

Development Control (North) Committee – 10 March 2010
Application No. 09/03891/P : Gloucestershire County Cricket Club Nevil Road Bristol
BS7 9EJ

SUMMARY:

The proposal is for the modernisation of the Gloucester County Cricket Club (GCCC) and proposes the provision of 20,000 seat stadium (18,500 permanent seats) an enhanced pavilion to provide a Media Centre (including conference facilities), improvements to the gym and student accommodation to provide for 350 students, described as vital enabling development to fund the proposed development.

BACKGROUND:

The Applicant has advised that the ground has been the home of Gloucestershire Cricket Club since 1889, when it was brought by W.G. Grace. The club has hosted international games since 1999 and become a regular venue for England One Day Internationals (ODI) matches since 2003. It is commented in the Planning Statement that this is the only international sporting event to be held regularly in Bristol and the South West.

The ground presently provides 3,668 permanent seats which increased up to a maximum of 16,000 seats for international matches with the addition of temporary seating. Matches take place throughout the week at the County Ground between April and September. The applicant has advised that between 2005-2008 the ground has per year hosted on average 1 one day international with an average attendance of 15,252 and 5 Twenty Cup matches with an average attendance of 4,023.

SITE DESCRIPTION

The application covers a site area of 4.88 hectares. The Gloucestershire Country Cricket Club (GCCC) is located within the Ashley Down ward a predominantly residential area about 2.25 kilometres from the city centre. The Gloucester Road is located about 400 metres to the west of the ground and Ashley Down Road is located about 250m to the east of the site.

The cricket ground is bounded to the north and west by residential properties. The City of Bristol College (CBC) is located to the south and east of the east immediately abutting the south east boundary of the site. The large stone College Building (originally part of the Muller Orphanage) are Grade II Listed. The College site and the land to the north east of the ground falls within the Ashley Down Conservation Area. To the north east is located an area of hardsurfaced parking shared by the CBC and the GCCC and a grass playing field (site of playing field has permission for new school 09/02694/FB). Beyond the playing field is a housing development site (Persimmon Homes) which is partially complete. The wider area is predominantly residential.

GCCC is accessed primarily from Nevil Road but also has vehicular access through the shared car park via the private road adjacent to Brunel House (CBC) leading from Ashley Down Road which shall be hereafter referred to as College Mews. The site presently contains the club pavilion building adjacent to properties of Lancashire Road which includes a gymnasium and club shop. Parking and practice nets are located adjacent to the properties of Kennington Avenue at the north west of the site. The existing Jessop stand is located at the south east of the site adjacent to the shared car park. The existing mound stand is adjacent to the south east boundary of the site with the CBC.

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RELEVANT HISTORY

97/01989/M New stand with social facilities to replace the existing Jessop Tavern.
Approved 3 February 1998

98/00423/F Engineering works to convert existing tennis court to enclosed cricket practice nets comprising artificial hard surfaces, grassed area and restraining netting.
Approved 27 May 1998

09/03894/F Replacement of existing mound stand with new 4,900 seat capacity cricket stand.
Received 20th October 2009

09/02694/FB Construction of a new 210 place primary school with community facilities and external sprinkler tank
Approved 3rd December 2009

00/02850/F Change of use from college to mixed use, including college, residential 367 units, shop, cafe, restaurant/bar. Conversion of listed buildings, one to three storeys, new build accommodation one to three storey in height, Approved 14 July 2003.

This application is substantially implemented. The elements that have not yet been implemented are the conversion of Allan house to 43 residential units and the provision of a mixed use building accessed from College mews consisting to provide shop, cafe, restaurant/bar, and 53 residential units. College Mews would be the vehicular access to this building.

00/02849/LA Conversion and extension of all six listed buildings on site, including two storey wing to Allen House, with attendant changes to external elevations and internal structure.
Approved 14 July 2003.

APPLICATION

This is a so-called hybrid planning application because it combines a full planning application and areas within the overall site where outline planning permission is sought. The total site area is approximately 4.88ha. The key elements of the proposal consist of the provision of 20,000 seat stadium (consisting of 18,500 permanent seats) new pavilion building and Media Centre (including conference facilities), improvements to the gym and vital 'enabling' student accommodation for up to 350 students. Access to the ground is presently achieved from College Mews and Ashley Down Road. The application proposes to amend this so that all vehicular access is solely from College Mews, although pedestrian and cycle access would be permitted at the Nevil Road entrance.

The outline application includes 'reserved matters' details as outlined in the supporting planning statement:

- All matters are provided of the proposed extensions and alteration to the existing pavilion building (to be hereafter referred to as the new pavilion building) to provide club accommodation and gym, new media centre, corporate boxes, banqueting and conference facilities, swimming pool; therefore, this part of the application is in full. All other elements of the application have been submitted in outline form.
- Access layout and Scale of 20,000 seat stadium and ancillary development including bars, new club shop, car motorcycle and cycle parking, landscaping;

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- Access and layout of student accommodation; and
 - Associated works
- i) Pavilion/ Media Centre:

The application seeks approval for access, appearance, layout and scale of this element. The central clock tower section of pavilion would be extended towards the ground to provide new media centre with seating for 100 press representatives. The northern section of the pavilion is proposed to be increased in height by one storey to provide an upgraded gymnasium (including 25m x 5m swimming pool), conference banqueting facilities and corporate boxes. The southern part of the existing pavilion building which comprises a sports hall would be extended to provide a cricket education suite and an extension to the sports hall to accommodate run-ups for bowling practice. The Pavilion presently has conference facilities to accommodate 140 delegates the expansion proposal would expand this capacity to 400 delegates.

The Applicant has advised that conferences will not take place during major matches and that the total capacity of the ground will not be affected by these facilities. In addition, on major match days the conference facilities as well as other rooms within the proposed extended pavilion will be used for banqueting facilities for cricket spectators, up to 1,100 covers.

- ii) Stadium:

The application includes details of access, layout and scale for the proposed stands of the stadium. The Design and Access Statement gives an indication of the appearance and landscaping. The proposed seating consists of a single tier stand to the whole perimeter of the cricket pitch. This includes the removal of the existing seating and buildings at the perimeter of the site, excluding the main pavilion building.

The proposed stands have a maximum height (including 1.5m high barrier at rear) of 5.66 adjacent to the boundary of properties on Kennington Avenue of 4.1m. The parts of the proposed stand that are angled into the site enclosing the pitch have a maximum height of 6.28. The stands would have a 1.5m high barrier on top for safety reasons and to prevent overlooking of properties on Kennington Avenue.

- iii) Enabling development in the form of student accommodation:

The application includes student accommodation comprising 350 student beds in a building at the northeast boundary of the site with the shared car park accessed from College Mews. Access and siting of the accommodation are selected for consideration with all other matters being reserved. The application originally provided indicative details showing a building predominantly of 6 storeys with 7 storeys in the central part and 5 storeys adjacent to Cabot House (Grade II Listed College building). The indicative details have been revised in response to negotiation by your Officers. The building remains predominantly 6 storeys with a 7 storey tower element, in line with the College Mews access, and 5 storey elements at either end. The drawings show the seven storey element having a maximum height with a pitched roof of 21.9m and the 6 and 5 storey elements having maximum heights of 17.3 and 14.7m respectively. The plans indicatively show 71 residential units. The indicative ground floor plans include refuse and recycling storage for the student accommodation, turnstiles to the stadium, club shop and reception.

The Applicant has advised in their planning statement that `in order to provide the vital funding for the development proposals, the application includes 'enabling development' of student accommodation for up to 350 students.

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It was determined by your Officers that the enabling development was contrary to policy in terms of the impact on the setting of the Listed Building and the Character and Appearance of the Ashley Down Conservation Area. However, enabling development can be a material planning consideration that can be weighed up against a conflict with planning policy. For example it has been a consideration in relation to development allowed to help fund restoration of listed buildings and English Heritage's definition is:

'Development that would otherwise be unacceptable in planning terms but for the fact that it would bring public benefits sufficient to justify it being carried out, and which would not otherwise be achieved' (Enabling Development and the Conservation of Significant Places 2008)

Enabling development is development that is contrary to established planning policy - national or local - but which is permitted because it brings wider public benefits that have been demonstrated clearly to outweigh the harm that would be caused.

In order to appraise the enabling development that Applicant was required to submit an enabling development report setting out the viability case for the enabling development. The appraisal has been submitted as a confidential report because it does contain commercially sensitive information. Officers have sought specialist advice from GVA Grimley to scrutinise the appraisal.

In summary the Council's advisors have confirmed that the applicant's appraisal of the value of the proposed student accommodation is reasonable and that they agree with the level of funding that the enabling development would contribute. On this basis they have advised that the viability contribution arising from the proposed development is reasonable to fund the proposed modernisation of the ground.

iv) Transport Aspects of scheme:

For the purposes of transport measures the applicant has defined a major event as 'that where attendances are expected to reach 16,000 or above and 18,000 permanent seats have been provided.'

Access:

Access to the ground is presently achieved from College Mews and Ashley Down Road. The application proposes to amend this so that all vehicular access is solely from College Mews, although pedestrian and cycle access will be permitted at the Nevil Road entrance.

Parking:

100 cycle parking spaces are proposed for the cricket ground consisting of 84 spaces within the shared car park and 16 spaces within the stadium. 164 cycle spaces, 88 as Sheffield stands and 76 as wall mounted racks are proposed for the student accommodation.

The ground presently has a parking provision of 166 spaces. The proposal would result in 111 spaces being provided within the ground, although when matches are not in operation a further 38 spaces will be provided underneath the stands providing a total of 213 spaces. In addition a further 64 dedicated spaces are to be provided within the car park shared with the City of Bristol College located between the ground and College Mews resulting in a total of 175 dedicated spaces and 213 when matches are not operating. In terms of dedicated parking this

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is an increase on the present situation. GCCC proposed to continue with current arrangements to share spaces with the City of Bristol College when the College is not operational (weekends, bank holidays, summer holidays). This can provide up to 431 additional spaces.

Until recently the playing field located to the north east of the ground was available for parking and provided 388 spaces. A large proportion of this field has planning permission for a school which is being implemented as a result GCCC presently do not have use of the field for parking. In terms of off-site parking there is a loss of 24 spaces within the shared car park.

Major events (where the anticipated gate is 16,000 spectators which includes One day Internationals and concerts):

For Major Events 406 spaces would be provided (12 on site and 394 off-site). This is a reduction of spaces from what could presently be achieved, as a result of 48 spaces being lost within the ground for such events.

Proposed transport measures:

The Applicant has agreed to enlarge the area covered by the current matchday measures along with the improvement and enhancement of the current system of roads closures to provide better enforcement. In addition, to increase the number and destination of spectator bus services for major events. The measures will be required as part of the 106 Agreement prior to commencement of development unless otherwise stated.

Permanent parking restrictions (See figures 7.1 and 7.2 of supporting documents):

Additional permanent double yellow line restrictions:

Implementation of increased no. of permanent double yellow line restrictions in the vicinity of ground as part of Section 106 agreement.

Additional coning:

Coning on event and match days along the north-eastern side of Ashley Down Road to allow access into College Mews for large coaches.

Road Closure - Major events:

For major events GCCC presently implement a temporary road closure of Nevil Road which is initiated in liaison with Bristol City Council under Section 76 of the New Roads and Street Works Act (NRSWA) 1991, to remove through traffic from Nevil Road in the interests of providing an emergency access and pedestrian safety. This is restricted by the positing of a series of no temporary No Entry / Road Closed signage at the junctions with Nevil Road:

The junctions are also manned by stewards to enforce the temporary closure. In addition a series of `No Entry / Road Closed` signage is provided within a wider area to restrict access to local streets. All the signage is operated from three hours before a match / event from which time it is also manned by stewards who are required to prevent access to motorists wishing to access across or along Nevil Road, except in event of an emergency

It is proposed to continue with the closure of Nevil Road during major events, but for this to be backed by a permanent signage in conjunction with a permanent order. A contribution is proposed for the provision of a permanent Traffic Regulation Order which would need to be implemented under separate highway legislation. The permanent signage would be made visible when the closure was in operation. In addition further no entry signage is proposed as

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detailed below in connection with the permanent Traffic Regulation Order to restrict access to local streets from the main access points whilst allowing access by other streets, which local residents would be able to use. The Applicant has agreed to the provision of stewarding for the first two home matches played at the Cricket Ground.

The revised extent of road closures with permanent signage will consist of the following (Additional shown in bold):

- i) No Entry from Gloucester Road to:
Dongola Avenue;
Nevil Road;
Wesley Road; and
Brynland Avenue
- ii) No Entry from Sommerfield Road to The Avenue
- iii) No Entry to Derby Road north of junction with Sefton Park School
- iv) No entry from Bryland Avenue to Nevil Road
- iv) No Entry from Ashley Down Road to:
Sefton Park Road;
Station Road;
York Avenue;
Ashgrove Avenue;
Talgarth Road;
Kennington Avenue;
Seymour Road;
Dongola Road.

On major match days the club will continue to adopt ROAD AHEAD CLOSED signage on the entry point to the area surrounding the ground at the following locations. The applicant has advised that this will continue to deter spectators from using these roads whilst allowing vehicular access to these residential roads that are not in Nevil Road but are located within the area bounded by Gloucester Road, Sommerville Road and Ashley Down Road (additional signage shown in bold):

- i) at the entrance to Ashgrove Road from Ralph Road (New);
- ii) at the entrance to College Mews (western section) from Ashley Down Road (New);
- iii) at the entrance to Muller Avenue from Ashley Down Road;
- iv) at the entrance to Theresa Avenue from Seymour Road
- v) at the entrance to Seymour Avenue from Seymour Road;
- vi) at the entrance to Byrnland Avenue (southbound) from Dongola Avenue (New), and
- vii) at the entrance to Upper Belmont Road from Sommerville Road;
- viii) at the entrance to Kennington Avenue from Seymour Road.

Spectator Bus Service - major events

The Applicant has agreed to the following expansion of the spectator bus for major events for a period of 5 years.

The existing number of buses running to / from UWE is increased from 6 to a minimum of 9
The existing number of buses running to / from Portway is increased from 4 to a minimum of 6
The provision of an additional service connecting with Bristol's railway stations consisting of 3 buses running to / from Parkway railway station and Temple Meads railway station (total of 6 buses)

The buses would commence at least 2 hours prior to the start of a major event and return

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spectators from the ground for up to 2 hours afterwards. For all of the sites there would be one bus operating during the event.

Signage:

In response to negotiations by your Officers the applicant has agreed to provide additional pedestrian signage on Gloucester Road and Ashley Down Road to promote walking and cycling to the site. In addition the provision of a Variable Message Sign at the entrance to College Mews making it clear to motorists that entrance is forbidden unless arrangements have been made beforehand. (see Figure 7.2A of Supporting Documents or Appendix F of Transport Assessment Addendum January 2010)

Proposed Transport Contributions:

The Applicant has agreed to provide the following transport contributions that would be secured as part of the 106 Agreement and be required to be provided prior to development commencing on site:

A financial contribution of £15,000 (index linked) towards the cost of double yellow line Traffic Regulation Orders (TROs) to improve junction safety within 1 kilometre area of the stadium.

A financial contribution of £15,000 (index linked) towards making the existing temporary TROs for the closure of Nevil Road and additional streets as agreed on major matchdays and events, provision of permanent and associated signing. In addition, pedestrian signage and Prism sign at entrance to College Mews.

A financial contribution of £30,000 (index linked) towards bus stop improvements.

A financial contribution of £20,000 (index linked) towards pedestrian facility improvements on Gloucester Road.

Travel Plan:

The Applicant is proposing to provide a travel plans for the stadium and a separate travel plan for the student accommodation both of which would be secured by planning condition.

Stadium:

The Applicant has agreed that this will cover conference facilities, corporate hospitality events, coaching sessions and matches/ events at the ground. This will be required to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works on the new pavilion building.

Student Accommodation:

The Applicant has advised that the Travel Plan will be owned and managed by the owner of the student accommodation. This will be required to be submitted to and approved in writing by the Local Planning Authority prior to commencement of the works on student accommodation.

THE APPLICATION IS SUPPORTED BY THE FOLLOWING DOCUMENTS:

Statement of Community Involvement

Heritage Statement

The economic impact of International Cricket on Bristol City Council

Flood risk Assessment

Sustainability statement

Noise impact assessment (revised Feb 2010)

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Air quality assessment
Tree survey and Arboricultural Implications Assessment
Design and Access Statement
Design and Access Statement Addendum (Jan 2010)
Photomontage of long distance views (revised Feb 2010)
Transport Assessment
Transport Assessment Addendum (Jan 2010)
Shadow/ sunlight path analysis (revised Dec 2009)

Additional supporting information on the following matters:
Need for student accommodation
Executive summary of viability report

UPDATE:

The following revisions/changes have been made to the scheme:

Amendment of design of student accommodation
Revision of cycle parking
New and revised stand section drawings
Revision of parking layout
Provision of public realm square at end of College Mews Road
Drawing of conflict of football pitch with the cricket wicket

An amended section drawing has recently been submitted of the Kennington Avenue Boundary Section as it incorrectly showed the stands being about 2.5m further from the boundary than would be the case (3503 PL36A). The plan drawing is correct in this respect (3505 PL03D).

STATEMENT OF COMMUNITY INVOLVEMENT

The applicant has submitted a Statement of Community Involvement which advises that the following consultation activities have been undertaken:

A public exhibition viewing for the Residents Liaison Group on 30th July 2009;
A public exhibition at Gloucestershire County Cricket Club over 31st July and 1st August 2009;
A second public exhibition at Gloucestershire County Cricket Club on 5th September 2009;
A presentation to the Conservation Advisory Panel on 15th September 2009; and
Meetings and discussions with a number of local Councillors and MPs.

A letter has been received from the Residents Liaison Group (community group in connection with the cricket ground) advising that the statement is a fair record of the community involvement and the outcomes from it.

OTHER COMMENTS

Environment Agency:

No objection subject to use of suggested condition and informatives.

English Heritage:

Comments on amended proposal:

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The scheme now indicates that the main combined Grandstand and residential accommodation has been redesigned to provide a symmetrical and visually more robust looking structure. We still remain of the view that the height and scale of this part of the scheme is overly dominant in terms of its impact on the adjacent listed buildings and conservation area, however, we understand that this is justified on the basis of substantial viability grounds.

We would ask that at the Reserved Matters stage of this project the following improvements are considered:

- To the south of the proposed car park is an existing screen of trees, a wall and the proposed bank of parking bays running parallel to this wall. We would wish to see more visual integration between the new area of public realm that will provide a car park and entrance way into the cricket pitch and grandstand and the rear of the listed building block that is located to the south of this area. The fact that the central part of the listed building, albeit the rear, fronts directly onto this space should be recognised as an opportunity to bring it into this potentially exciting public space. On this basis we would encourage the reconfiguration of the parking bays in this part of the site so as not to preclude future use of this space as access/ public realm for the listed building as well as the proposed development.
- The area of wall to the proposed south grandstand that will face the historic buildings appear to be relying on trees to screen and mitigate their impact upon the historic environment. We would ask that the design of the scheme is revisited in the Reserved Matters stage to provide some more creative detailing to face onto the public realm and listed buildings.

Highways Development Management:

1. The traffic management measures proposed for major match days are courageous, and we would fully support them. The £15,000 included in the Club's Highway Obligation for yellow line TROs at junction is welcomed. The cost of temporary drop-down no entry signs proposed at junctions (Figs 7.1 and 7.2 in Transport Assessment) and the necessary TRO, will need to be included in the Club's Highway Obligations. Probably there needs to be a condition obliging the club to operate all the drop down signs on major match and event days.
2. On major match and event days, a large sign will be necessary at the entrance to College Mews, making it very clear to motorists that entrance is forbidden unless arrangements have been made beforehand. This should be in addition to any presence of staff at the entrance.
3. For the above events, there is heavy reliance on bus services, particularly from park and ride sites. Continued operation of these services is certainly welcomed. The provision of increased spectator bus services for three years to cover major events is welcomed, as is the proposal to engage the Council in discussions of places to be served by these buses (Highway Obligations (i))
4. However, on such days substantial numbers of spectators will also walk and cycle to the ground. Para 6.3.3 in the Transport Assessment says 7 motorcycling spaces and 88 secure cycle parking spaces will be provided. The locations for this provision need to be provided to the Council. 88 cycle spaces for staff and visitors seems rather low. When a 5,000 crowd is present, if only 2% of visitors cycle to the ground (more might be expected given Bristol's Cycle city status), then 100 spaces will be needed for visitors

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alone. For a 20,000 crowd, if only 0.5% of the visitors cycled to the ground, then 1,000 cycle spaces would be required. The Cricket Club should explore the provision of further spaces, perhaps in the College as a start, as well as within the Cricket Ground site.

5. A corollary of persuading less people to drive to the Cricket Ground will necessarily be an increase in people walking to the site. Many will be walking from bus stops, as well as from cars parked some distance from the Ground. Prominent signs will be needed at the bus stops themselves, and at nearby junctions, to inform people unfamiliar with the area which route to take to walk to the Ground. This will be needed both on Gloucester Road, and Ashley Down Road. Signs pointing to pedestrian and cycle access should be erected at the Nevil Road, College Mews and City of Bristol College entrances.
6. A large number of visitors arriving by bus will alight at the northbound bus stops on Gloucester Road adjacent to Longmead Avenue, and use the zebra crossing across Gloucester Road, then Nevil Road. This route has a bad accident record, and a £20,000 contribution is requested to bring forward improved pedestrian facilities along it.
7. In the list of Highway Obligations, there are provisions for Travel Plans both for the stadium and for student accommodation. Such commitment must stretch to encouraging people attending conferences, corporate hospitality events, and coaching sessions not to drive to the Ground, with leaflets routinely distributed to all staff and visitors showing what alternatives are available. Experience shows that inducements, such as competition prizes, help to make such promotions acceptable. The point is accepted that the Club relies on generating additional income from commercial activities but this, and growing community involvement, may result in ever-increasing numbers of visitors using the narrow streets around the Ground (Section 7 in The Club's 'Proposal' document).
8. The Club's proposed Highway Obligations outline 10 conditions to be applied restricting car use by students. While these proposals are acceptable, they need to be part of a package offered to students, containing inducements to comply, as well as penalties for not doing so. This should include free bus tickets for an initial period, as well as lavish information on alternative modes of transport.

The Conservation Advisory Panel has commented as follows:-

The Panel has regard to its previous minute. The Panel's main concern was the impact at the east end of the building on Cabot House. Trees must divide the proposed car park areas. Car parking will be an issue and car use constraints must be applied to the students. The former orphanage buildings represent the dominant character of the area. The new buildings should relate to the mass of the former orphanage and the design of the student accommodation should be of the highest quality. The indicated block design does not match the design quality that the Panel had in mind. Because television will show aerial views of Bristol the roofscape should be more interesting. The present design of the Pavilion represents a lost opportunity to produce an outstanding design seen from within and outside the ground and which would immediately identify Bristol to a television audience.

Bristol Urban Design Forum:

The panel were unanimous in their support for future development at the club to increase spectator capacity, enhance sports and sports related facilities, and to include commercial development as a method of improving viability. However, the panel has a number of concerns over the way in which the proposals have developed, and with the scheme as now proposed. In summary these concerns relate to:

- lack of an overall comprehensive approach for this site and its context
- insufficient ambition / vision

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- access and circulation
- parking and public space
- form and massing

Comprehensive approach

The panel is concerned that there is little or no integration between the plans for development at the cricket club, the proposed school, the housing development, and any future plans for development at the college. The panel considers it vital that a comprehensive approach is taken to the development of these sites, including preparation of a joint masterplan, and potentially a joint development approach. Such a masterplan might consider opportunities that would otherwise be missed, such as accommodating a school within the cricket club development, or bringing forward enabling development on land not currently in GCCC control.

Ambition / Vision

The panel notes that the GCCC is promoting a scheme that is inexpensive in comparison to those proposed elsewhere. The panel questions whether all appropriate funding sources have been tested, and/or whether the opportunity presented by this development doesn't justify a greater quantum of enabling development to increase the funding available for investment in the stadium itself.

Access and circulation

Two entries are proposed, including retention of the existing entrance at Nevil Road, and provision of a new entry to the west via College Mews. While the panel notes the historic importance of the Nevil Road entrance, it is clear that the primary access for any major events at the stadium will be via College Mews, due to the constraints and residential nature of the Nevil Road entrance. The panel is concerned that insufficient importance has been attached to this aspect, there is no indication of what this entrance might be like, no relationship between the position of the entrance and the arrival route axis of College Mews, no suggestion of how the entrance will relate to the public realm and its treatment (largely car parking). The panel considers that this is a significant missed opportunity in terms of creating a celebratory event space that will add value to the surrounding area (see parking and public space below). The entrance itself should be expressed in the form of the enabling development that is built above / around it, with significant emphasis to indicate its greater importance.

By definition, the stadium will attract and hold large crowds for major events. The panel was concerned at the apparent lack of attention paid to circulation. It is unclear how spectators will move around the stadium, or whether the experience will be anything more than utilitarian. The panel were not convinced by proposals for access to the proposed enabling development, and how this would be maintained during major events. The panel considers it essential that greater consideration is given to the issue of access and circulation.

Parking and public space

The panel notes with concern the lack of a coordinated approach to parking. Parking provision appears to be distributed around the scheme on the basis of slotting it in wherever it will fit, to the detriment of the public realm. While parking is vital, much of it can be shared between the college, the primary school and the cricket club through a joint approach. It is also critical that it is treated as a fundamental part of the public realm, i.e. the emphasis should be on pedestrian circulation and use, and the experiential qualities, rather than simply seen as space to accommodate vehicles. There is an opportunity to create a unified and multifunctional urban space as a dramatic entrance for the cricket club, in which car parking is a secondary function. This will require coordinated design treatment to the disparate boundaries of this space to create overall coherence. The panel recommends that more detail is provided on the treatment of the public realm and parking in any planning application.

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Form and massing

The panel is particularly concerned over the proposed form and massing of key elements of the scheme, including the media centre and the enabling development. These two elements are likely to be the image of Bristol to millions of cricket loving television viewers around the world. The panel recognises that the proposed planning application at this stage is seeking outline approval for the enabling development only, but is unconvinced by this approach, which is unlikely to result in dynamic architectural form integrated into the stadium design.

Urban Design and Conservation:

The Urban Design Officers comments are included within Key Issues D (design and visual amenity).

Conservation Officer:

This application proposal would result in impacts on both the setting of a number of Grade II listed buildings, the former Muller Orphanages, and the Ashley Down Conservation Area.

A small part of the application site is located with the Conservation Area but this not more than a few square metres as such would have little impact on the either the character or appearance of the entire Ashley Down Conservation Area.

The principle issues in this case therefore are the setting of the Former Orphanage Buildings in particular those within the current College Campus and to a lesser degree Allen House within the current Persimmon Homes Development Site, and the setting of the Ashley Down Conservation Area.

The Conservation Area is tightly drawn around the former Orphanages in order to protect the immediate setting of these buildings.

The historic information we have concerning the Muller Orphanages demonstrates that these buildings were originally constructed in a green open setting surrounded by open fields. Over time this historic context has been eroded via the surrounding domestic development as the City expanded. The cricket ground itself remained as an open area of green space by virtue of its use.

The form of the present club facilities is that of area of low rise setting predominantly on raised earth banks, the exception being the Pavilion Buildings to the Southwest of the site, and a stand towards the East of the site. The low form of these structures still allow the Cricket Ground to contribute to the setting of the College Campus as an area of open space.

Via increasing the height of the existing seating to Southern Side of the ground this sense of green setting would be diminished and therefore this would result in negative effect on the setting of the listed buildings of the College Campus. As the formal stands would result in increased visual separation between the cricket ground and the College Buildings. We note the applicant includes enhancements in the form of improving the tree screen on the boundary of the application site in an effort to improve this arrangement and lessen the impact of the proposed new stands on the setting of the College Buildings.

In reference to the form of the proposed new block to the Eastern side of the ground, the scale of the development appears to be far greater than the immediate local context, as a such it would appear and alien element in the local landscape that would compete with the scale of the former Orphanage Buildings which as present read as the dominant structures in the local environment.

The incongruous scale of the development of the accommodation over the proposed stands, would have a negative effect on the setting of both the listed buildings and the conservation area when compared with the present low form of the grounds present facilities. Consequently bearing in mind the requirements of sections 66, 72 and 73 of the Planning (Listed Building and Conservation Areas) Act 1990 and our local Plan Policies we as a Conservation Team are not able to support the principle of the scale of such development in this context.

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Bearing mind section 4.19 of PPG15 in relation to community benefit it may be possible for authority to consider the scheme more favourably if Officers and Members are able to demonstrate that despite the harm that the proposal would cause to the setting of the Conservation Area and Listed Building that there would be sufficient benefits for the local community associated with the improvement of the existing ground and its facilities.

It should be noted the application is for outline consent in order to establish the principles of development on the site, as certain aspects including design and appearance have yet to be agreed. At the approval of the reserved matters stage the Local Planning Authority has a further opportunity in order to seek the use of materials and detailing which will be appropriate to this sensitive context. For example the authority could see the use of a green wall to the rear of the stands on the boundary with the college site.

If the authority is content to accept the principle of the development on the site then the form of the development must be extemporary, in all aspects in order to offset any harm caused to the setting of the heritage assets. The must be pursued during the subsequent approval of the reversed matters of design and appearance.

Safety Officer: No comment (04/02/10)

Pollution Control:

Noise Team:

I have had a look at the application and the acoustic report submitted with this application and would make the following comments:

The acoustic report covers all my main concerns regarding noise. However I do have particular concerns regarding noise from the construction phase of the development. Even with the mitigation measurements suggested there is still likely to be some disturbance to local residents. The report mentions the submission of a Construction Environmental Mitigation Plan and I am of the opinion that the compliance with a suitable plan and full cooperation with local residents should go a long way to minimising disturbance to local residents.

I can see no mention in the report of noise from function rooms such as parties, discos etc. Whilst noise from such events can be controlled through the Licensing Act we will really need to ensure at the planning stage that any function rooms are suitably insulated.

I can also see no mention of noise from car parking on the site. New parking is to be introduced to the rear of premises on Kennington Avenue which gives particular concern especially if to be used for late night functions.

I can see no mention of lighting in the application and assume that there is to be no permanent floodlighting of the pitch as part of this application.

The pollution control Officer has requested that a number of conditions are attached to any approval concerning noise insulation for pavilion building and residential building, noise from fixed plant and equipment, details of extract/ ventilation, refuse disposal collection and deliveries, management plan for car park, construction noise and vibration, deliveries, a construction environmental mitigation plan and lighting.

Additional Comments:

I've had a look at the amended acoustic and would make the following comments along with my initial comments.

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Function Room/Pavilion

I'm satisfied with the amendments regarding this in the acoustic report. The sound reduction of the external facade of the building will need to be in accordance with table 19 (p.35) of the acoustic report (see condition 1 below).

Student accommodation

Again I'm satisfied with the amendments in the acoustic report. The sound reduction for the windows will need to be in accordance with the acoustic report (see condition 2 below).

Car parking

I'm satisfied with the amendments in the acoustic report but they will need to decide whether to install an acoustic barrier or time restrictions as stated in 5.8 & 5.9 (p.39) of the acoustic report.

The Pollution Control Officer has advised that a number of conditions are required.

Contaminated land:

In view of the fact that the proposed end-use will be sensitive to contamination, I recommend that any consent is conditioned to require:

- A ground investigation;
- The derivation of a conceptual model identifying all pollutant linkages, including radon gas;
- A risk assessment; and
- A written remediation method statement.

All of which must be approved prior to any redevelopment work commencing on the site.

The developer, upon completion of the works, shall provide a Certificate of remediation confirming that the agreed remediation strategy was followed.

Sustainable City:

In relation to energy, it would be helpful to ask for the submission of a detailed report to us setting out the renewable energy technology will be installed and implemented on site. This report should set out how the development will exceed the requirements in Part L Building Regulations (Energy), and include detailed drawings to show the location of the proposed measures. The report should be approved by BCC before any works commence on site.

In relation to photovoltaic panels specifically, the drawings should show how the roof pitch and orientation of new buildings will optimise the use of PV. In relation to grant funding, fiscal support is now delivered through the feed in tariff (clean energy cashback scheme) through which building owners receive a cash payment for electricity generated on site. For new build this is around 36p per kwh generated, and this sum is guaranteed and index linked for 25 years. This generally gives a return on investment of around 7%.

In terms of BREEAM, the applicant should agree to achieving a score of at least BREEAM 'very good', to be assessed and certified by a licensed assessor and to include an interim certificate at design stage (so best carried out as soon as possible), a report at reserved matters stage and a post construction certificate.

Arboricultural Officer:

I have viewed the proposed Site Plan Ground Floor, drawing PL03 13.08.09 and am pleased to see that space has been provided for new planting. I consider that the proposed planting shown on this drawing would be suitable to compensate for the loss of trees that would be incurred.

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Air Quality Team:

The air quality impacts of the operational phase of the development have been screened out as insignificant due to the low level of additional traffic generated. I agree with this assessment. The AQ impacts of the construction phase are transient in nature, and as the report concludes, can be mitigated through appropriate construction management procedures. I therefore agree with the conclusions of the report, that the Air Quality impacts of the development are acceptable and should not impede development on the site.

Avon and Somerset Constabulary Crime Prevention Design Advisor:

In response to the below email the main issues I have regarding the proposals for the cricket ground are as follows:-

- 1) Suitable perimeter fencing needed to isolate the rear gardens of the residential properties in Kennington Avenue from the cricket ground.
- 2) Management plans need to be place to prevent a massive influx of guests visiting residents in the student accommodation on occasions when the cricket ground may be home to pop concerts or such occasions when it is anticipated that there will be a great public following. Perhaps I could suggest that is written into the individuals contract that no more than four guests should be allowed into any single accommodation at any one time.
- 3) The developers should consider applying for Secured by Design as this would ensure that the basic minimum standards of security are in place as laid down by the Secured by Design guidelines 2009.

Affordable Housing:

The proposed design of the residential accommodation is considered inappropriate for affordable housing for transfer and management by RSL members of the Bristol Housing Partnership as the accommodation does not fall within the council's definition of affordable housing, i.e. policy H9 of the Bristol Investment Plan which defines affordable housing as 'housing that is available to people whose income does not allow them to rent or buy at normal market prices'.

Additionally the residential accommodation proposes shared facilities, which does not meet the requirements of self contained accommodation and would be unsuitable for transfer or management by our RSL partners. It is noted the accommodation as proposed would meet the need for students and use of the residential accommodation should be restricted to this sole use.

In the event of the developer submitting a new or subsequent scheme with self contained units then we will seek an affordable housing contribution.

Economic Development:

We would be looking for the following contribution from this development:

Economic Development strongly welcomes proposals to further enhance this already successful sporting venue.

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We have been asked to comment specifically on the economic assessment. In our view this, and the methodology applied, appears to be sound.

52 person-weeks of employment for a new construction trainee that is a resident of Bristol, for each £4 million (pro-rata) in construction cost (excluding land, fees, VAT, fittings, fixtures and equipment).

Children and Young People Services:

- Emergency evacuation of GCCC grounds through school pedestrian entrance from GCCC would be possible and safe subject to prior notice to school to enable 'lock down' of school to ensure safety of pupils. Reciprocal exit arrangement could be reached with GCCC should the school need to evacuate away from CoBC and into GCCC site.
- CCTV cameras - school request cameras are angled away from school site to avoid filming the children/staff
- Windows from proposed "student" accommodation should not overlook the school site.
- Need for management by GCCC of parking areas designated for use by the school to assure school use is possible.
- Need for management/control of vehicle access to College Mews to prevent spectator vehicular entry to the road.
- Management of "student" accommodation to prevent disruption to the school staff, pupils and visitors
- Limit plant entry and egress times to minimise risk to all users of the school

Natural Environment Team:

The application is required to be conditioned as follows to ensure that protect species are not affected by the proposal:

'Prior to commencement of development, a detailed method statement for development works and a mitigation strategy for addressing potential impacts on roosting bats and nesting birds, shall be submitted to and approved in writing by the local authority. Development shall then proceed in accordance with the approved method statement and mitigation strategy.'

RESPONSE TO PUBLICITY AND CONSULTATION

In October 2010 2 site notices and a press notice were issued as well as 3017 letters to addresses within the surrounding area. Amenity groups were consulted. Local ward Councillors were also consulted. All of these consultation methods set out a 21 day response period.

A further round of consultation was issued in February 2010 in response to the changes set out above. This was issued to all parties that had commented on the first round of consultation.

A Statement of Community Involvement has been submitted with the application, summarising the measures taken to consult and involve the community prior to the submission of the application.

All of the issues set out below are considered within the Key Issues.

RESPONSES FROM THE PUBLIC

466 representations were received from individuals in response to the consultation, with 26% in support and 73% objecting to the proposals. The majority of representations received from the surrounding area raised objections to the proposals.

Following the re-consultation, 28 objections and 16 representations in support were received from those who had responded to the original consultation. These principally re-stated the content of the previous representations, although some additional comments were raised and both of these are set out below.

Comments from groups, organisations and political representatives follow this summary of comments from the general public.

MATTERS RAISED AS OBJECTIONS:

THE PRINCIPLE OF DEVELOPMENT

The most commonly raised issues under this heading were:

- Restrictions are required to prevent/control the stadium's use for concerts and other large sporting events. Objectors argued that as the proposed capacity is not necessary for most cricket games it must be intended for hosting other events. [30% of objectors raised this as an issue]
- There is no need for more student accommodation in this area (or is too much) [16% objectors raised this as an issue]: Objectors referred to the UWE student village development, the Memorial ground development and that students generally showed a preference for shared housing. It should be noted that a number of objectors concerns focused solely on the principle of student accommodation. Some objectors argued that It would be preferable to have housing (including elderly accommodation) over student accommodation
- The additional capacity is not justified or needed. Objectors argued that the additional capacity is too much, as the stadium is only ever full on internationals. [10% of objectors raised this as an issue]

Other comments made under this heading were:

- The proposals exceed what is required to secure the future of the club and international matches. Objectors noted that there was no guarantee of securing international games in the future.
- The loss of green space and public access to the ground is unacceptable.
- An outline scheme should not be acceptable for this site.
- The proposed related facilities (i.e. not the stadium) are not needed.
- The proposed expansion of school should take priority over the cricket club development.
- There is no need for a further events venue.
- There is overprovision of large scale cricket grounds in the UK.

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- The stated importance of the club to Bristol's reputation is spurious as most people do not realise that the club is based in Bristol.
- The additional shops and bars are not needed.

DESIGN

Issues raised under this heading were:

- The student accommodation is harmful to and out of scale with the character of the area. Objectors expressed particular concern over the scale of the proposed student block and argued that this would visually dominate the area. [20% objectors raised this as an issue]
- The overall proposal is of an excessive scale and is an over development of the site. Objectors also argued that the enabling development will squeeze the stadium into the rest of the site. [17% of objectors raised this as an issue]
- The proposal is detrimental to the built heritage of the area. Objectors also raised concerns over the impact of the scheme on the adjacent conservation area and that it incorporated poor quality materials. [8% of objectors raised this as an issue]

AMENITY

The most commonly raised issues under this heading were:

- Increased noise from crowds associated with games and events, concerts, plant to swimming pool, events at conference facilities and students [54% of objectors raised this as an issue]: Objectors also argued that the absence of a noise impact assessment was unacceptable and that the submitted noise assessment was carried out at normal GCCC matches (not internationals where more disturbance can be expected).
- Increased crime and anti-social behaviour resulting from cricket crowds, events at conference facilities, students and concerts. [23% of objectors raised this as an issue]

Other comments made under this heading were:

- The proposal would harm the residential community and character of the area. Objectors expressed concern over the impacts upon community cohesion of a large increase in the student population of the area, as well as a change in the character of the area due to increased crowds and commercial uses. This included references to the student accommodation overpopulating an already densely populated area.
- Increased light pollution.
- Increased litter. Objectors also raised concerns over the proposal encouraging street vendors that would exacerbate this issue.
- The proposal would overstretch the amenities of the area. Objectors expressed concern over the already intensive use of St Andrews Park.
- Overshadowing and loss of light to adjacent properties and the new school. Particular concern was expressed on this issue over the student accommodation block.
- The proposal would overlook residential properties. Objectors noted concerns over views from the student accommodation and stands.
- Overbearing impact on neighbouring residential properties

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- Impacts arising from construction works, including noise pollution, traffic disruption, air pollution and vibrations from HGVs.

ENVIRONMENTAL

The most commonly raised issue under this heading was:

- Air pollution from increased traffic. Objectors also referred to cumulative impact. [8% of objectors raised this as an issue]

Other comments made under this heading were:

- The proposal is inadequate in terms of sustainable design measures.
- The tree mitigation planting, including its use to screen the development and the removal of trees is unacceptable.
- A land contamination assessment should be required.
- The loss of green space is detrimental to the new school.
- The submitted biodiversity assessment is inadequate. Objectors referred to there being newts on the adjoining college site.

TRAFFIC/TRANSPORT IMPACTS

The most commonly raised issues under this heading were:

- The proposal would worsen traffic in the area. Objectors argued that this would harm bus services in the area and also raise more frequent traffic congestion due to the conference centre and other events. [60% of objectors raised this as an issue]
- The proposed traffic management is inadequate. Objectors raised concerns over the enforcement of this, arguing that the existing 'residents only' access has not been enforced. They also noted that this would push problems elsewhere. Some objectors disagreed with the principle of road closures, while some wished for these to be extended or viewed the planned closures as inconsistent. [30% of objectors raised this as an issue]

Other comments made under this heading were:

- The closure of Nevil Road would be detrimental to local residents and the users of the GP surgery.
- The proposal would lead to increased highway safety dangers. Objectors expressed particular concern on this issue in relation to the new school.
- The proposal should be assessed with the combined impact of the proposal, the Memorial Ground development, Persimmon Homes development, Southmead Hospital development, the new school and other recent/proposed nearby developments, which will exacerbate transport impacts.
- There is inadequate transport infrastructure for the proposal.
- The access from Ashley Down Road would worsen traffic problems and increase impacts for residents on the Ashley Down Road side of the site. Objectors also argued that the proposed access was inadequate for a scheme of the scale proposed.

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- Objectors argued that Ashley Down railway station should be reopened to serve the development and surrounding area.
- The proposal should require additional bus services funded by GCCC for local residents and for students.
- The scheme includes inadequate emergency access. Objectors argued that there should be a perimeter road to facilitate this.
- The proposal should include a traffic impact assessment.
- Bicycles should be allowed access on matchdays.
- The access from Nevil Road should be removed altogether.
- Routes through the site for access to the school should be included.

PARKING

The most commonly raised issues under this heading were:

- The proposal provides inadequate parking facilities to serve the development and is detrimental to on-street parking within the area. Objectors raised concerns that this would encourage off-street parking creation to the detriment of water run-off and harm local businesses. [80% of objectors raised this as an issue]
- The proposed parking restriction for the residents of the student accommodation block would be unenforceable and if workable would only push the problem elsewhere. Objectors expressed concern over the morality and practicality of having residents police this. [60% of objectors raised this as an issue]

Other comments made under this heading were:

- The proposed parking restrictions (double yellow lines) would only be of use for a handful of days a year and would exacerbate parking problems in the area all year round.
- Objectors raised the issue of a residents parking scheme, with the majority arguing that one was required (with enforcement and paid for by GCCC), although some argued that one was not wanted or would be unfeasible.
- The proposal includes inadequate bicycle storage provision.
- The existing parking facilities need to be retained to ensure areas are available for TV broadcast vehicles for international games.

OTHER ISSUES

Issues raised under this heading were:

- Deleterious effect on other businesses in area
- The economic benefits of the proposal are minimal/not demonstrated. Objectors also noted that the economic assessment utilises a best case scenario (a 5 day test match) which is not representative of normal games at the ground.

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- There is insufficient detail in the submitted scheme on layout, traffic improvements and parking arrangements.
- The need for the enabling development to finance the wider scheme does not overcome the impacts it would cause.
- The need for the enabling development is not demonstrated or is not financially viable.
- The requirement for the school (outdoor play area) to close on major match days is not acceptable.
- The use of cricket ground for a play area for the school is unfeasible and the terms of such an agreement would be too restrictive.
- Student flats next to a primary school are incompatible. This would result in a cramped site for the school and prevent its expansion.
- There is a lack of amenity space for the proposed student accommodation.
- The submitted drawings are inaccurate. This includes references to inaccurately scaled drawings and sections FF and GG on the submitted plans inaccurately showing properties on Lancashire Road as two storeys when some are three.

OBJECTIONS RAISED FROM THE RE-CONSULTATION

Issues raised under the re-consultation in response to the additional/revised details were:

- The revisions do not overcome previously identified concerns.
- The revised/additional submitted details in relation to the shadow path/sunlight analysis, noise assessment and a further reduction in parking provision support the grounds of objection set out above.
- The confirmation that the school will be built adds weight to the harm the proposal would cause to this new facility. Objectors noted that the submitted noise assessment fails to assess impacts upon the new school.
- The proposed one month bus pass for the occupants of the student accommodation is inadequate
- The parking spaces to the rear of Kennington Avenue would have a harmful impact via noise. Objectors noted that restricting the use of these spaces during noise sensitive hours would further reduce parking availability, but that an acoustic fence would be visually detrimental.
- The additional supporting documents fail to establish that the proposed enabling scheme of student accommodation is viable.

MATTERS RAISED IN SUPPORT

The most commonly raised issues were:

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- The proposal is essential to the viability of the club, due to a need to meet ECB requirements and compete with other counties improving grounds to stage international matches. Supporters argued that without the proposed scheme the club would have to consider moving outside of Bristol. [72% of supporters raised this as an issue]
- The proposal would help promote the city and sport within the city. Supporters referred to a lack of international class sporting facilities in Bristol and a need to retain international sport in Bristol. [63% of supporters raised this as an issue]
- The proposal would benefit the community through additional facilities and GCCC's community programmes. Supporters noted that the proposal would benefit the school through the provision of better facilities. [28% of supporters raised this as an issue]
- The proposal would bring economic benefits and without the proposal international games would be lost causing economic harm. [26% of supporters raised this as an issue]

Other comments made under this heading were:

- The proposal would provide a good facility for the club and its members.
- The proposal would help provide improved student accommodation in the area and draw students away from shared housing.
- There is a demand for a larger capacity ground.
- The proposal includes a great amount of effort to minimise and mitigate the impacts of the development.
- The proposal is of a good design that is in keeping with the surrounding area.
- The impacts of the proposed development (and existing stadium) on the surrounding area would be minimal, infrequent and for limited periods only.
- The benefits of the scheme outweigh the harm.
- The number of large scale events would be limited and occasional disruption is to be expected if you live near a sports ground.
- The proposal will remain within the footprint of the existing site.
- There is a need to switch the primary school location to ensure adequate parking facilities for the major matches.
- The needs of the club outweigh those of a handful of residents.
- The proposal would help improve park and ride facilities.

Comments made as a result of the re-consultation:

- The Cricket Club have taken on board comments made by the local community and adjusted the plans to address these.

OTHER MATTERS RAISED THAT ARE NOT MATERIAL PLANNING CONSIDERATIONS

- Inadequate public consultation by GCCC and/or BCC. [The applicant is only required to submit a Statement of Community Involvement and the extent of the consultation undertaken as part of this is not a material planning consideration. The consultation carried out by Bristol City Council exceeded statutory requirements and policy guidance.]
- An Environmental Impact Assessment (EIA) should be required. [The Local Planning Authority has determined that an EIA is not necessary.]
- GCCC is not a club but a business and so should be treated as if the application came from a commercial developer/business. [The nature of the applicant is not a material planning consideration and has no bearing upon the application process.]
- Plans for the proposed school have not involved the local community and should be considered alongside the cricket ground. [The School has planning permission 09/02694/FB].
- GCCC should pay for proper policing pre and post-match/event. [This is not a material planning consideration. Such matters would be addressed by Bristol City Council Licensing Team and Avon and Somerset Constabulary.]
- The effect on the ground water table would structurally harm nearby houses. [This is not a material planning consideration. Such matters would be dealt with by Bristol City Council Building Control.]
- Decreased property values/increased insurance costs. [This is not a material planning consideration]
- There are cracked water mains in the area due to amount of traffic in the area. [This is not a material planning consideration. Such matters would be dealt with by the water service provider.]
- Financial details have not been disclosed to members of GCCC/protect financial status of club. The proposal (and specifically the enabling development) is simply to generate money. [The viability/profitability of any scheme is only a material planning consideration in relation to the assessment of requirements for planning obligations. This aspect is addressed within the Key Issues.]
- The external appearance of the student accommodation will be poor/ inadequate details of final appearance. [The appearance for the student accommodation forms a reserved matter as part of the `outline' element of the hybrid planning application. Any indicative details can only be considered as indicative.]
- The rejection of Sainsbury's nearby shows that traffic in the area is a problem. [The scheme is to be assessed on its own merits. Traffic considerations are addressed within the Key Issues.]
- No proof of an agreement with either university to demonstrate that student accommodation would remain as such. [This matter can be controlled by the Local Planning Authority through the use of planning conditions.]

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- Loss of view of ground/views. [Loss of views is not a material planning consideration. Sense of enclosure, overbearing impact and loss of daylight/sunlight are addressed within the Key Issues.]
- The Bristol City ground has been agreed. [The proposal is to be assessed on its own merits.]

PUBLIC AMENITY GROUPS

BISHOPSTON SOCIETY

- The proposed capacity is excessive.
- The scale of the proposed student accommodation is excessive.
- There is a lack of restrictions on the use of the ground preventing it from hosting other events.
- The applicants need to demonstrate the viability of the student accommodation given provision elsewhere, including the approved Memorial Ground scheme.
- The proposed restrictions on parking by students within 1.5km of the site would be unenforceable.
- There are inadequate local facilities to cater for the proposed student accommodation (e.g. recreational space).
- The proposal will vastly increase traffic and parking inconvenience due its scale in spite of any measures taken. This would be on top of existing traffic and parking pressures in this area.
- A thorough traffic analysis should take place, including the capacity of local bus services, park and ride services and on-street parking.
- Any measures to restrict parking would push it to nearby areas.
- The proposal fails to create a proper entrance to the ground.
- The proposed student flats would be crude in their massing, being nearby the listed Muller Homes and visible from several view points. This would overlook and overshadow the proposed primary school. It would also cut the site in two and so would look out of place.
- The proposed Pavilion and Media Centre would be an unreasonable imposition on the residents of the two adjoining residential streets. Cross sections should show the existing profile in outline so that fair comparisons can be made.
- The felling of three mature trees on the Kensington Avenue boundary is not acceptable. The proposed replacement tree planting is inadequate to mitigate the impact of a scheme of this scale.
- The proposal would result in increased levels of light and noise pollution.

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COUNCIL FOR THE PRESERVATION OF ANCIENT BRISTOL

- The former orphanage buildings should form the dominant buildings in this area, which would be harmed by the proposed student block. The proposed student block would also split the area in two.
- There is concern over the scale of the student building without any parking provision in a densely populated area.
- There is concern over the views of Muller Houses and the Conservation Area from Horfield Common, Purdown and other adjacent areas.

STROUD DISTRICT CRICKET ASSOCIATION

- The staging of international matches in Bristol has helped raise the profile of cricket in Gloucestershire. Without this development this benefit would likely be lost to other county clubs.
- Unless the proposal goes ahead the club would lose income, which would impact upon local junior and senior cricket.
- Disruption resulting from the proposed development would be kept to a minimum. The advantages of this scheme far outweigh any problems.
- The proposals would help regenerate the area, provide better facilities for cricketers in Gloucestershire and improve community facilities.

BISHOPSTON, COTHAM AND REDLAND NEIGHBOURHOOD PARTNERSHIP

- The felling of trees 33, 38 and 41 is unacceptable and there is inadequate tree mitigation planting.

Following the re-consultation, the Bishopston, Cotham and Redland Neighbourhood Partnership issued a joint objection with the Bristol Tree Forum that raised the following issues:

- There is insufficient green coverage in the car park area. We would withdraw our objection on tree grounds if there was sufficient planting, such as a 10% canopy for the whole site (50% for the car park), in the interests of visual amenity, reducing water run-off and mitigating climate change.

HOWZAT LOCAL RESIDENTS GROUP

- The proposed stadium could be used for any sport throughout the year, but the case made in the application is based upon a limited number of cricket matches a year. The application should therefore be treated as for a 20,000 seat stadium with unlimited use.
- The proposal is justified by the "need" to meet the ECB category A standard stadia. However, this is for 5 day test matches. Only Category B is required for one day internationals. The application acknowledges that it is unlikely to obtain a test match given the extensive competition. These standards also set out requirements for flood lighting and covered seats, neither of which are included within the application yet should be. In any case, the proposed seating is far in excess of category A minimum standards.
- The proposals would harm the character of the ground and the surrounding area, including the Ashley Down Conservation Area, by having a dominant housing block at one end and excess hardstanding to the harm of the landscaped setting.
- The proposal will result in overlooking and activity (including vehicle traffic) adjacent to the boundaries of the properties on Lancashire Road and Kennington Road.

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- The student accommodation block should require a full planning application under the BCC tall buildings policy.
- There is a lack of amenities for the proposed student block and the introduction of this many students would result in further noise impacts and parking impacts. The proposed parking restrictions are unenforceable.
- No justification has been supplied for the need for further student flats in this area. No end user is identified and UWE have plans for extensive student housing on their Frenchay campus.
- The student block would overshadow and overlook the proposed new school.
- The proposed development would move the main access to off Ashley Road and would mix traffic with the stadium, student housing, conference facilities and other uses with school traffic.
- Noise from events at the stadium would impact upon the school.
- The air and noise assessments submitted make the incorrect assumption that no additional traffic would be generated by the development. Air quality is already poor on Gloucester Road. The proposal would further harm air quality and have additional noise impact from vehicles movements, crowds and construction works. This should also take into account the cumulative impact of the Memorial Stadium and Southmead Hospital developments.
- The proposal minimises the amount of tree cover to maximise the hard standing available for parking, including the loss of protected trees. This is not acceptable. Further tree cover should be provided to act as a visual screen and mitigate the effects of climate change.
- The transport assessment assumes that there are only six cricket games a year of over 4000 spectators, only one that will reach the 20,000 maximum, and that this would be supplemented by two major capacity concerts a year. However, the Council will have no control over this unless a legal agreement is imposed.
- The transport assessment has poor supporting evidence. The car parking available would fall despite an increase in capacity.
- A travel plan requiring improved park and ride facilities and bus services to rail stations must be required. Limiting the number of large scale events alone is not sufficient.
- The increase in match day road closures is welcomed, but needs to be extended over a wider area (particularly Ashley Down Road) and incorporate a method of enforcing these (such as resident permits). The complete closure of Nevil Road is unnecessary and would remove access to residents and patients/staff of the GP surgery as well as displacing parking to surrounding streets.
- The proposal includes inadequate parking facilities for the proposed conference facilities and the other uses, further increasing pressure on on-street parking in the area.
- The claims of the economic benefits of the proposed development are not adequately justified, basing it upon the impact of a 5 day test match, which is acknowledged as unlikely.

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- The local community should not pay the cost for the Council not being prepared to help fund a more appropriate and less damaging development as other councils elsewhere have done for international cricket.

Following the re-consultation, the further issues set out below were raised:

- The proposed changes fail to properly address the bigger issues.
- The revised sunlight/shadow path analysis implies that a significant section of the open area for the new school will be in shadow during school hours for several months of the year.
- The revised parking layout further reduces parking provision to the harm of the surrounding residential area.
- The parking provision within the ground has increased by locating spaces under the stands adjacent to residential boundaries. Late evening noise is now identified as a nuisance in the revised noise assessment and so proper boundary treatment should be included to green the area and reduce nuisance to adjacent neighbours.
- The Council should ensure a legal agreement is signed to prevent the use of the ground for other sports.
- The addendum to the Transport Statement appears to show that the City Council are requiring little of GCCC to mitigate the transport impact of proposal, which is a completely different approach to the redevelopment of the Memorial Stadium.
- The proposed additional measures to mitigate traffic impact are inadequate. The Section 106 Heads of Terms should include an agreed level for park and ride services, and the improved bus services to the railway stations for 3 years only is inadequate.
- The noise assessment fails to properly assess the impact upon the new school and establishes that nearby houses will have a major adverse impact and that the impact upon the school during big matches could only be addressed by closing the school.
- The additional evidence provided on the viability of the enabling development is inadequate.
- There are discrepancies in the plans (e.g. PL 36 Revision 'A' and PL 03 Revision 'D') so that it is unclear what the height of the stands is or their distance from adjacent properties. This casts doubt on the reliability of other information.

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- The proposed expansion far exceeds the modest attendance at most county matches. One day international attendances have been managed through temporary seating. Any expectation of test matches is unrealistic.
- The proposal includes enlarged conference facilities without additional parking facilities.
- The proposed enabling development is potentially unviable given the recent consent for student enabling development at the Memorial Ground and future campus development at UWE.
- The expanded stadium could be used for other events, such as open-air concerts, attracting further crowds to the area.

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- The proposal will result in traffic problems. The ban on student parking is unenforceable. Residents would be unable to use their streets on certain days, and residents of Nevil Road would be seriously inconvenienced by the road closure. There is no additional traffic capacity on Gloucester Road and double yellow line restrictions would be unwelcome.

POLITICAL REPRESENTATIVES

No comments were received from political representatives.

Policies:

Policies of the publication version of the Core Strategy (November 2009) although relevant are emerging and cannot be used with regard to current applications.

The Regional Spatial Strategy (RSS) has reached an advanced stage and therefore needs to be given considerable weight in the consideration of any application for development. The sustainable development policies of the strategy are relevant to the application.

The Conservation Advisory Panel has commented as follows:-

The Panel has regard to its previous minute. The Panel's main concern was the impact at the east end of the building on Cabot House. Trees must divide the proposed car park areas. Car parking will be an issue and car use constraints must be applied to the students. The former orphanage buildings represent the dominant character of the area. The new buildings should relate to the mass of the former orphanage and the design of the student accommodation should be of the highest quality. The indicated block design does not match the design quality that the Panel had in mind. Because television will show aerial views of Bristol the roofscape should be more interesting. The present design of the Pavilion represents a lost opportunity to produce an outstanding design seen from within and outside the ground and which would immediately identify Bristol to a television audience.

RELEVANT POLICIES

Joint Replacement Structure Plan Adopted September 2002

- Policy 44 Major Sports Stadiums
- Policy 1 Principles of Sustainable Development
- Policy 24 Flood Risk
- Policy 44 Major Sports Stadiums
- Policy 47 Encouraging Alternatives to the Car
- Policy 51 Walking and Cycling

Bristol Local Plan, Adopted December 1997

- ME2 Location and Design of Developments
- ME4 Controlling the Impact of Noise
- ME5 Protection of Groundwater Supplies
- ME6 Contaminated Land
- L8 Sports Stadiums
- L9 Sport: Assessment Criteria for New Facilities
- L10 Arts and Entertainment: Public Art

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H10	Non self-contained bedsitting rooms, shared accommodation and hostels
NE3	Trees and Woodlands (including tree planting and the Community Forest)
NE11	New Development: Natural Environment Considerations
B1	Design Criteria and Development
B2	Local Context
B4	Safety and Security
B5	Layout and Form
B6	Building Exteriors and Elevations
B7	Landscape Treatments and Environmental Works
B8	Development: Criteria for New Housing
B13	Conservation Areas & Listed Buildings: General Principles
M1	Transport Development Control Criteria
M3	Public Transport Provision for Large Scale Developments
M8	Public Transport: Coach Facilities

Planning Policy Guidance, Planning Policy Statements and Supplementary Planning Guidance

PPS1	Delivering Sustainable Development (February 2005)
PPS 3	Housing (November 2006)
PPG 13	Transport - March 2001
PPG 17	Planning for Open Space, Sport and Recreation - July 2002

KEY ISSUES:

(A) WOULD THE PRINCIPLE OF THE PROPOSAL BE ACCEPTABLE IN LAND USE TERMS?

Policy L8 refers to the city's main sports grounds/stadiums, as follows:

The following sites, as defined on the Proposals Map, will be protected from development which would erode the community's opportunity to participate in sport and will be promoted for use as sports stadia:-

- (a) Ashton Gate
- (b) County Ground
- (c) Memorial Ground

On land at, adjoining or associated with the stadia, developments which supports the principle activity will be permitted, provided that:-

- (i) Where development would not otherwise be permitted under the policies and proposals of this Plan, there exists a need to undertake improvements to the principal facility;
- (ii) The amenity of the neighbouring uses would not be affected to an unacceptable degree by virtue of noise, or other disturbance;
- (iii) There would be no unacceptable impact due to additional traffic;
- (iv) The existing level of car parking servicing the stadium would be maintained.

Policy 44 of the Joint Replacement Structure Plan refers to major sports stadiums and specifies:

Opportunities will be considered for the development of major sports stadiums within Bath and in the wider Bristol area that provide all-seater accommodation for approximately 20,000 spectators and facilities for a range of sporting and other events. Appropriate opportunities will offer the following:

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- good public transport access; and
- adequate provision both on-site and off-site for the planned number of visitors; and
- no significant adverse impacts for adjacent users, the local environment, transport conditions and travel patterns.

Associated uses should include only those activities which cannot be accommodated in the town centres and which do not threaten the vitality and viability of town centres.

Policy L8 of the adopted Bristol Local Plan (December 1997) includes the County Ground as one of three sites (along with Ashton Gate and the Memorial Ground) within the city that accommodates professional or first class amateur sporting activities. The site is thus designated and safeguarded for use as a Sports Stadium.

The policy is promotional in its nature and identifies that the stadia within the city are valuable assets to Bristol and not only provide opportunities to view top class sport, but also contribute to the overall economic growth within the city. The supporting text states that policy L8 has been developed in recognition of the benefits - social, economic and environmental, of providing sporting areas to accommodate spectator sports within urban areas and thus easily accessible to large areas of the resident population.

On the basis of policy L8 the continued use as sports stadia is accepted. In addition, developments which supports the principle activity will be permitted subject to the four criteria being met. The development will be assessed in relation to this policy in the relevant sections of the report.

(B) WHAT IS THE NEED FOR THE PROPOSED DEVELOPMENT?

10% of objectors raised the issue that the additional capacity is not justified or needed and that the additional capacity is too much, as the stadium is only ever full on internationals.

Whether the development is needed to maintain the international status of the cricket club at the ground is a material planning consideration. The Applicant has advised that the England and Wales Cricket Board (ECB) has published its updated facility policy entitled TF2 to encourage venues to invest in facilities to world class standards and that the ECB awards international matches to Grounds dependant on which category they fall within on the following basis:

- Category A accredited grounds - each season a maximum of five category A grounds will be awarded one test match and one Category A Ground will be awarded two test matches.
- A maximum of three category A or B accredited floodlit Grounds will be awarded a floodlit One Day International.
- A maximum of ten Category A and B accredited Grounds will be awarded a One Day International (ODI), Twnty20 international or domestic cup final.

It is advised in the introduction section of the Design and Access statement that GCCC has to improve the County Ground to continue to hold One day Internationals. The minimum category it would need to achieve is Category B status. It is advised that the County Ground is the only Category B ground in the country and is unlikely to get ODIs as it will not be able to match the financial bids of the other grounds. The club has therefore taken the decision to improve the ground to meet the Cat A standard. The Applicants have provided a copy of TSF2. The minimum facility requirements for Category A Accredited Grounds that are relevant to the proposal are:

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- A high quality technological infrastructure including media facilities for 100 media
- High standard of public seating with a minimum of 15,000 seats, the majority of which must be permanent.
- Hospitality facilities for a minimum of 100 players and ECB guests per day.

The Applicant comments that there are significant benefits to both GCCC and the City of Bristol in keeping international cricket in Bristol and that GCCC seeks to secure its existing One Day International status and be one of the host venues for the 2019 Cricket Works Club, which will take place in England, as well as possibly the 2014 Twenty20 World Cup. Also the development would give the club the ability to compete for test matches in the future, although due to competition it is commented that this is unlikely. In addition the Applicant has commented that there are 10 international cricket grounds in England and Wales all of which are being improved or enlarged as a result of the requirements of the ECB to meet TSF2 and that the County Ground needs to develop to compete for matches with these other venues.

The Howzat group have commented that only Category B Standard is needed to host International matches and that Category A is the standard required for test matches which the Applicant has commented that they would be unlikely to get. They comment that the County Ground would be competing with 7 other grounds many of which will be in a better position to bid for test matches (Lords and Oval have longstanding arrangement to get one test match each).

They disagree with GCCC stated reason for expanding to Category A standard, to make them more competitive to complete for One Day Internationals, for the following reasons:

- GCCC proposals exceed the minimal and model requirements for Category A Accredited Grounds.
- A model category A ground requires a minimum of 25% of the seating to be covered, whereas the proposal includes on covered seats. They comment that even a category B model ground should have a minimum of 15% covered seating.

They also advise that expansion to 10,000 permanent seats increasing to between 16,000-20,000 capacity with temporary seating could provide the basis for discussion on a sensible development.

A significant no. of objections received concerned the additional capacity not being justified or needed, on the basis that the stadium is only ever full on Internationals (10%). This included comments that the proposals exceed what is required to secure the future of the club and international matches and that there was no guarantee of securing international matches in the future.

The needs for improvements to the ground could be a material consideration insofar as they are needed to maintain the international status and future of the Club. However, the Local Planning Authority is required to consider the scheme submitted in terms of relevant planning matters, rather than the alternative scheme suggested by Howzat.

16% of objectors commented that there is no need for more student accommodation in this area (or is too much).

The need for the student accommodation is not a material planning consideration as there is no policy requirement for the need for such accommodation to be demonstrated, this is a matter for the applicant. However, given the concern raised by local resident the applicant on the request of your Officers has provided supporting information in the matter.

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This advises that the University of Bristol and the University of the West of England are only able to provide accommodation for 13.5% and 11.1% of their students respectively. As a result they focus their accommodation on first year students and it is noted that the University of Bristol does not have sufficient capacity to meet demand for first year students. It is noted that the analysis does not take into consideration pending developments or developments which may be in the planning pipeline. In terms of future developments the Applicant has commented that pending student developments will potentially bring 1180 new student beds to Bristol and that this would bring the number of University beds and privately built halls to 11,718 beds resulting in a supply shortage within the city of 24,593 students needing accommodation.

A letter from the Assistant Vice-Chancellor of the University of the West of England to the Chief Executive (Tom Richardson) of the GCCC has been provided. This advises that the University has been in discussion with the Applicant for some time on the scheme and that although they have not entered into any agreement with them that they support the development of purpose built accommodation in the area as they know that there is significant demand around the Gloucester Road. He further advises that although accommodation on campus provides over 2000 beds the University is aware of a requirement for further high quality student accommodation to meet the demand from students for all years wishing to have places in good quality accommodation. Additionally, that the proposal constitutes an excellent opportunity to provide such accommodation in an extremely sustainable and safe location that lies on the bus route to the campus.

On the basis of the above, it is considered that the Applicant has demonstrated that the student accommodation is needed within the area.

(C) WOULD THE PROPOSAL SATISFACTORILY ADDRESS TRANSPORT AND MOVEMENT ISSUES?

54% of objectors commented that the proposal would result in increased noise from crowds associated with games and events. In addition 60% of objectors commented that the proposal would worsen traffic within the area. In order consider this issue it is necessary to determine what the extent or increase in capacity/events would occur.

Cricket Events:

The ground presently has 3,668 permanent seats this rises to a capacity of 16,000 with the addition of temporary seating for One Day International (ODI) matches and 20,000 for concerts. It is recognised that a large proportion of local residents are concerned that the proposal would result in more high attendance matches and events to the detriment of traffic and parking and the amenity of the area, in particular non-cricket events such as concerts.

In terms of large and International matches the Applicant has advised that during the 2005-2008 period they have had an average of 1 International match a year with the highest day attendance being 15,897 and 5 Twenty20 Cup matches with a highest day attendance of 8,014. There were 23 other matches with an attendance of significantly less than this. The Applicant has advised that on the basis of these figures that in any given year there are only 6 days where the cricket attendance is likely to be above 4,000 spectators one of these being the One Day International (ODI) and that the proposed improvements could enable the County Ground to stage a Work Cup competition or a domestic cup final every five years or so. It is recognised that an expansion of the ground capacity could increase the number of larger matches and the number of people attending, however, is agreed that this is unlikely to be significant, given the present situation, or result in a material increase in major matches and attendance.

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Concerts:

The applicant has advised that they would intend to hold two concerts a year and have also agreed to the use of a condition limiting the number of concerts to two per year unless otherwise agreed in writing by the Local Planning Authority. It is also recognised that a licence is required from the Council to hold such events and that in terms of noise they are regulated under by the Council under the Pollution Act. One concert was held last year (Elton John) and there is presently no planning restrictions on the number of concerts that can be held at the ground. Therefore, with the number of concerts being restricted by condition it is not considered that the proposal would result in an increase in the number concerts that could occur in terms of the present situation.

Conclusion:

On the basis of the above it is not considered that the proposal would result in a significant increase in attendance or events.

As part of the proposal the applicants are proposing a number of measures which are assessed in more detail below:

i) Access:

Ashley Down Road would be closed to vehicular traffic before during and after major events to ensure safe pedestrian movement. Given this and that there is no increase in the capacity of the car park accessed from Ashley Down Road it is considered that this access is suitable for the proposal.

ii) Parking:

Objectors have commented that the proposal provides inadequate parking facilities to serve the development and is detrimental to on-street parking within the area (80% of objectors raised this as an issue). The parking for the different elements of the scheme will be considered as follows.

Ground:

As outlined in the 'Proposed Transport Measures' section the proposal would result in an increase in dedicated parking space. On major events days (1-3 days a year) there would be a modest decrease in parking from the present situation, although GCCC propose to continue with current arrangements to share spaces with CBC when they are not operating.

Conference:

The conference facility is proposed to increase from a capacity of 140 delegates to 400 delegates. The proposed dedicated parking for the ground on non-match days can accommodate 213 vehicles. The applicant has advised that it is only infrequently that the full conference capacity will be reached and that on these occasions GCCC will agree with CBC the use of some of there 163 parking spaces located within the shared car park to the north east of the site to accommodate any surplus in parking demand that may be created by large conferences. It is considered that this approach is adequate to ensure that the enlarged conference facilities do not result in parking pressures on local residential streets. The required travel plan for the stadium, which will be conditioned, will be required to refer to the Conference facility and the use of the student accommodation by delegates.

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Cycle parking:

100 cycle parking spaces are proposed consisting of 84 spaces within the shared car park and 16 spaces within the stadium. This provides a good level of cycle parking for GCCC staff, visitors and in connection with conferences and matches.

College:

Car parking spaces available to the City of Bristol College with the shared car park would be reduced from 251 to 163 dedicated spaces as a result of the allocation of such spaces to GCCC and the proposed provision of landscaping within this area. However, GCCC have advised that they presently have an informal arrangement with the College in terms of parking and are agreeable to this continuing, except when they are holding a major conference. Given this, it is not considered that the proposal would result in significant loss of parking to the College which would result in increased parking pressures within local streets. It is also recognised that the planning approval for the development of the former extent of the City of Bristol College site (00/02850/F) allowed for the provision of only 20 spaces to the City of Bristol College.

ii) Parking restrictions:

Highways Development Management has advised that the parking restrictions (double yellow lines) around junctions in this area will be of significant benefit at all times, and not just on match days and that the restrictions will alleviate the accident risk and delays to vehicles at these junctions, and the accident risk to pedestrians trying to cross where visibility is very restricted.

iii) Traffic Management Measures:

There relate to measures implemented on major events days. It is considered that the expansion and enhancement of the traffic management measures in terms of the enlargement of the area covered and the provision of permanent signage in connection with a permanent Traffic Regulation Order would improve the restriction and enforcement of spectator parking within local streets for major events.

Objectors have commented that the existing measures are inadequate:

Highways Development Management has advised that the existing temporary and non-statutory restrictions are difficult to enforce and that Police Traffic Management have confirmed that they can only enforce such restrictions where they are made statutory. Therefore it is considered that the proposed permanent traffic regulation order with permanent signage would enable the traffic management to be more effective and enforceable.

Concern has been raised that parking problems will be pushed further away:

In response to this it is considered that the range of measures being proposed by GCCC together with the proposed traffic restrictions (sending out parking and alternative travel information with tickets, putting information on its website, funding increased public transport services to the ground, and employing stewards to provide guidance) will address this as much as possible.

Highways development control have advised that residents parking scheme is not thought to be required in the area. Other residents parking schemes have been introduced where commuter parking is a problem, but this is not the case near the cricket ground, and that problems on cricket match days can be handled in a different way.

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Nevil Road is presently closed in connection with major events on the basis of a Temporary Traffic Regulation Order. It is considered that this is necessary to provide safe conditions for large number of pedestrians entering the ground by this route. It is understood on the basis of representations received from local residents that residents of Nevil Road are presently able to gain access to Nevil Road when the closure is in operation. The existing temporary TRO requires the closure to be applied to all motor vehicles and therefore access should not be allowed when the closure is operating. The proposal under this application is for the existing temporary order to be replaced with a Permanent Order, which would be more enforceable and not be required to be regularly renewed. This Order which would need to be implemented under separate Highways legislation, and would require permanent signage which would be enforceable by the Police. In terms of access to the surgery this is no different from the present situation and pedestrian access to the surgery would not be affected. In addition, the Order would allow for emergency vehicle access.

iv) Travel Plan:

Highways Development Management has advised that the wide range of measures proposed within the Framework Travel Plans for the stadium and student accommodation would change the behaviour of all travellers to the ground, including spectators, staff, conference delegates, and students and go a long way to influencing the way people travel. A condition is proposed to be attached requiring travel plans for the stadium and student accommodation, which would be required to incorporate the measures within the Framework Plan. On the basis of the information provided it is considered that appropriate travel plans will be able to be provided that comprise immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use.

Conclusion:

As outlined in the 'Application' section of report it is not considered that the proposed development would result in a significant increase in the number of major events or spectators attending events. Given this is considered that the wide range of traffic measures proposed would adequately mitigate for the transport impacts of the proposal. It is also considered that adequate parking would be provided for the proposal and that the proposal would not be detrimental to parking within the area. The planning approval for the new school considered the relationship with the cricket club, requiring a three metre wide footway from Ashley Down Road and a barrier between the car park and this footway. It is not considered that the transport impacts of the proposal together with other major developments that are not presently implemented (Southmead Hospital and Memorial Ground) would warrant refusal of the application.

Student accommodation:

A significant proportion of objectors to the scheme commented that parking restrictions for students within 1.5km will be unenforceable, would push the problem elsewhere and it would not be appropriate for residents to police this (60% of objectors raised this as an issue). In addition the Howzat community group have commented that the measures proposed to ensure that the clause within the 106 Agreement that none of the 350 residents of this section of the development are able to keep a motor vehicle within 1.5km of the stadium are wholly inadequate either to detect parking infringements, or to take action against offenders.

It is considered that the enforcement of car free student accommodation by the use of a clause within a planning legal agreement has been established by the approval of the following applications:

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- 06/03850/F, The Memorial Stadium, Filton Avenue; Comprehensive redevelopment of the existing ground to provide a new sports stadium, Approved
- Manor Scrap Yard, Adelaide Road, Fishponds; Redevelopment of the former Manor Scrapyard site to provide three open market dwellings, student accommodation and facilities with associated landscaping, structural engineering works and parking provision., Refused 8th August 2009

Allowed on Appeal 3rd July 2009.

The approved development at the Memorial Ground (see 06/03850/F- Planning History) included the same parking restriction within the attached 106 Agreement as that proposed under this application. The only difference being that a Controlled parking zone is required to operate on match days which on those occasions would be an added restriction to student parking. However, out side of match days the obligation requires the operators of the student accommodation to operate it continuously on a car-free basis through mechanisms similar to those proposed as part of this application.

The above application for Manor Scrap Yard proposed a car-free student accommodation using the same clause and similar restrictions within the legal agreement as that proposed under this application. The application was refused primarily on the grounds that the student accommodation would, as a result of lack of on street parking, lead to increased pressure for on-street car parking to the detriment of residential amenity and highway safety.

An Inquiry Appeal was heard on the application and the appeal allowed. The appeal Inspector advised that proposed restriction was consistent with Policy M1 of the Adopted Local Plan on the basis that the explanatory text to the standards set out for the purpose of Policy M1 specifies that the major establishments of further and higher education will be encouraged to require students not to bring or use their cars in Bristol. The Inspector specifies within his decision letter that the Council advised that a planning obligation would be anticipated to ensure that stance was adopted. The Inspector commented that there was no reason to draw a distinction between educational institutions themselves and significant providers of student accommodation. The Inspector concluded that such providers would be as effective as an educational institution as exclusion from institutional accommodation would be the most likely scenario in respect of any breach of the car free clause of the tenancy agreement. In specific reference to the enforcement of the car free requirement the Inspector commented that:

‘the Council would have the ability, through the unilateral undertaking, which contains a series of mechanisms requiring the operator and tenants to observe the principle of the development being largely car-free, to exert a powerful influence on any subsequent operators to ensure all reasonable steps are taken to maintain an effective management regime directed to that end.’

The Inspector also comment that that the Council was willing to entertain an obligation with similar intentions for the purposes of facilitating planning permission at the Memorial Stadium (as described above - section 1).

The Inspector concluded that the arrangements for car free accommodation were likely to be effective and that failure of the proposed car-free regime was an improbably scenario, as follows:

‘ the proposed arrangements to restrict car use by resident students are likely to be for the most part effective, albeit necessarily secured by the commitments and practices set out in and required by the unilateral undertaking, but that there would in any event be the fallback of introducing on-street parking controls available to the Council to address localised problems.....Moreover, I consider significant and prolonged failure of the proposed car free regime encouraged by relevant policy and favoured by the appellant to be an improbable scenario.

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This application is consistent with the two approvals above in terms of the mechanisms proposed to restrict car use by students and it is therefore considered that the car free restriction is acceptable on planning grounds. It is considered that the provisions proposed will provide adequate deterrent and incentive for students to comply with the restriction. It is also considered that students who wish to own a car will be unlikely to opt for car free accommodation particularly as there is a significant amount of alternative student accommodation with the city and the area that does not restrict the ability to keep and use a car. In terms of the proposal for the student accommodation provider to check vehicle registrations reported by local residents Legal Services have advised that in their opinion this is legal. In addition, this mechanism formed part of the documents attached to the legal agreement for the above application concerning Manor Scrap Yard which was accepted by the Appeal Inspector. It is also noted that this is one of a number of clauses designed to prevent student parking in the vicinity of the Student Accommodation, which would form part of the legal agreement.

A number of local residents have referred to car free student accommodation at the University of the West of England Frenchay campus commenting that students occupying the accommodation have been parking in local streets contrary to the restriction. It is considered that this is a very different site and that the parking within local streets may well be the result of students not residing on campus. It is therefore not considered that this case is relevant to the consideration of this application. Other examples have been raised but your Officers are not aware of the details of these cases so are unable to comment.

Cycle parking:

On the basis of the Council's policies one cycle parking space is required to be provided per residential unit. The applicant originally proposed 88 cycle parking spaces consisting of 44 Sheffield stands. Officers have negotiated the increase in cycle parking on the basis of the importance of cycling student accommodation is car free. The initial revision consisted of 175 cycle spaces as upright stands. It was not considered that providing all the cycle parking in this form was acceptable; therefore the scheme has been further revised to include a total of 164 cycle spaces, 88 as Sheffield stands and 76 as wall mounted racks. It is considered that the wall mounted racks are acceptable for the additional spaces as this takes the no of spaces significantly above the policy requirement.

(D) WOULD THE PROPOSAL BE ACCEPTABLE IN TERMS OF DESIGN AND VISUAL AMENITY?

Objectors to the application commented that the student accommodation is harmful to and out of scale with the character of the area and expressed particular concern over the scale of the proposed student block (20% objectors raised this as an issue).

The acceptability of the design of the different parts of the development will be considered as follows:

Pavilion:

Only the design of the Pavilion is submitted for detailed consideration at this stage. In terms of the rear of the Pavilion building the central three storey stone element will not be altered. The north end of the Pavilion building, presently consisting of a two storey wing, is proposed to be moved towards the boundary of the site with Lancashire Road and an additional storey added in part but with minimal increase in height. This will have render walls and slate roof at the rear elevation. The front elevation would be predominantly glazed. The ground floor of the central higher element of the Pavilion building is proposed to be Pennant stone rubble using stone reclaimed from existing pavilion with door/ window surrounds in dressed stone to match

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existing at ground floor levels. There is a glazing curtain wall above. The roof is proposed to be slate with the very top part being zinc. The southern end of the building would be largely unchanged with the exception of the addition of a clock at the north-west side of the roof. A small ground floor extension is proposed at the end of the sports hall at the south east side of the building this is proposed to have banded block work at ground floor level to match existing. The amendments to the Pavilion building will result in the loss of some the historic façade of the central part of Pavilion building. However, this building is neither Listed nor Located within a Conservation area and it is considered that the modern design of the Pavilion alteration, particularly in terms of the front elevation is a high quality modern design that will enhance the appearance of the cricket ground. The Urban Design Officer has raised no object to the design of the pavilion building.

Stands:

The design of the stands is reserved at this stage. However, scale is a matter for consideration and indicative details have been provided of the design. It is advised in the Design and Access statement that it is intended to construct the majority of the stands in the traditional way of casting onto fill. At the outside edge where accommodation is proposed the stands are proposed to be constructed using a steel frame and precast concrete terracing units. In terms of the details of scale the stands will be relative low appearing suitable within the site and not affecting the visual amenity of the surround area.

Student Accommodation:

Only the siting and access of the student accommodation is submitted for consideration. However, given that the student accommodation is located adjacent (small part of footprint located within) to the Ashley Down Conservation Area and adjacent to the Grade II Listed former Muller Homes buildings it was considered that indicative drawings of how the scale and design of the building could be treated were necessary in order to demonstrate how the building would relate to the character and appearance of the Conservation Area, the setting of the surrounding Listed Buildings and the visual amenity of the area. The Applicant has provide an indicative elevation and floor plans and indicative illustrations of the design and appearance has been provided within the Design and Access Statement.

On the basis of comments received as part of the public consultation exercise and advice from the Conservation Officer, the Urban Design Officer and the Urban Design Forum the Applicant was encouraged to provide alternative indicative drawings of the design and appearance to demonstrate that the student block could be designed to address the Conservation area, Listed Buildings and immediate locality more appropriately than that suggested by the details provided. The revisions have made the following changes to the Scheme:

- The area to the new entrance to the scheme has been updated to show an entrance route which offers scope for a public art installation.
- Car park layout modified to include a gateway;
- A square has been introduced at the End of College Mews
- A tower element has been introduced to the student accommodation to in line with College Mews with the intention of providing a central focus with lower level wings stepping down either side to the boundary showing set back upper storeys.
- Gaps dividing the student accommodation into separate blocks have been removed.

The Urban Design Officer has advised the following in respect of the revision:

- The earlier scheme did not give confidence that it related well to the ground and was indicative of large office buildings not relating to context. The revised design has a focal pavilion tower that helps break up the overall linear massing and provide focus within

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the ground and approach from College Road. The pavilion tower relates well to approach road and car park. The car park now has a sense of place with a landscaped public entrance gateway that relates well to the entrance and focus Papillion tower.

The focus pavilion does appear somewhat offset in relation to the cricket ground. Reserved matters application could address this the north west south west axis of the ground through architectural treatment which can also break up overall massing.'

It is considered that the revised drawings provide certainty that a scheme could be achieved which is acceptable in terms of relating appropriately to the stadium as a piece of stadium architecture and the surrounding area at the reserved matters stage. Although the Urban Design Officer maintains some concerns about the focus of the tower element on the wicket, design is a reserved matter at this stage and these concerns could be addressed as part of a later application for approval of Reserved Matters. On this basis it is not considered that there are grounds for refusal on the basis of design or scale.

It is considered that the revision address the concerns raised by the Conservation Advisory Panel (CAP) and the Bristol Urban Design Forum. The concerns of these groups will be responded to as follows:

The landscape concerns expressed by CAP have been addressed by tree planting within the shared car park and the landscaped public square at the top of College Mews. The concern expressed about design quality, notwithstanding that design is a reserved matter at this stage has been addressed by the revised additional indicative design details.

The UDF expressed concern about how the entrance will relate to the public realm and its treatment (largely car parking) that a celebratory event space would add value to the surrounding area and that the entrance itself should be expressed in the form of the enabling development that is built above/ around it, with significant emphasis to indicate its greater importance. It is considered that the revised design for the landscaping of the shared car park, in terms of the public square, with a public art focus and entrance gateway addresses these concerns as far as possible given the constraints of the site. Much of the car park area is required for the operation of the Cricket Club, School and College and the modest reduction in parking as a result of the introduction of further landscaping to create a sense of arrival and public realm the area fronting a main entrance to the cricket ground and enabling development. In addition to the revised design of the enabling development has a focus tower element aligned with Ashley Down Mews which would provide a focus and greater sense of arrival for spectators using the access.

The Panel expressed concerns about circulation during major events and access to the enabling development during this period. The Council's Safety Officer has advised that he has no comment to make at this stage. In terms of access to student accommodation there will be no vehicular access along College mews on major match days and the indicative entrance points to the student accommodation are located away from the spectator entrances to the site. Full capacity events will occur very infrequently and condition is proposed to be attached requiring a Traffic Management Plan for major events.

The UDF also expressed concern about the form and massing of the media centre (pavilion building) and the enabling development. The media centre has been designed to incorporate a large amount of the existing building - an important factor in respect of sustainability and in terms of its massing and height to ensure that it does not affect the amenities of adjacent properties on Lancashire Road. It is considered that the building will be iconic and add to the surrounding area and the city as a whole. The design of the Pavilion building is supported by the Urban Design Officer. It is considered that the amendments to the indicative design of the student accommodation address the matters raised by the BUDF.

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The Howzat local residents group in their submission have commented 'The proposed 5/6/7 storey block of student accommodation will dominate the local area and surroundings being higher than the existing Jessop Stand.

SPD 1 'Tall Buildings' specifies that within suburbs 'building tend to be 2-3 storeys. In this context a tall building would be in the region of 6+ storeys or above. In addition the document specifies that policy B7A of the Proposed Alterations to the Bristol Local Plan, 2003 defines tall buildings as 'those that are substantially taller than their neighbours and/or which significantly change the skyline.' It is recognised that the proposed building would be large and taller than the 2-3 storey residential properties within the area. However, given that only the tower element of the student accommodation would be above 6 storeys, with the majority of the building being 6 below the threshold that SPD1 would normally apply and with the exception of this element the block would be lower or of a similar height to the adjacent Listed Buildings it is not considered that the Policy SPD1 applies to the proposed student housing block.

The applicant has commented that in terms of the wider area there are only two places where the ground can be seen, these being Golden Hill/ Horfield Common and Purdown. The Applicant has advised that there are also oblique views of the ground from Melton Road, Redland; Wordsworth Road, Lockleaze; Kersteman Road, Redland and Shaldon Road, Lockleaze. Your Officers agree with this. Revised photomontages of how the building would be seen from Golden Hill/ Horfield Common and Purdown, have been provided. These details show that in terms of the two specific views referred to the student block would be clearly visible together with the former Muller homes Listed Buildings within the locality of the cricket ground. However, given the limited opportunities for long distance views of the building in the wider landscape, provided the building is of a high quality design, which would be addressed as part of a later Reserved Matters application, it is considered that the proposal would be acceptable in terms of its impact on long distance views. The roof of the central element of the Pavilion would be visible from Golden Hill/ Horfield Common and appear more dominant than the current situation. However, this would be subservient to the larger Listed Buildings behind and therefore not appear overly dominant within the landscape.

(E) WOULD THE PROPOSAL DETRACT FROM THE SETTING OF THE LISTED BUILDING OR THE CHARACTER AND APPEARANCE OF THE CONSERVATION AREA?

Concern has been raised that the proposal would be detrimental to the setting of the adjacent Listed buildings and the character and appearance of the Conservation Area. The Conservation Officer has advised that the new stand adjacent to the Listed Buildings being higher than the existing stands would have a negative effect on the setting of the this part of the Listed Buildings and that that the student block student block is of an incongruous scale in relation to adjacent Listed Buildings. However, the Conservation Officer acknowledges that the applicant includes enhancements in the form of improving the tree screen on the boundary of the application site in an effort to improve this arrangement and lessen the impact of the proposed new stands on the setting of the College Buildings. The Conservation Officer has advised that on the basis of PPG15 it may be possible for the Authority to consider the scheme favourably if it is demonstrated that that there would be sufficient benefits for the local community associated with the improvement of the existing ground and its facilities. This principle would also apply to the setting of the Listed Buildings.

English Heritage only raise a concern about the student accommodation commenting that the height and scale of this part of the scheme is overly dominant in terms of its impact on the adjacent Listed Buildings, but that they understand that this is justified on the basis of

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substantial viability grounds. They have raised a number of matters to be considered at the Reserved Matters stage. Whether there are material considerations that outweigh the policy conflict outlined above will be considered in the Conclusion.

(F) WOULD THE DEVELOPMENT BE DETRIMENTAL TO THE AMENITIES OF NEIGHBOURING OCCUPIERS OF THE SITE?

i) Sunlight/Daylight/Overshadowing:

It is considered that shadow diagrams submitted demonstrate that there will not be a loss of light/ daylight or overshadowing to the surrounding residential properties on Lancashire Road and Kennington Avenue. In terms of the School the overshadowing would not be significant, it is recognised that it would mainly affect part of the playground and part of the hall between the 21st September and the 21st March and given that the main two storey part of the School would not be affected it is not considered that the overshadowing is significant.

There are a number of separate proposals that need to be considered:

Stadium:

The only properties the stands would be adjacent to are those of Kennington Avenue. The proposed stands are located 12m from the rear of properties on Kennington Avenue. The site section shown on plan 3503 PL36 B shows that the stands would be located significantly below the 25 degree angle from assumed patio doors at rear of properties on Kennington Avenue. Given this, it is not considered that the stands would be overbearing or result in a loss of light to properties on Kennington Avenue. There are proposed to be 1.5m high screens at the rear of the stand which will restrict overlooking/ loss of privacy to properties on Kennington Avenue.

Pavilion:

The Urban Design Officer has advised that the central part of the building has been designed with a sloping roof that would not increase its height as viewed from gardens of adjacent properties of Lancashire Road. The section to the north west of pavilion does have a height increase. I understand that this is mitigated by a row of evergreen trees that hide this height increase.

The part of the north west side of the pavilion would in part be increased in height by one storey. This would result in part of the new first floor level being 3.4m closer to the boundary but have a similar eaves and ridge height closest to the boundary. The three storey element is set in from the building line being 7.8 metres from the boundary with a height of 7.8m, about 2 m higher than the existing ridge height. There is no increase of height of the southwest side of the building. The building is located 4.5 metres from the boundary. The central stone element would have an additional storey added in the roof space this would be the same height as the existing building with a slight increase in height towards the pitch. Given this, it is not considered that the alterations to the Pavilion building would have an overbearing impact upon the properties of Lancashire Road. The impact of the extension on the adjacent properties is also reduced by the line of coniferous trees on the boundary of the site with Lancashire Road adjacent to the north-west wing of the building which is the only part of the building to be moved closer to and extended in height adjacent to boundary. In addition the section drawings of the Sunlight/ Shadow Path Analysis show that the proposed alterations to the building would be significantly below the 25 degree angle from the ground floor of the rear of the property.

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Student accommodation:

In terms of the impact on residential properties the proposed student block is located 61m from the rear of the gardens of the adjacent properties of Kennington Avenue and about 80m from the residential development adjacent to Allen House. Given this distance it is not considered that the occupation of the student accommodation would have an overbearing impact on the adjacent properties or result in noise and disturbance to local residents. Balconies are indicatively shown on the section drawings facing the ground. Given the distance of the student accommodation from the properties of Kennington Avenue it is not considered that this would result in harmful overlooking or noise and disturbance to occupiers of these properties.

ii) Noise:

Noise impact of matches:

As outlined in key issues C section it is not considered that the proposed development, despite the increase in permanent capacity, would result in a significant increase in spectators or events. Therefore, your Officers are of the opinion that noise and disturbance from people arriving and leaving the venue would not be demonstrably different to the current situation. The proposed new stadium would also not result in increased noise local to local residents as the stadium design with a raked bowl seating stands (including rear safety walls) would focus the majority of the crowd/PA system generated noise inwards towards the centre of the venue; therefore the post development noise levels will be at or lower than for existing matches. In addition, a condition is proposed to be attached requiring that the existing PA system is upgraded to minimise the potential for noise egress from the stadium.

Noise impacts of concerts:

The Acoustic report specifies that the Applicant is proposing to hold a maximum of three but likely to be one or two concerts a year. Proposed concerts will be required to meet certain noise standards in order to obtain a licence from the City Council, therefore control of noise levels of such events falls outside the remit of this application. However, it is considered on the basis of the revised stadium design that noise levels from concerts would be less post development than the present situation. A condition is proposed to restrict concerts to a maximum of two events a year on the basis that the provision of a significantly higher level of permanent seating could result in a significant increase in the number of concerts to the detriment of local residents. The proposed condition, by introducing control over number of concerts will improve the situation for local residents.

Noise impact from function rooms/pavilion:

The Pollution Control Officer has advised that subject to the sound reduction measures being implemented in accordance with the revised acoustic report dated February 2010 that the new pavilion building will be acceptable in terms of noise. In respect to noise from the proposed parking spaces adjacent to the rear of Kennington Avenue the applicant has agreed to a condition restricting the use of these spaces in accordance with the recommendation of the revised Acoustic report. The report suggests that where cars are likely to be leaving the site after 23.00 hours, the traffic management plan should ensure that the spaces to the rear of the properties on Kennington Avenue are not used.

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Noise impact of student accommodation:

The student accommodation would result in greater pedestrian use of College Mews particularly in the evenings and at weekends. However, students would be coming and going at different times it is not considered that the use of this road by students would be likely to have a demonstrably harmful impact on local residents in terms of noise, nuisance or disturbance.

iii) Impact of student accommodation on residential character of Area:

A large number of comments have been received from local residents on the basis that the proposal would harm the residential community/ character of the area (including reference to student population increase and crowds/commercial buses in a residential family area).

There are no student halls within the Bishopston ward, although many of the houses within the area are used as shared accommodation for students. Presently, in planning terms such accommodation falls under the definition of a dwelling house (C3) and therefore falls outside the control of the Local Planning Authority. The government are proposing to introduce secondary legislation on 6th April to amend Town and Country Planning (Use Classes) Order 1987 (as amended) to introduce a specific definition of a House in Multiple Occupation (HMO) as 3 or more unrelated persons residing together. Following this date the LPA will have control over the change of use of family dwelling houses to shared student accommodation. There is no survey details on the number of houses being used for student accommodation within the areas. In terms of the breakdown of accommodation in the area in terms of houses and flats The Councils Residential Development Survey (RDS) is the most up to date survey. This data provides that within the Bishopston Super output area 22% of the household stock consists of flats and 78% consists of houses. Within the local super output area entitled 'Cricket Ground' the survey details that 31% of the household stock are in the form of flats and 69% in the form of houses. On the basis of this information it is shown that the majority of properties within the local area consist of houses. In terms of the Bishopston Super output area and the Cricket Ground super output areas if the student accommodation was added this would result in 27% and 39% of the proportion of the household stock being flats, therefore, the majority of properties would continue to consist of houses.

Objectors have also raised the issue of the cumulative impact of the proposal together with the Memorial ground proposal which included student accommodation consisting of 105 flats and 546 bed spaces. The addition of these elements to the housing stock figures would result in Bishopston containing 25% flats, therefore retaining the majority of properties as houses.

It is recognised that the proposal would increase the student population with the locality and the density of the area. However, the proposed student accommodation is a stand alone building located adjacent to College buildings but away from the residential properties the nearest properties being those of the new development adjacent to Allan House. The building would only be visible from College Mews within the immediate locality and would therefore not affect the residential character of the area in terms of amenity.

iv) Impact of development in on Primary School:

The northwest end of the student block would be located immediately adjacent to the School site, 12.5 m from the end of hall and 32 m from the main 2-storey element of the building. Given that this part of the student accommodation building would be adjacent to the refuse store area of the site located between the boundary and the end of the hall and that the classrooms would be in the north east side of the two storey element of the building facing away from the student accommodation it is not considered that the accommodation would be detrimental to the operation of the school. The design of the windows, which would be considered at the reserved matters stage, could be angled to ensure that there would be no overlooking of the School.

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The acoustic report advises that noise from the venue during full capacity matches is likely to cause disturbance at the proposed primary School. In addition, that mitigation measures are required for the School if such a match would occur when the school is operating which are likely to be limited to administrative procedures such as the invoking of an 'inset day' when pupils would not attend school and any impact would therefore be negligible. CYPS have advised that they agree to this and intend to have a close working relationship with the Cricket Club. In respect to this matter, the applicant has advised that in the ten seasons from 2001 to 2010 the Club have hosted 10 international matches 9 of these have taken/ will take place on a Saturday, Sunday or Bank Holiday when the School would be closed.

v) Noise from Construction:

The Pollution Control has advised that he has concerns regarding noise from the construction phase of the development but that compliance with a suitable Construction Environmental Mitigation Plan and full cooperation with local residents should go a long way to minimising disturbance to local residents. This would equally apply to the impact on the adjacent School. It is recognised that there will be noise disturbance from construction and through the submission of the above plan which will be required by condition the applicant will be required to minimise the impact. On the basis of advice from the Pollution Control Officer a condition will also be attached concerning permitted construction hours.

vi) Need for restrictions concerning use of the stadium for large sporting events/ concerts:

A large proportion of objectors commented that restrictions are required to prevent/control the stadium's use for concerts and other large sporting events (30% of objectors raised this as an issue).

The Howzat community group have commented in their submission that the proposal would create a 'sports stadium' for use at any time of the year for any type of sport or other leisure entertainment within planning use class D2 and that restrictions on the use are essential if planning permission is given.

The applicant has advised that the ground would not be suitable for football/ rugby use. They have provided a plan showing that a football pitch would conflict with the cricket wicket (3503 SK202A) and that such a pitch would therefore not be able to be provided. In addition, being a private members club it would require the agreement of its members for significant use for other sport which would not be in the clubs interest. On this basis it is unlikely that the stadium would be used significantly for large capacity matches in connection with other sports. It is also considered that the stadium proposed would not be unlikely to be suitable for a change of use to football or rugby use given the size and shape of the pitch. There is presently no planning restriction on the use of the stadium within the D2 use class and, with the exception of concerts which is considered under key Issues B, it is not considered that it is reasonable or necessary to impose a use restriction.

(G) WOULD THE STUDENT ACCOMMODATION PROVIDE A SATISFACTORY LIVING ENVIRONMENT FOR FUTURE OCCUPANTS?

The occupation of the student accommodation by students between mid June to the third week in September would be mostly outside the cricket season of the end of April to the third week in September. As a result the students would be largely unaffected by the cricket matches. The Acoustic report comments that certain window types will be needed to provide appropriate internal noise levels. This matter is proposed to be conditioned. The accommodation would have no external amenity space, although balconies facing the ground are indicatively

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proposed. Given that this is specialist accommodation for a specific contracted period of the year and students would have access to university amenities it is considered that this is acceptable.

(H) DOES THE PROPOSAL ADEQUATELY ADDRESS THE ENVIRONMENTAL ISSUES RELATING TO CONTAMINATED LAND, AIR QUALITY AND FLOOD RISK?

Objectors have commented that there will be air pollution from increased traffic and refer to the cumulative impact. [8% of objectors raised this as an issue]

The Howzat submission outlines the following reasons as to why the assumption that no additional traffic will be created in relation to air quality is wrong:

1. The conference facility is more than doubling in capacity, so this will generate more traffic;
2. Additional traffic will be allowed to carry students' belongings to and from the accommodation blocks at the beginning and end of each term;
3. The statements state that there will be one to three concerts at the ground in the future. There has only been one concert in the last few years and therefore one to three concerts represents a substantial increase in traffic.
4. Once the stadium is built there will be no restrictions on an increase of its use, which will increase traffic flow.

The Air Quality section has advised that the air quality impacts of the operational phase of the development have been screened out as insignificant due to the low level of additional traffic generated and that they agree with this assessment. The Air Quality impacts of the construction phase are transient in nature, and as the submitted report concludes, can be mitigated through appropriate construction management procedures. They agree with the conclusions of the report, that the Air Quality impacts of the development are acceptable and should not impede development on the site.

In terms of the specific matters raised by the Howzat group the Air Quality team have made the following comments:

The air quality report says that there will be a negligible increase in traffic, particularly in relation to the assessment criteria used in the Design Manual for Roads and Bridges (DMRB). We agree with this statement and I do not think that the increase in the capacity of the conference centre or the arrival of students at the beginning and end of term will have a significant effect on air quality.

They do not consider that even a relatively high proportion of car owning students would cause a significant air quality issue, or even begin to approach the DMRB thresholds, although obviously there may be other issues of concern to the community such as parking. In terms of concerts they do not consider that the extra traffic on two or three days a year would constitute an air quality problem, due to the short term nature of these events.

FLOODING:

The Flood Risk Assessment concludes that the proposed development will result in a reduction in surface water discharge from the site and therefore an overall reduction in flood risk (both to the site and adjacent/ downstream areas). The proposed drainage strategy will restrict runoff so as to ensure that runoff is reduced by at least 20% when compared to the existing situation. It is considered that the level of detail provided is acceptable for an outline application - further detail will be needed at the Reserved Matters stage. The Environment Agency have raised no objection on the application subject to the imposition of certain conditions and informatives.

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Therefore, it is considered that the proposal is acceptable in terms of flooding and drainage matters.

Concerns have been raised by local residents that the proposal provides inadequate parking for the development and that this would encourage off-street parking creation to the detriment of water run-off. For the reasons set out in section ?? It is not considered that the proposal would result in a significant increase in parking pressures within the areas. However, hard surface off street parking is only able to be created without planning permission where it would be formed of a permeable surface or be drained to soakaways. If this is not the case then planning permission would be required.

CONTAMINATED LAND:

In view of the fact that the proposed use of the site will be sensitive to ground contamination, the City Councils Pollution Control Team have recommended that any consent is conditioned to require a ground investigation; the derivation of a conceptual model identifying all pollutant linkages; a risk assessment and a written remediation method statement all of which must be approved prior to any work commencing on the site.

A Certificate of Remediation' should be provided by the developer upon completion of the works, confirming that the agreed remediation strategy was followed. Suitable conditions are recommended.

(I) WOULD THE DEVELOPMENT PROVIDE ADEQUATELY FOR WASTE AND RECYCLING?

Student accommodation:

The Applicant has provided a detailed plan of the refuse stores and calculation details that demonstrate that adequate refuse and recycling storage would be able to be provided for the 350 student bed accommodation proposed which is proposed to consist of 71 units. A swept path analysis has been provided for large refuse vehicle which demonstrates that such a vehicle would be able to access the refuse and recycling stores.

Commercial:

The applicant has submitted an additional drawing showing that the new pavilion will provide a refuse/ recycling store capable of holding 7 1100ft general waste and/or recycling bins. In addition there are the buildings within the site that could be used for such storage. Given this, it is considered that adequate provision has been made for recycling/refuse in connection with the new pavilion building and stadium.

(J) WOULD THE PROPOSAL BE ACCEPTABLE IN TERMS OF SAFETY AND SECURITY MATTERS?

The Crime prevention officer has advised that suitable perimeter fencing is required to isolate the rear gardens of Kennington Avenue from the Cricket ground. It is proposed to attach a condition requiring prior approval of details of fencing to be erected on this boundary prior to works commencing on site. This would be required to be a weld mesh fence to be adequately secure and minimise the impact on the light and amenities of these properties.

The Crime Prevention Officer has raised the issue of the need for a management plan to prevent a large influx of guests visiting residents in the student accommodation when there are large events at the Cricket Ground. The Officer has acknowledged that this matter cannot be

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dealt with through the planning process but through the private management of the accommodation. Any health and safety issues as a result of such situations would be covered by other legislation.

It is proposed to attach an informative to the decision recommending that the Application applies for Secure by Design.

(K) DO THE PROPOSALS PROVIDE FOR A SATISFACTORY OBLIGATIONS PACKAGE COMENSURATE IN SCALE AND KIND WITH THE PROPOALS?

Supplementary Planning Document 4 'Achieving Positive Planning through the use of Planning Obligations' sets out the contributions that will be required for different types of development.

Student housing being specialised housing solely for students is not suitable for affordable housing therefore the affordable housing requirement is not relevant to this proposal.

Recreational facilities: Ordinarily a residential scheme of this scale would be required to contribute towards the improvement/ maintenance of public open space within the locality in accordance with the guidance contained in SPD4. The application is deficient in this respect on the basis that the Enabling Development Report submitted by Savills demonstrates that the level of student accommodation proposed is required to subsidise the modernisation of the Ground and that a financial contribution towards recreational facilities would reduce the funding available and make the modernisation unviable.

Public Art:

In response to negotiations by your Officer's the applicant has included public art in the revisions to the scheme. The indicative public art takes the following form of a statue within the public square at the top of College Mews and a gateway at the top of the access. The proposed public art is indicative at this stage and it is therefore proposed to attach a condition requiring a public art plan to be provided prior to works on the student accommodation commencing on site.

The Applicant has agreed to provide the following transport contributions that would be secured as part of the 106 Agreement and be required to be provided prior to development commencing on site:

A financial contribution of £15,000 (index linked) towards the cost of double yellow line Traffic Regulation Orders (TROs) to improve junction safety within 1 kilometre area of the stadium.

A financial contribution of £15,000 (index linked) towards making the existing temporary TROs for the closure of Nevil Road and additional streets as agreed on major matchdays and events, provision of permanent and associated signing. In addition, pedestrian signage and Prism sign at entrance to College Mews.

A financial contribution of £30,000 (index linked) towards bus stop improvements.

A financial contribution of £20,000 (index linked) towards pedestrian facility improvements on Gloucester Road.

Highways Development Control has advised that the above highway obligations are acceptable.

Economic Contribution:

The applicant has in principle agreed to the employment of a new construction trainee - details to be finalised prior to the Committee meeting.

The package of contributions is acceptable subject to the details of employment for a new construction trainee being agreed.

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(L) WOULD THE PROPSAL BE ACCEPTABLE IN TERMS OF IMPACT UPON TREES AND IN TERMS OF ECOLOGY MATTERS?

Landscaping has not been selected for consideration as part of this application and is therefore a reserved matter. However, the Applicant has provided details of a proposed landscaping scheme which has been assessed. There is a tree preservation order that covers a number of trees at the eastern boundary of the site with the City of Bristol College. Of the 68 valuable tree within the site only 8 are considered for removal. The other trees selected for removal are part of a shrub group and are not considered to be valuable trees. To mitigate for the loss of 8 trees 27 trees are proposed to be planted. It is considered that this provides exemplary mitigation for the loss of trees and is supported by the Council's Arboricultural team. The landscaping would form part of the consideration of a Reserved Matters application and would be required to contain further details in terms of species and stock.

The Natural Environment team have advised that a condition is attached requiring a detailed method statement for development works and a mitigation strategy for addressing potential impacts on roosting bats and nesting birds, shall be submitted to and approved in writing by the local authority. In addition that biodiversity gain is sought through the provision of swift nest boxes and bat roosting opportunities. These matters will be conditioned.

(M) DO THE PROPOSALS REPRESENT A SUSTAINABLE FORM OF DEVELOPMENT?

The Sustainable Cities team have advised that a detailed report setting out the renewable energy technology that will be installed and implemented on site, setting out how the development will exceed Part L Building Regulations (Energy) to be approved before any works commence on site. In terms of the proposal for the student accommodation to meet BREEAM 'very good' standard the team has advised that a report at reserved matters stage and a post construction certificate. Conditions are proposed to be attached to ensure that these matters are implemented. On this basis it is considered that the proposal will be acceptable in terms of sustainability matters.

CONCLUSION:

The applicant has demonstrated that improvements are required to be made to the Cricket Ground in order for the club to retain its status as an international sports ground and that without improvements it will lose this status. It is also recognised that this is the only international sports ground in the south west and that its retention is important to the community and status of the city. The Economic Statement comments that the hosting of a five day test match would result in a total economic benefit of between 3.08 and 5,74m and that the impact of a T20 World Cup series or a Cricket World Cup series would be in the middle of this range. The applicant acknowledges that, due to competition from other grounds, obtaining a test match is unlikely but that with proposed development would enable them to compete very well for the world cup series to be held in 2019. On this basis, there is the potential for significant economic benefit to the city.

Local residents and the Howzat group have commented that the proposed expansion goes beyond what is required for the club to host international matches and that therefore a more modest expansion should be proposed. The applicant has provided a case as to why the size of expansion is proposed in terms of competing with other grounds etc.

It is considered that the revised details of indicative design of the student accommodation demonstrate that an appropriate design could be achieved that relates appropriately to the ground and the area. In addition, a high quality design would be required for reserved matters approval.

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The Conservation Officer and English Heritage have advised that the student accommodation would cause harm to setting of the Listed Building and the character and appearance of the Conservation Area, but that it may be acceptable on viability grounds. The Applicants have been required to submit a viability report to demonstrate that the student accommodation is enabling development and therefore required to fund the proposed development of the ground, which has been independently appraised by external consultants. This report has concluded that the viability contribution arising from the proposed student accommodation is reasonable. Whilst Officers accept that the scale and massing of the student accommodation is significant it is considered that the potential harm to the Conservation Area and Listed Building is outweighed by the viability case for the enabling development in providing essential funding for the proposed development of the ground.

The highest proportion of objections from local residents concerned the traffic and parking impacts of the development and the potential for the ground to be used for other non-cricket activities. Your Officers agree with the applicants case that the proposal, although significantly increasing permanent capacity, will not result in a significant increase in major cricket events or spectator numbers. It is considered that the proposed transport measures would adequately mitigate for any increase in these matters in terms of traffic and parking.

Significant concern was also raised concerning the need for restrictions of major events and non-cricket events. The site falls under the D2 use class so can lawfully be used for sports and leisure uses. It is not considered the use of the ground would be likely to be significantly used for other sports or leisure uses that attract significant crowds as it would be incompatible with the operation of the ground for cricket use. On this basis it is not considered that it would be reasonable or necessary to impose a condition restricting the use of the ground for non cricket events (excluding concerts).

The analysis of the local resident comments received showed that a significant proportion of objectors had concerns that parking restriction for residents of the student accommodation would not work. The same restriction was accepted for the student accommodation forming part of the Memorial Ground development and that at the Manor Scrap Yard site and it is the opinion of your Officers that the parking restriction would be both reasonable and enforceable for the student accommodation within the application proposal.

REASON FOR APPROVAL:

The proposal would not be detrimental to the amenities of local residents or be detrimental to traffic and parking within the area. The proposal would result in some harm to the character and appearance of the Conservation Area and the setting of the adjacent Listed Buildings contrary to policy B13 of the Bristol Local Plan 1995. However, this is outweighed by the need for the modernisation of the ground to retain its international status and the benefits of this to the local and wider community. The proposal complies with policies ME2, ME4, ME5, ME6, ME9, NE3, NE11, B1, B2, B4, B5, B6, B7, B8, M1, M3 and M8 of the Bristol Local Plan 1995 and Policy 44 of the Joint Replacement Structure Plan 2002.

RECOMMENDED GRANT subject to Planning Agreement

- (A) 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 Head of Planning Services, and at the applicant's expense, a suitable planning agreement made

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under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to cover the following matters:

i) Provision of bus services in connection with Major Events:

To increase the existing level of spectator bus services during Major Events (i.e. where attendances are expected to reach 16,000 or above and there are 18,000 permanent seats provided), consisting of the following (unless an alternative programme of provision is agreed in writing by the Local Planning Authority):

The provision of a minimum of 9 buses from the UWE area and 6 from Portway that commence at least 2 hours prior to the start of the major event and return spectators from the ground for up to around 2 hours after the finish of the major event. One bus will also operate between the ground and the Portway and the ground and UWE area during the duration of the major event.

To provide additional spectator bus services during Major Events (i.e. where attendances are expected to reach 16,000 or above and there are 18,000 permanent seats provided), consisting of the following (unless an alternative programme of provision is agreed in writing by the Local Planning Authority):

The provision of a minimum of 3 buses to each of Bristol Temple Meads Railway Station and Bristol Parkway Railway Station that commence at least 2 hours prior to the start of the major event and return spectators from the ground for up to around 2 hours after the finish of the major event. One bus will also operate between the ground and Bristol Temple Meads Railway Station and the ground and Bristol Parkway Railway Station during the duration of the major event. An intermediate stop shall be provided between the Ground and Bristol Temple Meads Railway station.

ii) Highway Contributions:

The applicant shall provide:-

- £15,000 (index linked) towards the cost of yellow line TROs to improve junction safety within a 1 kilometre area of the Stadium to be paid before commencement of development.
- £15,000 (index linked) towards the cost of TROs and signing for the following measures as also shown on Pinnacle Figure 7.2/A to be paid before commencement of development.
 - a. making the existing Temporary TRO for the closure of Nevil Road on major match days permanent and the introduction of point closures in the surrounding area. This includes a total of 22 drop-down no entry signs. The signs will only be visible when the road closures are in operation on major matchdays and events.
 - b. the provision of additional pedestrian signing in Gloucester Road and Ashley Down Road.

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c. Provision of a Prism sign at the entrance to College Mews that would allow different messages to be presented to suit a given event in agreement with Bristol City Council, to be operational upon the first major event.

- Contribution of £30,000 (index linked) towards bus stop improvements, to be paid prior to commencement of development.
- Contribution of £20,000 (index linked) towards pedestrian facility improvements on Gloucester Road, to be paid prior to commencement of development.

iii) Stewarding:

The provision of stewarding for the first two home cricket matches following implementation of the said Traffic Regulation Order.

iv) Student Parking and Car Ownership Restriction:

To insert a restrictive clause in all tenancy agreements of the Student Accommodation prohibiting any tenant from keeping any four-wheeled motor vehicle within a 1.5 kilometre radius of the Student Accommodation Land and in keeping with all relevant statutory provisions a provision that breach of this restriction by a tenant of the Student Accommodation is an event that will give rise to a forfeiture of the said tenancy agreement and the Owner will take such reasonable steps as are lawful to enforce such restrictive clause and procedures to forfeit the tenancy agreement.

To include the range of measures to deter students keeping a four-wheeled vehicle as specified on pages 2 & 3 of the Draft Heads of Terms (see supporting documents).

v) Economic obligation:

Provision of employment for a new construction trainee that is resident in Bristol (details to agreed prior to Committee meeting).

A fee of 3,462 to cover the proper and reasonable costs incurred by the council in connection with the monitoring of the obligations contained in the agreement. All monetary contributions to be index linked to the date of committee.

(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:

1. SC1 Full Planning Permission

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

Reason: SR1 - 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.

2. Obscure Glazing

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and/or re-enacting that Order) the windows of the proposed players dining room at first floor level of the pavilion building shall be non-opening and glazed with obscure glass to the satisfaction of the Local Planning Authority and shall be permanently maintained hereafter as such, unless otherwise agreed in writing by the Local Planning Authority.

Reason: SR46 - To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.

3. SC69 Further Details Before Commencement

The development of the pavilion building hereby permitted shall not take place until detailed drawings of the following have been approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority. The detail thereby approved shall be carried out in accordance with that approval.

- a) window types
- b) roof overhang details including edgings and soffits
- c) planar glazing
- d) louvers
- e) pennant stone walling, including opening details
- f) metal brise soleil
- g) high level glazing to gym pavilion
- h) roof clock details
- i) render expansion joint locations
- j) signage details (including BS7 above proposed pavilion entrance)
- k) external stair details

Reason: SR50 - To ensure that the external appearance of the building is satisfactory.

4. SC70 Submission of Samples

The development hereby permitted shall not take place until samples of the roof slates and copper roofing material for the roof of the central element of the pavilion building have been submitted to and approved in writing by the Local Planning Authority unless otherwise agreed in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved sample.

Reason: SR50 - To ensure that the external appearance of the building is satisfactory.

5. SC76 Sample Panels

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

Reason: SR50 - To ensure that the external appearance of the building is satisfactory.

6 Travel Plans - Not submitted (Stadium)

Prior to development commencing on the new pavilion building a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use in connection with the stadium including the conference facilities, corporate hospitality events and coaching sessions shall be prepared, submitted to and approved in writing by the Local Planning Authority prior to the first major event (an event/match when the anticipated gate is 16000 spectators or above and there are 18000 permanent seats provided) at the ground following the commencement of development 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: SR72 - 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.

7. Safety and security:

Prior to development commencing on the new pavilion building details of fencing to be erected on the boundary with Kennington Avenue shall be submitted to and approved in writing by the Local Planning Authority. These details shall be implemented prior to development commencing on the new pavilion building.

Reason: To improve/maintain security for adjoining occupiers.

8. SC5 Outline Permission

Application for approval of the reserved matters which relates to all parts of the development, excluding the pavilion building, shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

The development hereby permitted shall begin not later than the expiration of two years from the date of approval of the last of the reserved matters to be approved.

Reason: SR5 - As required by Section 92 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

9. SC4 Reserved Matters

Approval of the details of the design and landscaping of the 20,000 seat stadium and ancillary development and the scale, landscaping and design of the student accommodation (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason: SR6 - This is outline permission only and these matters have been reserved for the subsequent approval of the Local Planning Authority.

10. The cumulative noise rating level for noise generated by fixed plant shall be lower than the background noise level by at least 5dBA at the nearest noise sensitive property. The noise levels shall be determined at the nearest noise sensitive premises most. Measurements and assessments shall be made in accordance with BS4142: 1997-"Method of rating industrial noise affecting mixed residential and industrial areas". The assessment must be carried out by a competent person prior to the commencement

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of the development. These noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to the relevant element of the development commencing, unless otherwise agreed in writing by the Local Planning Authority.

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

11. Details of Extract/Ventilation

Details of the means of mechanical ventilation including that for the extraction and dispersal of cooking smells within both the commercial and residential accommodation and swimming pool, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant part of the development. The details shall include method of construction, odour and noise control. The approved details shall be provided before the use hereby permitted commences and thereafter shall be permanently retained.

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

12. Refuse disposal, collection & deliveries

The collection of refuse, bottles and recyclable materials shall only take place between 07.00 hours and 20.00 hours Monday to Saturday and not at all on Sundays or Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

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

13. Activities relating to deliveries shall only take place between 07.00 and 20.00 Monday to Saturday and 09.00 and 20.00 on Sundays or Bank Holidays, unless otherwise agreed in writing by the Local Planning Authority.

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

14. Construction Noise & Vibration

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, unless otherwise agreed in writing by the Local Planning Authority:

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.

Deliveries to, and removal of plant, equipment, machinery and waste from the site must only take place within the permitted hours detailed above, unless otherwise agreed in writing by the Local Planning Authority.

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

15. Construction Environmental Mitigation Plans shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the relevant parts of the development.

Reason: In the interest of the amenities of local residents.

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16. Car Parking

Details of a management plan for car parking at the development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The management plan shall be in accordance with the recommendations made in the entrant acoustic report ver.4 February 2010. The approved details shall be provided before the use hereby permitted commences and thereafter shall be permanently retained.

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

17. SC108 Contaminated Land - Conceptual Model

Prior to the commencement of any works on site, the following shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority:

- A ground investigation study to identify any contamination at the site
- A Conceptual Model identifying all Pollutant Linkages at the site (ie all sources of contamination, pathways and receptors)
- A Risk Assessment to quantify the risk from contamination, and
- A written Method Statement detailing how contamination will be remediated.

The decontamination/remediation works will be carried out in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: SR31 - To safeguard the safety and health of future occupiers of the site.

18. Development shall not begin until a detailed surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall be designed in accordance with the principles established in the submitted Flood Risk Assessment, ensuring the following:

1 in 100 year (30% climate change) storm event on site will be attenuated on site, without flooding to property or key access/egress routes, using the most appropriate sustainable drainage techniques.

Flow will be limited to pre-development rates less 20%, taking appropriate account of the condition and efficiency of the existing drainage system.

agreements are secured for the ongoing maintenance / adoption of the surface water drainage system for the lifetime of the development

surface water can be appropriately managed during the construction of the development.

If the development is to be phased, a drainage plan for each phase must be submitted which shows that the proposals accord with the overall Masterplan drainage strategy.

Reason: To prevent the increased risk of flooding and ensure future maintenance of the surface water drainage system.

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19. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
- 1) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - 2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - 3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - 4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To protect controlled waters.

20. No development approved by this permission shall be commenced until a scheme for prevention of pollution during the construction phase has been approved by the Local Planning Authority. The scheme should include details of the following:

Site Security

Fuel oil storage, bunding, delivery and use

How both minor and major spillage will be dealt with

Containment of silt/soil contaminated run off.

Disposal of contaminated drainage, including water pumped from excavations

Site induction for workforce highlighting pollution prevention and awareness

Reason: To prevent pollution of the water environment.

21. The cycle parking provision for the cricket club shown on the approved plans shall be provided in accordance with a timetable of works to be submitted to and agreed in writing by the Local Planning Authority prior to development commencing on site, unless otherwise agreed in writing by the Local Planning Authority, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: SR44 - To ensure the provision and availability of adequate cycle parking.

22. Details of a Transport Management Plan for all movement in the vicinity of the Ground as shown in principle on Pinnacle Figure 7.2A shall be submitted to and approved in

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writing by the Local Planning Authority prior to the commencement of development.

Reason: In order to ensure the same movement of vehicles with the vicinity of the cricket ground.

23. No development shall take place until the applicant has received the written approval of the Local Planning Authority to a report that includes a scheme identifying how a minimum of 10% of the regulated carbon emissions for which the entirety of the approved development is responsible are off-set by on-site renewable energy production methods. The report and scheme shall set out the means and frequency by which the performance of the production methods will be verified to the Local Planning Authority and the carbon savings which result from the scheme will be above and beyond what is required to comply with Part L Building Regulations.

The relevant parts of the development shall not be used/occupied until that part of the approved scheme has been implemented to the satisfaction of the Local Planning Authority. The approved scheme shall be implemented in full and thereafter be retained and used for energy supply for so long as the development remains in existence.

Reason: To reduce the consumption of non-renewable energy sources and minimise the production of Carbon Dioxide so that the development makes a contribution to delivering the government's Climate Change programme and energy policies, and contribute to global sustainability

24. Prior to commencement of development, a detailed method statement for development works and a mitigation strategy for addressing potential impacts on roosting bats and nesting birds, shall be submitted to and approved in writing by the local authority. Development shall then proceed in accordance with the approved method statement and mitigation strategy.

Reason: To ensure that protected species are protected and in the interest of any wildlife within the site.

25. A scheme for the provision of swift nesting boxes and bat roosting opportunities shall be provided within the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to development commencing on site. The scheme shall be implemented prior to the use of the new stands.

Reason: To ensure that protected species are protected and in the interest of any wildlife within the site.

26. The car parking area shall be provided and laid out in accordance with the details shown on the approved plans (unless otherwise agreed in writing by the Local Planning Authority) in accordance with a timetable of works to be submitted to and agreed in writing by the Local Planning Authority prior to development commencing on site.

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

27. Public Art:

Details of the proposed public art works, to accord with an agreed public art Strategy shall be submitted to and approved in writing with the local planning authority before development commences on the student block in the form of an Art Plan, a document outlining the various art commissions to be implemented, which may be permanent or temporary. The Student accommodation shall not be occupied until the public art works

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set out in the Art Plan have been completed to the satisfaction of the local planning Authority unless otherwise agreed in writing by the Local Planning Authority, or in the case of temporary works, which may be launched post completion of the development.

Reason: to ensure the provision of public art in the development.

28. Enabling development

The altered/extended pavilion building and stands hereby approved shall be made available and ready for use prior to the student accommodation (enabling development) being occupied, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to comply with the terms of the application and to ensure that the planning benefits of the enabling development are realised.

29. Prior to the new stands being used a Public Address System to replace the existing system shall be implemented/installed in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

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

30. The accommodation hereby approved shall only be available to full-time students and delegates in connection with the conference facility, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the accommodation does not result in parking pressures within local streets.

31. A maximum of 2 concerts shall be held at the stadium per year, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of safeguarding the amenity of adjoining residents.

32. CCTV

Prior to the proposed car parking layout of the shared car park at the north east boundary of the site being implemented details of a fully monitored CCTV system for this car park shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details to a timetable to be agreed in writing with the Local Planning Authority.

Reason: In the interest of the safety and security of the site.

33. Prior to the proposed car parking layout of the shared car park at the north east boundary of the site being implemented a lighting scheme for this car park shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in accordance with the approved details to a timetable to be agreed in writing with the Local Planning Authority.

Reason: In the interest of the safety and security of the site.

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34. SC38 Refuse Storage and Recycling Facilities - Shown

The refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans in connection with the student accommodation, shall be provided before the use hereby permitted commences. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site, unless otherwise agreed in writing by the Local Planning Authority. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection, unless otherwise agreed in writing by the Local Planning Authority.

Reason: SR29 - To safeguard the amenity of the occupiers of adjoining premises, to protect the general environment and to ensure that there are adequate facilities for the storage and recycling of recoverable materials to encourage energy conservation through recycling.

35. Noise Insulation - Residential

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of noise insulation measures for all residential accommodation. The measures shall be designed to achieve noise insulation to a standard that nuisance will not be caused to the occupiers of the residential accommodation and shall be in accordance with the recommendations made in the entrant acoustic report ver.4 February 2010.

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

36. SC98 Travel Plans - Not submitted (Student accommodation)

Prior to development commencing on the student accommodation building a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use in connection with the student accommodation shall be prepared, submitted to and approved in writing by the Local Planning Authority prior to occupation of the student accommodation building 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: SR72 - 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.

37. Approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application. This application has been approved on the basis of the following plans and documents:

2 x A4 Photographs, received 5 February 2010;
PL19/A-Media Centre & Pavilion Proposed Elevations A-A & B-B, received 5 February 2010;
Development Appraisal, received 5 February 2010;
Supporting Statement on Need for Student Accom., received 24 December 2009;

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Supporting Letter from UWE dated 23.12.09, received 24 December 2009;

PL03/D-Site plan ground floor, received 5 February 2009;
PL04/B-Site Plan First Floor, received 28 February 2010;
PL05/B-Site Plan Second Floor, received 28 February 2010;
PL06/C-Proposed Site Sections, received 5 February 2010;
PL38-Cycle Parking Plan, received 28 January 2010;
PL24/A-Enabling Development Second/First Floor Plan, received 22 December 2009;
PL25/A-Enabling Development Fifth/Sixth Floor Plan, received 22 December 2009;
PL28/A-Enabling Development Outline Block Elevation, received 22 December 2009;
PL40-14 Lancashore Road - Sections Existing/ Proposed, received 28 January 2010;
PL41-18 Lancashire Road - Sections Existing/Proposed, received 28 January 2010;
PL42-20 Lancashire Road - Sections Existing/Proposed, received 28 January 2010;
PL43-22 Lancashire Road - Sections Existing/Proposed, received 28 January 2010;
PL44-28 Lancashire Road - Sections Existing/Proposed, received 28 January 2010;
PL45-36 Lancashire Road - Sections Existing/Proposed, received 28 January 2010;
PL07/B-Stand Sections A-E, received 5 February 2010;
PL08/B-Stand Sections F-J, received 5 February 2010;
PL09/A-Stand Sections K-Q, received 5 February 2010;
3503 SK123-Enabling development ground floor plan, received 19 February 2010;
PL23/B-Enabling Development Ground and First Floor Plan, received 5 February 2010;
PL34/A-College Boundary Sections, received 5 February 2010;
PL35/A-College Boundary Sections, received 5 February 2010;
PL36/B-Kennington Avenue Boundary Sections, received 26 February 2010;
SK202/A-Site Plan Ground Floor, received 5 February 2010;

SP05-, received 19 February 2010;
Sunlight/ shadow path analysis - Revised Dec 2009, received 22 December 2009;
SP06-, received 19 February 2010;
3503 PL19/B-, received 26 February 2010;
Noise Assessment (revised Feb 2010), received 5 February 2010;
Transport Statement Addendum January 2010, received 28 January 2010;
Executive summary of viability report, received 17 December 2010;
3503 PL15/A-Media Centre and Pavilion Proposed Ground Floor Plan, received 26 February 2010;
Draft section 106 heads of terms, received 2 October 2009;
Transport Assessment, received 2 October 2009;
Planning application dated September 2009, received 2 October 2009;
Sunlight/shadow path analysis, received 2 October 2009;

PL16-Proposed first and second floor plan, received 2 October 2009;
PL17-Proposed third floor and roof plan, received 2 October 2009;
PL18-Proposed sections, received 2 October 2009;

Reason: SR4 – For the avoidance of doubt.

Advice(s)

1. Water Efficiency

Water is one of our most precious natural resources, and we need to ensure it is used wisely: It is important that water efficiency measures are incorporated into this scheme. This conserves water and allows cost savings for future occupants.

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The applicant needs to consider water supply and whether this will be from public water suppliers or if they need to apply to the Environment Agency for an abstraction licence.

The installation of low volume taps such as push-top, spray or infra-red taps, installing flush controls, such as infra-red sensors or electromagnetic door switches can result in company cost savings in both water and energy use.

- For pitch maintenance, rainwater harvesting can be used incorporating underground storage tanks containing runoff from the roof and concreted areas. In developing pitch maintenance programmes for this site, consideration should be given to: the amount of watering the pitch actually needs; and watering only when necessary and in early morning or evening to reduce evaporation losses. In addition, water storage areas should be created on site to allow water taken during wetter periods to be used during drier weather.

We would encourage the developer to adopt the Code for Sustainable Homes / BREEAM targets, in line with proposed targets for energy efficiency. Ideally we would like to see this standard adopted for all proposed residential and commercial premises at the site.

The need for water efficiency within new buildings should not be a great expense

2. Waste Planning

Advice to applicant

In England, it is a legal requirement to have a site waste management plan (SWMP) for all new construction projects worth more than £300,000. The level of detail that your SWMP should contain depends on the estimated build cost, excluding VAT. You must still comply with the duty of care for waste. Because you will need to record all waste movements in one document, having a SWMP will help you to ensure you comply with the duty of care.

3. The scheme of noise insulation measures shall prepared by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of PPG 24 Planning Policy Guidance: Planning and Noise, BS4142: 1997. "Method of rating industrial noise affecting mixed residential and industrial areas" and BS 8233: 1999 "Sound Insulation and Noise Insulation for Buildings - Code of Practice".

The approved details shall be implemented in full prior to occupation of the student accommodation.

Recommendation:

- a) 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 & L_{max} less than 45 dB in bedrooms.

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

Noise Rating Curve NR20

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BACKGROUND PAPERS

Environment Agency (Planning Liaison - South West Region)	16 December 2009
English Heritage	10 December 2009
The Conservation Advisory Panel	20 October 2009
Redland & Cotham Amenity Society	16 February 2010
Mr Chris Willmore	2 November 2009
	25 February 2010
Mr Paul Weare	2 November 2009
Ms Deborah Skuse	3 November 2009
J K Oliver	17 December 2009
Mr N Leadbetter	15 December 2009
P J Cleverly	17 December 2009
Mr S Weatherill	16 December 2009
Mr P Cottrell	16 December 2009
Mr Tim Curtis	10 November 2009
Ms Christine Gay	15 November 2009
Mr Joel Stokes	11 November 2009
Mr Derek Stroud	15 November 2009
Mr Edward Brooke-Taylor	10 November 2009
Ms Charmagne Rayman-Bacchus	23 October 2009
S Davis	24 October 2009
Mr Ben Arlett	16 December 2009
Mrs Gillian Meyer	9 January 2010
Mr Duncan Meadows	9 January 2010
Mr Paul Meadows	9 January 2010
Stroud District Cricket Association	10 January 2010
J W Griffin	12 January 2010
Jill V Jenkins	6 January 2010
Moreton Cullimore & Son Ltd	11 January 2010
Stoke Bishop Cricket Club	8 January 2010
Mr Rob Palmer	6 December 2009
Mr Giles Hicks	9 November 2009
Ms Lynn Raphael Reed	31 October 2009
Ms Rachel Evans	2 November 2009
Mr Rob Edwards	18 November 2009
Thea Sadler	11 December 2009
Ms Alison Allan	9 November 2009
Mr Michael Denbury	4 November 2009
Ms Juliet Stoneham	18 November 2009
Mr P R Elliott	2 December 2009
Mr P Gregson	4 December 2009
Bedminster Cricket Club Mr T Ley	14 December 2009
M Pycraft, N And Mrs Shortland And R Perkins	14 December 2009
Mr W Greenoff	7 December 2009
Miss J Naish	6 December 2009
Mr A Turrell	9 December 2009
Mr D Barnard	14 December 2009
Ms Barbara Pearce	18 December 2009
Penny Oliver, Simon Kirkham & Jack Oliver	21 December 2009
Mr Richard West	15 December 2009
Mr Paul Kendrick	16 December 2009

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Mr Draffin	15 December 2009
Mr M Weston	16 December 2009
Mr Ray Fulker	16 December 2009
	15 February 2010
Council For The Preservation Of Ancient Bristol	14 December 2009
Mr Trevor Allen	13 December 2009
Mr Graham C Ash	15 December 2009
Mr Gary Ball	10 December 2009
Mr Alan Barber	12 December 2009
Mr Timothy Brain	14 December 2009
A S Britton	28 December 2009
Mr Huw Ellison	10 December 2009
Mr Paul Fitzgerald	15 December 2009
Ms Stephanie Humphrey	22 December 2009
Ms Barbara Evripidou	12 November 2009
Mr Royston Smith	19 November 2009
	23 February 2010
	27 November 2009
Mr & Mrs J E Golton	8 November 2009
Ms Polly Penrose	16 November 2009
Ms Liz Gould	18 November 2009
Ms Daniella Radice	18 November 2009
Mr C J Sheard	17 November 2009
	24 February 2010
Mr Roger Shelden	16 November 2009
Ms Ruth Battrick	16 November 2009
A G & A J Hardacre	17 November 2009
	22 February 2010
A R Johnson	8 November 2009
J F & V A Cave	14 November 2009
Mr William Simpson	16 November 2009
	18 February 2010
Mr Glen Monks	16 November 2009
	25 February 2010
Mr Will Devlin	16 November 2009
Mrs H Legg	16 November 2009
Ms Sally Lewis	5 November 2009
Mr David Vousden	16 November 2009
Mr & Mrs Jems	15 December 2009
Mr Richard Mole	14 December 2009
Mr Mike Patten	14 December 2009
Mr Mark Penfold	6 December 2009
Mr David Phillips	7 December 2009
Nicky Sweeney	10 December 2009
The Bishopston Society	13 December 2009
Mr Paul Thomas	21 December 2009
Ms Ann Tiley	12 December 2009
Mrs J Waite	22 December 2009
J & S Watson & Axt-Simmonds	12 November 2009
Ms Emma Bent	12 November 2009
Mr Geoff Ferguson	10 November 2009
I & J Coates & Baker	13 November 2009
Xuela Edwards	12 November 2009
Ms Caroline Stephens	19 November 2009
Mr Daryn Carter	19 November 2009

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Mr David Robertson	19 November 2009
Mr Martin Weitz	9 November 2009
Mr David Parkes	10 November 2009
Ms V Warmington	11 November 2009
Bishopston, Cotham & Redland Neighbourhood Partnership	13 November 2009
	16 February 2010
Mr James Shabani	16 November 2009
Gerrie Holloway	16 November 2009
Dr Matthew Jones	18 November 2009
Mr P Evans	20 November 2009
Ms Lucy Reeves	18 November 2009
Mr Paul Bason	15 November 2009
Pia Menzies	15 November 2009
Ms Annette Osborne	15 November 2009
Ms R Taverner	22 November 2009
Mr Tariq Kurd	15 November 2009
Ms Gillian Sandford	15 November 2009
Mr Michael Parsley	15 November 2009
Ms A Boulton	22 November 2009
Mr And Mrs R And R Anthony	22 November 2009
Mr M Thomas	22 November 2009
	24 February 2010
Ms Sandra Cusack	22 November 2009
Mrs Samantha Blackwell	1 November 2009
Ms Geeta Parkhouse	1 November 2009
Mr Steve Waters	3 November 2009
Anne-Marie John	16 November 2009
Mr T Ellis	22 November 2009
Romayne De Fonseca	23 November 2009
Mr Daniel Tagg	1 November 2009
Ms Wendy Lerner	1 November 2009
Mr Chris Emmerson	1 November 2009
Ms Lisa Gibson	1 November 2009
Mr Ben Edgar	1 November 2009
Mr Simon Perks	20 October 2009
Mr P Brownbridge	23 February 2010
	21 October 2009
Mr David Wright	23 November 2009
Patrick & Susan Taylor & Trembeth	25 November 2009
Mr John Adler	23 November 2009
Mr Steven Clarke	20 November 2009
Mr Paul Everington	23 November 2009
Bishopston Society	13 December 2009
	21 November 2009
Ms Alexandra Clark	21 November 2009
P & E Brading	21 November 2009
Mr Dominic Turner	23 November 2009
C & R Tarbuck	22 November 2009
K J Skirkowski	22 November 2009
Gemma McGrattan	20 November 2009
Karin Palfrey	22 November 2009
Mr D Smith	22 November 2009
Ms A Orton	23 February 2010
	23 November 2009
Ms E Ni Chathain	22 November 2009

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Frances Parkes	23 November 2009
Mr David Parkes	24 February 2010
	22 November 2009
Mr Sean Cusack	22 November 2009
Ms Susan Milestone	23 November 2009
Mr Adrian Stevenson	19 November 2009
Mrs Molly Eden-James	19 November 2009
Sukhvinder Ubhi	23 November 2009
Mr Daniel Scoins	8 February 2010
Mr Mark Taylor	10 February 2010
	31 October 2009
Mr Benjamin McGinn	1 November 2009
Ms J Saunders	7 December 2009
Mr M Scott	3 December 2009
Mrs G Baird	7 November 2009
Ms Annah Todman	30 October 2009
Mrs T Kaye	9 November 2009
Mr And Mrs D And M Sylvester	9 November 2009
Miss N Shepherd	9 November 2009
Mr A Mackenzie	1 November 2009
Mr T Courtney	8 November 2009
Mr C Freeman	10 November 2009
Mr And Mrs O And S George	9 November 2009
Mr M Hollick	22 February 2010
Clive Stevens (on Behalf Of NP & Tree Forum)	25 February 2010
Ms Katherine Allen	3 November 2009
Mr Sergio Romagnoli	1 November 2009
Ms Caroline Nuth	1 November 2009
Mr Ben Harris	14 November 2009
Ms Sarah Gillman	5 November 2009
Mr David Budd	9 November 2009
Mr Mark Sheardown	10 November 2009
Ms Charlotte Foster	1 November 2009
Mr Mike Banks	2 November 2009
Mrs Wendy New	2 November 2009
Mr Richard Bacon	29 November 2009
Mr Robert Stroud	24 February 2010
	17 November 2009
Ms R Ennals	11 November 2009
Mr W Moore	11 November 2009
Ms Susan Uncles	12 November 2009
Mr A Mullan	12 November 2009
Miss Henderson	11 November 2009
Ms Julie Pearson	10 November 2009
Mr I And L Thorn	9 November 2009
Ms Sarah Johnson	9 November 2009
Mr C Karatzas	11 November 2009
Mr G Robinson	12 November 2009
Mr And Ms R Wayman And C Shepherd	15 November 2009
Mr And Mrs G And J Duggan	15 November 2009
Dr M Archer	15 November 2009
Mr C Burdett	15 November 2009
Mrs And Mr D And H Martin	14 November 2009
Mr And Mrs P And M Kelleher	14 November 2009
Mr And Ms S Lawlor And C Gray	12 November 2009

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Ms And Mr C Hanson-Kahn And J Iles	10 November 2009
Mr A Mann	10 November 2009
Mrs And Mr L And R Pendlebury	10 November 2009
Samantha & Andrew Pitt & Parker	23 November 2009
Andre Degg	23 November 2009
Mr M Campbell	10 January 2010
Ms Sonia Furzland	5 November 2009
Mr John Mayne	9 November 2009
Mr M Behennah	4 November 2009
Mrs E Astbury Head	30 October 2009
Mr And Mrs Hinchliffe	3 November 2009
Mr S Byrne	30 October 2009
Ms K Edmondson	8 November 2009
Ms A Mooney	3 November 2009
Mr P Lewis	6 November 2009
Professor J Longhurst	3 November 2009
Ms V McLennan	30 October 2009
Ms A Walker	1 November 2009
Mr J O'Neill	3 November 2009
Mr G Chard	30 October 2009
Doctors K Davis And T Percival	4 November 2009
Ms H Stockwell	31 October 2009
Ms S Dean	8 November 2009
Ms K Wale	8 November 2009
Mr S Randolph	8 November 2009
Mr D J Reid	8 November 2009
Ms A Keeley	8 November 2009
Ms T Thorpe	8 November 2009
Mr John Smith	15 December 2009
Mr & Mrs L Jenkinson	13 November 2009
Mr Andrew Reynolds	25 February 2010
	13 November 2009
Mr Bernard Cooke	16 February 2010
Ms Christine Murray	10 November 2009
Mr Simon Chipperfield	15 November 2009
Mrs D Simmons	16 November 2009
Mr L Townend	8 November 2009
Mr Or Ms M Cansky	8 November 2009
Dr S Franz	8 November 2009
Mr & Ms G & K Clark	23 February 2010
	7 November 2009
Ms S Gosbee	7 November 2009
Ms Natalie Chmura	1 November 2009
Mr Simon Robertshaw	1 November 2009
Mr Martin Keenan	2 November 2009
Mrs Elizabeth Faiello	16 November 2009
Mr Mark Luffingham	16 November 2009
Ms Norma Daykin	17 November 2009
Mr Aaron Roberts	10 February 2010
	4 November 2009
Mr Richard Brown	5 November 2009
Mrs S Main	10 January 2010
Mr And Mrs C Thomas	14 January 2010
Mr Michael Chu	17 November 2009
Dr Saville Kushner	22 February 2010

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	17 November 2009
Mr Robert Whalley	19 November 2009
Mr D Sawyer	3 December 2009
Mr T Naish	7 December 2009
Ms J Brettell	7 December 2009
Mr J Hanley	19 January 2010
Mr M Shahabi-Sirjani	22 November 2009
Dr A R J Yeaman	22 November 2009
Dr Ray Brown	24 February 2010
	22 November 2009
Mr S Ward	10 February 2010
	22 November 2009
Mrs J Clare	22 November 2009
Jo Durrant	23 November 2009
Dr Stephen D Simpson	25 November 2009
Mr Charles O'Donnell	30 October 2009
Mr Richard Lendrem	31 October 2009
Ms Pauline Marshall	4 November 2009
Ms Liz Haydon-Turner	30 November 2009
Mr Martyn Read	12 November 2009
Ms Diane Herrod	12 November 2009
Emma O'Connell	4 January 2010
Mr J Jarman	21 January 2010
Mr B Meyer	10 January 2010
Mr John Eacott	6 November 2009
Ms Natalie Weekes	3 November 2009
Mr Pietro Criscione	9 November 2009
Mr James Driscoll	3 November 2009
Mr Nick Denley	3 November 2009
Mr Reginald Pine	4 November 2009
Mr And Mrs H W And C E Liebling	9 November 2009
Ms Hilary Sudbury	5 November 2009
Mr Jim Gridley	14 November 2009
John & Kirsten Batho	16 November 2009
Mr Adam Tickell	10 November 2009
Mr Brian Titley	21 February 2010
Ms L Faulkner	5 November 2009
D Woolley	31 October 2009
Mr David Higgins	1 November 2009
Mr R B Pile	1 November 2009
Ms Michelle Smith	31 October 2009
Mr Bruce Kirby	1 November 2009
Mrs S Russ	2 November 2009
Mrs Suella Brownbridge	20 October 2009
Robijan Kemp	10 November 2009
Ms Chloe Pocklington	12 November 2009
Ms Emma Postlethwaite	10 November 2009
Gordon & Paddy McLeod	9 November 2009
Ms Clare Chapman	9 November 2009
Ms Sarah Ubhi	23 November 2009
Mr Michael Rees	9 November 2009
Mr Tom Humphreys	1 November 2009
Mr J Cliff	21 November 2009
Mr Paul Mackenzie	17 November 2009
Mrs J Golding	30 November 2009

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The Occupier 27 Clanage Square	18 January 2010
Mr T Legg - Stroud Cricket Club	20 January 2010
L C Baxter	28 November 2009
B M Latchem	29 November 2009
Mr I And Mr K Smith	27 November 2009
E C Heaman	30 November 2009
Mrs E R Garrod	30 November 2009
Mr D Gabriel	27 November 2009
Mr R Smithson	30 November 2009
Ms B Thomas	28 November 2009
Mrs J Pritchard	28 November 2009
Mrs C Baldwin	28 November 2009
Ms L Hanley	19 January 2010
Mr Alan Greer	4 November 2009
Mr John Rooney	3 December 2009
Ms Lucy Motherwell	23 November 2009
Mr A Blower	1 March 2010
Mr William Rose	30 October 2009
Mr R Burge	22 February 2010
Ms Sally Renison	23 October 2009
Mr G Papworth	22 November 2009
Ms Emma Lawrence	17 November 2009
Dr John Pike	23 February 2010
	23 October 2009
Mr Simon Wilkinson	23 October 2009
Ms Shirley Stevenson	24 February 2010
	26 October 2009
Mr G J Tucker	9 February 2010
Mr David Woodward	9 February 2010
Mr David Jones	28 December 2009
Mr And Mrs R And A Page	24 February 2010
	22 November 2009
Mrs D Critchley	18 November 2009
Ms B Hough	19 November 2009
Mr A Yeaman	19 November 2009
Ms Z Hendy	23 November 2009
Ms & Mr J & S Knight	22 February 2010
	15 August 2009
	24 November 2009
Dr R Brown	22 November 2009
Mr P Dunlop-Moore	17 November 2009
Mr A Williams	18 January 2010
Ms S Smith	21 January 2010
Julian Risbey	26 February 2010
Mr Roy Oaten	25 February 2010
Ollie Cox	25 February 2010
V T Godden	25 February 2010
Mr Steven Base	25 February 2010
Mr Ben Fearnley	25 February 2010
Mr Paul Crowton	25 February 2010
Chris Hill	25 February 2010
Mr Matt Channon	25 February 2010
Shamin Akhtar	26 February 2010
Hargreaves Lansdown	18 February 2010
christine murray	1 March 2010

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**Application No. 09/03891/P : Gloucestershire County Cricket Club Nevil Road Bristol
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Mr Darren Davies	26 October 2009
Mr John Apperley	16 November 2009
Mr Simon Jones	2 February 2010
Mr & Mrs Watkins	31 January 2010
Mr Ian Herdman	3 February 2010
Colin Acheson-Gray	26 February 2010
Mr Peter Beloe	26 February 2010
Simone Traylen	26 February 2010
Ruth & Robert Summerhill	26 February 2010
A B Elgood	26 February 2010
Giovanni Maestri	26 February 2010
Mr Nigel Bird	26 February 2010
Hamish Clifton	26 February 2010
Mr Terry Blake	26 February 2010
Mr Tim Westwood	26 February 2010
Dr M G Slade	25 February 2010
Mr Stuart Millar	25 February 2010
Amar Shah	25 February 2010
Mr Adrian Summers	25 February 2010
Mr Wayne Baker	25 February 2010
Liz Archer	25 February 2010
Mr Adam Sheppard	25 February 2010
Julie Waite	25 February 2010
Mr David Demery	25 February 2010
Mr Richard Davis	25 February 2010
Harriet Moon	25 February 2010
N A Janas	26 February 2010
Mr Andy Langdon	26 February 2010
Mr Martin Bennett	26 February 2010
Mr Richard Gray	26 February 2010
Mr Steve Galliford	25 February 2010
	3 November 2009
Johann Davey	2 March 2010
Mr J Higson	1 January 2010
Mr Joe Melia	6 November 2009
J & A House & Wood	11 November 2009
Ms Emily Eden	23 November 2009
Ms Vicky Slade	11 November 2009
	25 January 2010
Mr S Phillips	23 November 2009
Ms A Merrick	23 November 2009
Ms P Wyatt	5 February 2010
Eley	19 October 2009
Dr K R Diment	23 November 2009
Mrs Elaine Hopper	15 November 2009
Mr Dave Empson	16 November 2009
Ms Lucy Griffin	16 November 2009
Val Mannion	2 February 2010
Mr Leighton Davies	17 November 2009
Mr Derek Worthing	18 November 2009
Ms Jan Scott	25 October 2009
Mr Andrew George	1 November 2009
Dr John Steers	5 November 2009
Mr Duncan Wakelin	14 November 2009
Mr David Edge	14 November 2009

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Mrs Sue Gridley	14 November 2009
Mr Michael Gray	6 January 2010
Mrs Carol Humphrey	3 January 2010
Mr David Oates	29 December 2009
Mr Robert Megenis	6 January 2010
Ms Stacy Yelland	28 October 2009
Mr Kenneth Tagg	22 February 2010
	24 October 2009
Barbara McNamara	4 January 2010
Mr Cian Power	30 October 2009
Ms Natalie Hills	18 November 2009
Ms Kate Sheppard	5 November 2009
Mr Neil Fraser	11 November 2009
Mr Robert Umphray	1 November 2009
Mr Simon Cooper	1 November 2009
Mr Michael Lockett	3 November 2009
Mr Hedley Bashforth	23 November 2009
Ms Stephane Levy	23 November 2009
Ms Valerie Emmott	23 November 2009
Mrs S Mackriell	19 January 2010
Mr K Higgs	24 January 2010
Mr Mike Manson	17 November 2009
Mr J Fletcher	25 February 2010
Howzat? Residents Campaign Group	25 February 2010
Mr Adrian Thomas	25 February 2010
Mr Paul Bullivant	1 November 2009
Mr & Mrs Williams	31 October 2009
Mrs G Madge	3 November 2009
Ms E Thomas	3 November 2009
Mr Geoff Leonard	4 November 2009
Ms S Burke	1 November 2009
Ms Wendy Trevett	31 October 2009
Ms S Thys	2 November 2009
A & S Down	1 November 2009
T & M O'Connor Morse	4 November 2009
Emma Lane & Barry Geale	23 February 2010
	31 October 2009
B & J Shave	30 October 2009
Ms G Sampey	1 November 2009
Ms Charlotte Foster	1 November 2009
Mr Paul Trowbridge	1 November 2009
Mrs J & B M Cummings	3 November 2009
Ms Lucy Fisher	5 November 2009
Mrs S Larson	1 November 2009
Mr Simon Evans	2 November 2009
Dr Kate Parsons	31 October 2009
Mr C Kerr	23 February 2010
	24 November 2009
	2 November 2009
Mr Kelvin Reeves	2 November 2009
Mr David Bunker	31 October 2009
Ms Debra Dunstan-Sewell	2 November 2009
Mr & Mrs S H Jones	2 November 2009
Ms C Van Gowler	19 February 2010
	3 November 2009

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A Torrie	1 November 2009
J Easton & Dr M Welsh	4 November 2009
Ms Dunstan-Sewell	2 November 2009
Mr Richard Lendrem	31 October 2009
Ms S McMurchie	1 November 2009
Viv Howells	1 November 2009
Ms Shana Johnson	17 November 2009
Mr Ian Alfred Baker	17 November 2009
Mr Ian Wallace	23 October 2009
Ms Vicky Mosnier	26 October 2009
Mr Trevor Sanford	3 December 2009
Mr Karl Walker	30 November 2009
Mr Donald Davies	29 November 2009
Mr M C T Morrison	30 November 2009
Mr George Smith	28 November 2009
Mr Colin Skeen	30 November 2009
Mr Wayne Honey	27 November 2009
Mr Tim Wye	27 November 2009
Mr Gordon Rees	30 November 2009
Mr David Lattimore	27 November 2009
Mr Keith Lafford	27 November 2009
Mr P D Whitworth	27 November 2009
Mr J Frye	27 November 2009
Mr George Box	30 November 2009
Mr John Gordon	28 November 2009
Mr Hugh Garrod	28 November 2009
P Gale	30 November 2009
Mr Clive Ashton	30 November 2009
Mr Roger Malone	1 December 2009
D & C Chrisp	30 November 2009
Ms Tania MacDonnell	1 December 2009
Mr Martin Preedy	1 December 2009
Mr Andrew Pink	1 December 2009
Mr Peter Probyn	1 December 2009
Mr B Howison	1 December 2009
Mr Martyn Hillier	4 December 2009
J & W Hill	2 December 2009
Mr Phil Marsh	4 December 2009
Mr Ronald Cleak	1 December 2009
Mr Robert W Smith	30 November 2009
Ms J K W Dee	30 November 2009
Mr Geoff Wyatt	27 November 2009
Mr & Mrs M Brine	2 December 2009
D & C D Short	29 November 2009
Ms J Gabriel	27 November 2009
E J Toye	1 December 2009
Mr Keith Crabtree	2 December 2009
Mr Michael Carter	1 December 2009
T G Cowell	30 November 2009
Dr & Mrs Lewis	3 December 2009
M T & S Clark	3 December 2009
Mr Michael Brooks	30 November 2009
Mr John Honeywell	2 December 2009
Mr R D Hawker	1 December 2009
Dr Peter Masksimczyk	1 December 2009

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BS7 9EJ**

Mr J H Nunn	1 December 2009
Mr J S Deaman	1 December 2009
Merle Hall	21 February 2010
	19 November 2009
Lt Col (Ret'd) D J Lockett	25 February 2010
Ms Ann Stobbs	16 November 2009
Mr Robert Schick	5 November 2009
Ms Jessica Wallace	31 October 2009
Mr Simon Cooper	2 November 2009
Emma Teague	23 November 2009
Mr And Mrs Harvey	18 January 2010
Mr N Graham	3 February 2010
Mr B Newton	4 February 2010
Mr Tom Lander	2 November 2009
Mr Barry Cawthorne	3 November 2009
A & E Patel	6 November 2009
Mr Robin Rumney	24 February 2010
Chris Blizzard	24 February 2010
Mr Nigel Brimble	25 February 2010
Mr David Higson	22 February 2010
Mr Kevin Ashley	24 February 2010
Mr Gary Duke	24 February 2010
Claire Burston	23 February 2010
Mr Adrian Webb	25 February 2010

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