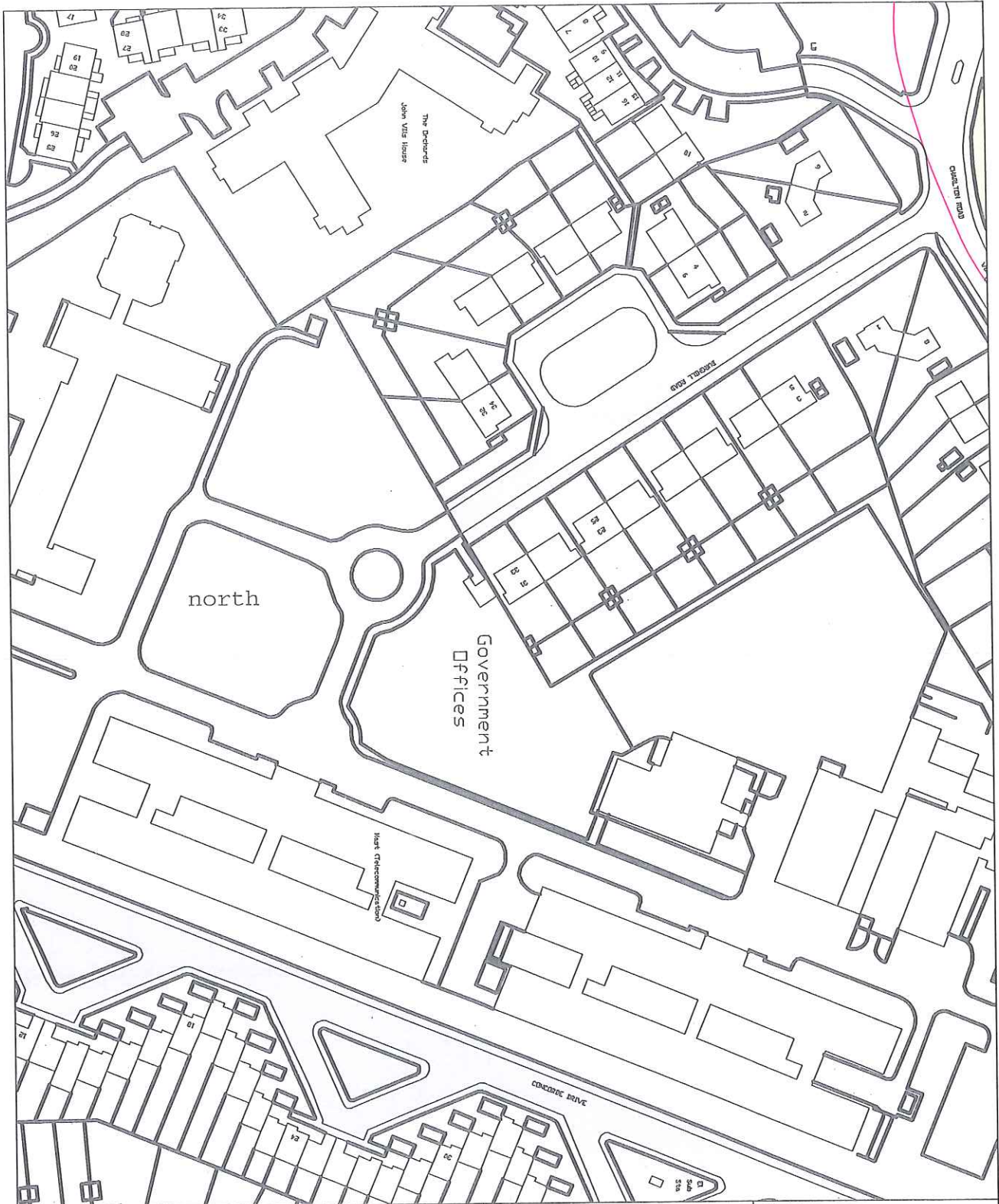
It is recommended that any flues for the dispersal of cooking smells shall either:

- (a) Terminates at least 1 metre above the ridge height of any building in the vicinity, with no obstruction of upward movement of air or:
- (b) Have a method of odour control such as activated carbon filters, electrostatic precipitation or inline oxidation.

Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527.
<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>

BACKGROUND PAPERS

Transport Development Management, City Transport	14 June 2011
Pollution Control	15 June 2011
Arboricultural Team	22 June 2011
Landscape	27 June 2011
Avon And Somerset Constabulary	13 June 2011



NPS South West Ltd.

- Head office: Venture House, 1 Capital Court
Sowton Ind. Est. Exeter, EX2 7FW
 - South Office: The Acorn Centre, Lea Mill Ind. Est.
Iybridge, PL21 9GP
 - North Office: Civic Centre, Barnstaple, EX311ED
- Tel: 01392 351000
 Fax: 01392 351111
 Email: exeterventurehouse@nps.co.uk
 www.nps.co.uk

Project Bristol Free Schools Burghill Road		Client T and T	
Subject Site Location plan		BIS No	Deed Ref. OS Sheet
Project No C100105		Date May 2011	Scale 1:1250 @A4
Drawing No AL (00) 00		Drawn MDW	Checked Draft
		Rev.	

The contractor is to comply in all respects with the current Building Regulations and is to check all site dimensions and levels. Do not scale from the drawing, use written dimensions.
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