

Bower Ashton Residents Association

Seeking to improve and protect our local environment

South and East Area Planning Team
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For the attention of Daniel Stone, Principal Planning Officer

7 October 2008

BY EMAIL & POST

Dear Mr Stone

ASHTON PARK SCHOOL, BLACKMOORS LANE, BRISTOL, BS3 2JL APPLICATIONS 08/03528/F AND 08/03529/LC

Further to our telephone conversation yesterday, I write on behalf of Bower Ashton Residents Association in relation to the above planning applications. We strongly **OBJECT** to the access proposals, as submitted, and specifically to the use of Parklands Road for vehicular access to the school and the construction of a car park adjacent to the rear entrance on Parklands Road. The basis for our objection is consistent with the position maintained by the Highway Authority at Bristol City Council in their objections to previous proposals to change the use and function of Parklands Road access.

Our objection would be overcome with the imposition of the following Planning Conditions:

- 1) No vehicles shall be permitted to use the Parklands Road entrance except for emergency vehicles and deliveries from no more than three or four service vehicles per week.

Reason: for highway safety and to ensure consistency with Planning Permission References 03/00154/FB/S, dated 4 June 2003 and 06/02425/F, dated 8 August 2006.

- 2) Prior to the commencement of any works on-site, a Construction Phase Traffic Management Plan shall be submitted to and approved by the Local Planning Authority.

Reason: to ensure the safe movement of construction traffic and vehicle movements associated with the safe operation of the school.

Background

The Highways Authority at Bristol City Council has taken a consistent line in opposing proposals by Ashton Park School (or its agents) that would increase the amount of vehicular movement along Parklands Road, in the interests of public safety. In 2003 use of the access off Parklands Road was understood to be limited to "small vans three or four times a week".

In 2003, concerning the erection of a new sports hall (03/00154/FB/S), the Highways Authority stated that, "The access to the new facility should be via the existing Blackmoors Lane entrance, any additional traffic would be hazardous on Parklands Road.....this is not a safe route to the school." At that time use of the Parklands Road entrance was "intended.....for service vehicles...given as being small vans three or four

times a week.” Furthermore, it was recommended that the size of the small car park outside the new facility should be conditioned, subsequently included as Condition 4. This stated, “The car park at the rear of the school accessed off Parklands Lane shall be laid out in accordance with Drawing no. 910.01.B and not extended or altered without the express permission of the Local Planning Authority.”

In 2006 the school applied for an additional twenty parking spaces in the vicinity of the small car park, referenced above (06/02425/F). This application was refused. Material to that decision was the concern of the Highways Authority, which stated: “*The proposed increase in the number of car spaces accessed off Parklands Road would increase the amount of vehicular activity along Parklands Road, which is narrow in many places and does not allow passing, with poor visibility at its junction with Kennel Lodge Road/Clanage Road. It is therefore contrary to Policy M1 of the adopted Bristol Local Plan December 1997 and Policy M1 of the First Deposit Proposed Alterations to the Bristol Local Plan February 2003.*”

Current Application

The current application includes access arrangements that were unacceptable in 2003 and car parking proposals, which were refused planning permission in 2006. This is clearly unacceptable. There has been no material change in circumstances to warrant a different stance in the Highways Authority’s opposition to these proposals or to a different decision from that taken by the Planning Authority.

1) Access Arrangements

Submitted drawing no. ash-cub-a-dwg-ml-0028 entitled, “Access Plan” shows Parklands Road as a main access route to the school, both for “pedestrian and cycle access” and “staff, visitors, cars and emergency and service vehicles.” This clearly implies an increase in vehicular activity and is contrary to the position taken by the Highways Authority in both 2003 and 2006: “*Parklands Road...is not a safe route to the school.*”

2) Proposed Erection of Car Park

Section 4.6 of the Planning, Design and Access Statement submitted with the application states, “*It is intended to provide additional community car parking off Parklands Road at the northern edge of the site.*” This appears to be a re-submission of the application 06/02425/F refused in 2006.

3) Change of use of Parklands Road Entrance and Sports Hall Traffic

The submitted documentation consistently refers to the rear entrance on Parklands Road as an “*Existing Secondary Community Entrance*” which is a clear misrepresentation - the notice outside this entrance states “Disabled and Delivery Vehicles Only.” Taken together with (1) above, the use of such terminology represents an implicit change of use of this entrance, which we strongly oppose on the grounds of public safety. Section 6 of the Planning Design and Access Statement makes several references to segregation of the school and the sports hall, the implication being of increased vehicular activity on Parklands Road, itself contrary to the position taken by the Highway Authority in 2003 and 2006.

Analysis

It is clear that:

- 1) The use of Parklands Road for all vehicles is unsafe. This is clearly documented by the Highways Authority’s position in relation to planning applications 03/00154/FB/S and 06/02425/F.

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- 2) The car park cannot be permitted. It has been stated to be unsafe previously, resulting in planning permission being refused. Again the Highways Authority has taken the consistent line that this would be unsafe.
- 3) There is no reason why construction traffic and operational traffic cannot use the same access route. Safety can be ensured through the operation of an approved Construction Phase Traffic Management Plan.

We trust that you accept these sound reasons for our objection, which we would be happy to discuss with you in more detail. Please do not hesitate to contact me should you have any queries or require any further information.

Yours sincerely

Alasdair Groves
Chairman

Cc Mr F Cashmore, BCC Highways