

David Lloyd Leisure Limited

David Lloyd - Westbury

SLR Project No.: 416.065194.00001

25 October 2024

Revision: V5

RE: DAVID LLOYD WESTBURY EXPANSION

1.0 Introduction

- 1.1 SLR has been commissioned on behalf of David Lloyd Leisure to prepare a Transport Technical Note (TN) in support of a planning application for the extension of the David Lloyd Leisure Club (DLLC) located in Westbury on Trym, Bristol. The proposal includes extension of the internal spa facilities and installation of a spa garden.
- 1.2 A planning application (23/03541/F) was submitted in 2023 and comments have been received from Bristol City Council (BCC) Transport Development Management Team (TDMT). A copy of the comments is provided at **Appendix A**). Planning application 23/03541/F has since been withdrawn.
- 1.3 This current planning application has taken into account the queries raised by BCC TDMT on planning application 23/03541/F.

The key queries raised by TDMT team are as follows:

- Clarification on the existing use of the land (to be built on) - If the existing use is a car park, the applicant must provide detail on the users of the car park and the number of parking spaces to be lost.
- Clarification on the total number of existing and proposed parking spaces at the site.
- Clarification on the number of parking spaces to be allocated to staff and customers/visitors.
- Submission of a report demonstrating that the sites parking capacity will not be compromised, resulting in overspill.
- Floor plans showing the location of the deliveries and servicing.
- Clarification on how often the deliveries/servicing will take place and the type of vehicles to be



- 1.4 The queries related to the impact of the proposals on car parking and servicing arrangements. These are dealt with under separate sub headings within this note.

2.0 Existing Use of the Land

- 2.1 The land to be built on is currently a hard standing area which is used by staff as an overspill car park. There is space for around 20 cars to park. However, historically this land was used as outdoor sports pitches.
- 2.2 **Figure 1** shows an aerial image of the area of land in 2023 where it operates as a parking area. **Figure 2** shows the area of land in 2013 when it was used as hard-court outdoor sports pitch.

Figure 1: Current Use



Figure 2: Previous Use (2013)



- 2.3 A car parking survey was undertaken on Saturday the 8th of June, and Tuesday the 11th of June 2024 to monitor the occupation of all spaces at the leisure club in 30-minute intervals covering a period from 06:00-23:00.
- 2.4 The survey data is provided at **Appendix B**. The peak demand for car parking in this area was 17.



3.0 Clarification on the total number of existing and proposed parking spaces at the site.

3.1 The existing car park includes:

- Space for approximately 267 vehicles of which;
 - Space for 247 vehicles at the front car park, which are all marked car parking space;
 - Space for 20 vehicles at the rear cap park of which;
 - 10 are marked parking spaces; and
 - There is space for 10 additional cars in informal parking space.

3.2 As part of the development proposals, the 20 spaces at the rear car park will be removed to accommodate the proposals. However, provision for an additional 12 spaces can be provided within the main car park to the front of the building. As such the proposals would result in a net reduction of 8 car parking spaces.

3.3 The proposed layout is provided at **Appendix C**.



4.0 Clarification on the number of parking spaces to be allocated to staff and customers/visitors

- 4.1 There are no car parking spaces specifically allocated for staff and visitors, however visitors typically park within the car park to the front of the building and staff park in the car park to the rear of the building.



5.0 Submission of a report demonstrating that the sites parking capacity will not be compromised, resulting in overspill

5.1 An investigation into parking has been undertaken to determine the current use of the car park, and its capacity. This has then been used to inform whether the loss of the rear car park will impact on the operation of the main car park.

5.2 The existing car parking provided on site includes:

- Space for approximately 267 vehicles of which;
 - Space for 247 vehicles at the front car park, which are all marked car parking space;
 - Space for 20 vehicles at the rear cap park of which;
 - 10 are marked parking spaces; and
 - There is space for 10 additional cars in informal parking space.

5.3 The existing car park found at the rear of the site is typically used by staff and delivery vans.

Existing Parking Demand and Capacity (Parking Beat Survey)

5.4 Parking beat surveys took place on Saturday the 8th of June, and Tuesday 11th of June 2024. These surveys monitored the occupation of all spaces at the leisure club in 30-minute intervals covering a period from 06:00-23:00.

5.5 A summary of the results for the weekend and weekday parking beat survey are provided in **Table 1**. The full results of the survey are provided in **Appendix B**.



Table 1 – Saturday 8th June / Tuesday 11th June Parking Beat Survey (Existing Demand/Parking Capacity)

Time	Existing Operation of the Site (Saturday) Occupied Spaces (Maximum Capacity 267 Spaces)	Spare Parking Capacity	Existing Operation of the Site (Tuesday) Occupied Spaces (Maximum Capacity 267 Spaces)	Spare Parking Capacity
0600	4	99%	40	85%
0630	9	97%	99	63%
0700	27	90%	131	51%
0730	63	76%	138	48%
0800	88	67%	131	51%
0830	148	45%	122	54%
0900	161	40%	127	52%
0930	196	27%	164	39%
1000	226	15%	169	37%
1030	235	12%	172	36%
1100	239	10%	202	24%
1130	222	17%	198	26%
1200	190	29%	190	29%
1230	151	43%	165	38%
1300	135	49%	142	47%
1330	107	60%	136	49%
1400	96	64%	142	47%
1430	91	66%	130	51%
1500	92	66%	119	55%
1530	102	62%	131	51%
1600	112	58%	153	43%
1630	105	61%	161	40%
1700	106	60%	163	39%
1730	91	66%	166	38%
1800	84	69%	194	27%
1830	71	73%	237	11%
1900	67	75%	204	24%
1930	52	81%	177	34%
2000	45	83%	130	51%
2030	34	87%	107	60%
2100	24	91%	105	61%
2130	8	97%	88	67%
2200	5	98%	25	91%
2230	5	98%	6	98%
2300	5	98%	3	99%

5.6 Based on Table 1 peak demand (11:00) for car parking on a Saturday is 239 spaces. At its busiest time there are 28 empty spaces or around 10% of spaces vacant. Of the 17-hour survey, 15 of those hours observed at least 25% spare capacity.



5.7 Based on **Table 1** peak demand (18:30) for car parking on a Tuesday is 237 spaces. At its busiest time there are 30 empty spaces. Of the 17-hour survey, 16 of those hours observed at least 25% spare capacity.

Analysis of parking Demand

5.8 With a knowledge of the baseline parking demand at the DLLC a series of assessment scenarios were devised to test, the existing use of the site, a worst-case scenario where no provision is made to replace the rear car park (loss of 20 spaces), and the development proposals where a majority of lost spaces in the rear car park will be re-provided:

- Scenario 1 - Parking Demand (All parking spaces available);
- Scenario 2 - Parking Demand (Without the Rear Parking Spaces Provided but demand retained); and
- Scenario 3 - Parking Demand (As detailed in the development proposals)

Scenario 1 – Existing Parking Capacity

5.9 The results for Scenario 1 where the sites existing parking capacity of 267 spaces is tested against existing demand from the Weekday and Weekend Surveys. The results are provided in **Figure 3** and **Figure 4** respectively.

Figure 3 – Parking Demand (All spaces available) (Weekday)

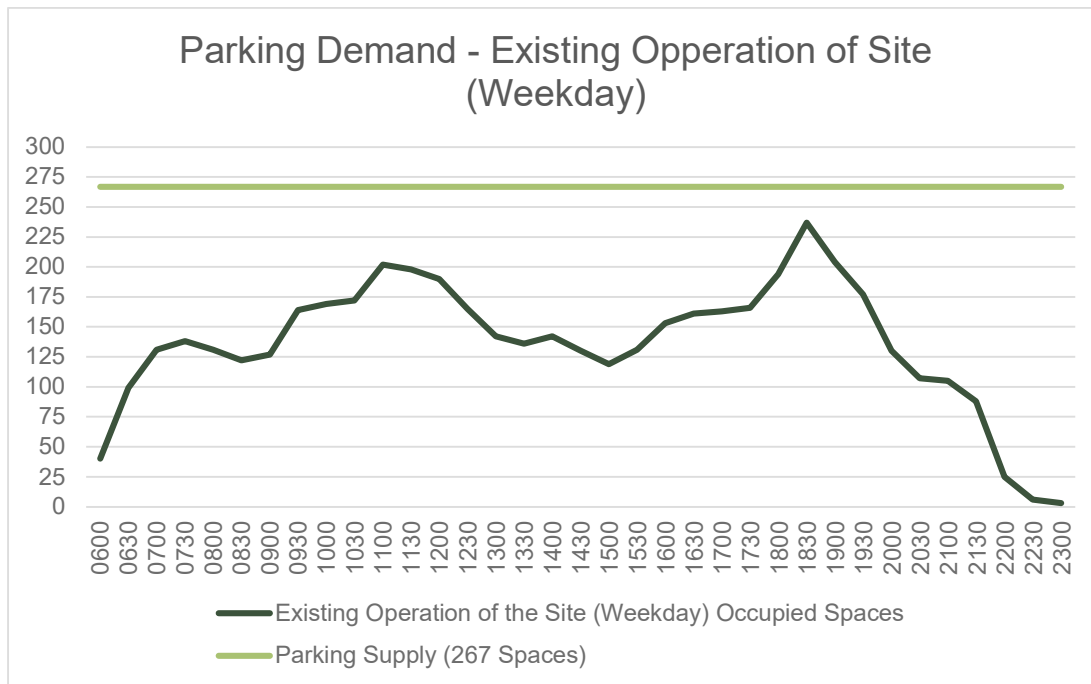
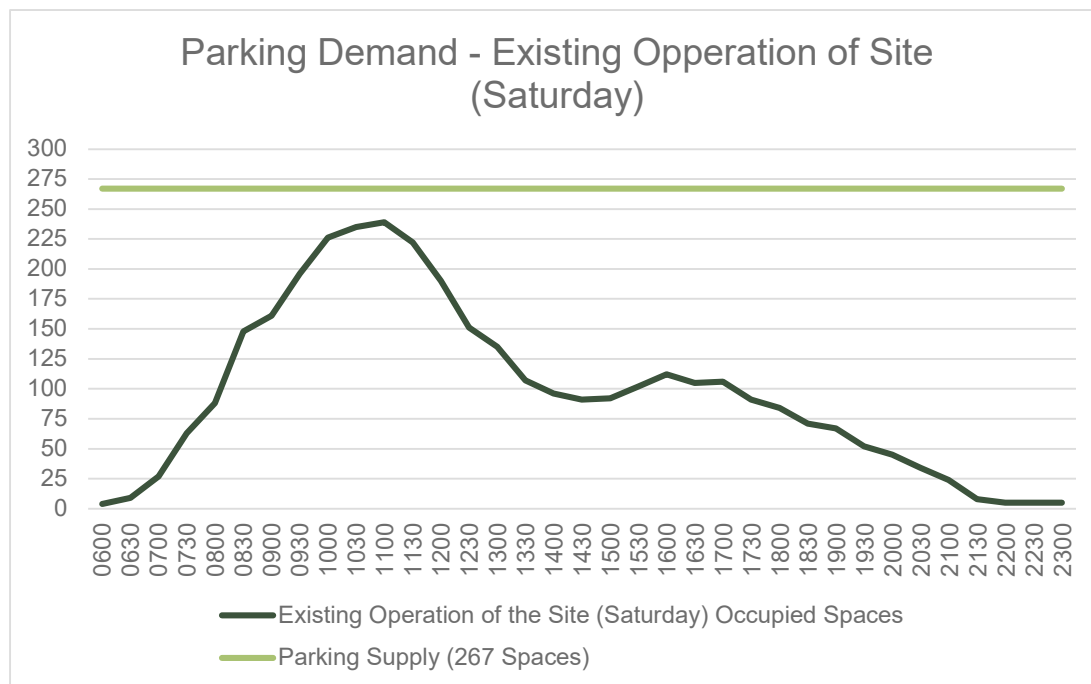


Figure 4 – Parking Demand (All spaces available) (Weekend)



- 5.10 As can be seen in the **Figure 3**, during a weekday the site will see a maximum occupation of 237 at 18:30. This figure is below the total level of parking provided by the car park when all parking spaces are available. The site typically sees two peak period, but maintains a minimum spare parking capacity of 11% during peak use.
- 5.11 Similarly in **Figure 4**, during a weekend the site will see a maximum occupation of 239 at 11:00. This figure is also below the total level of parking provided by the car park when all spaces are available. The site typically sees a single AM peak which is greater than weekday use and maintains a minimum spare parking capacity of 10% during peak use.

Scenario 2 – Existing Parking Demand with Rear Parking Capacity Removed

- 5.12 The results for Scenario 2 where the sites rear parking is removed (loss of 20 spaces) resulting in parking capacity of 247 spaces is tested against existing total demand from the Weekday and Weekend Surveys. The results are provided in **Figure 5** and **Figure 6** respectively.



Figure 5 – Parking Demand (Without Rear Parking Area) (Weekday)

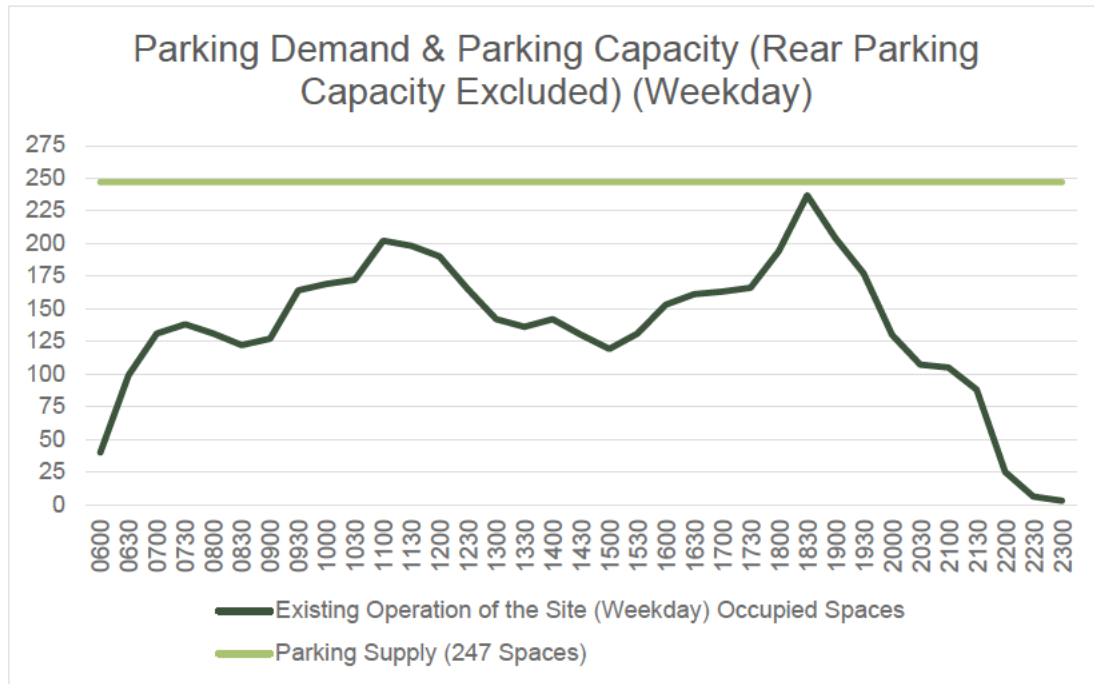
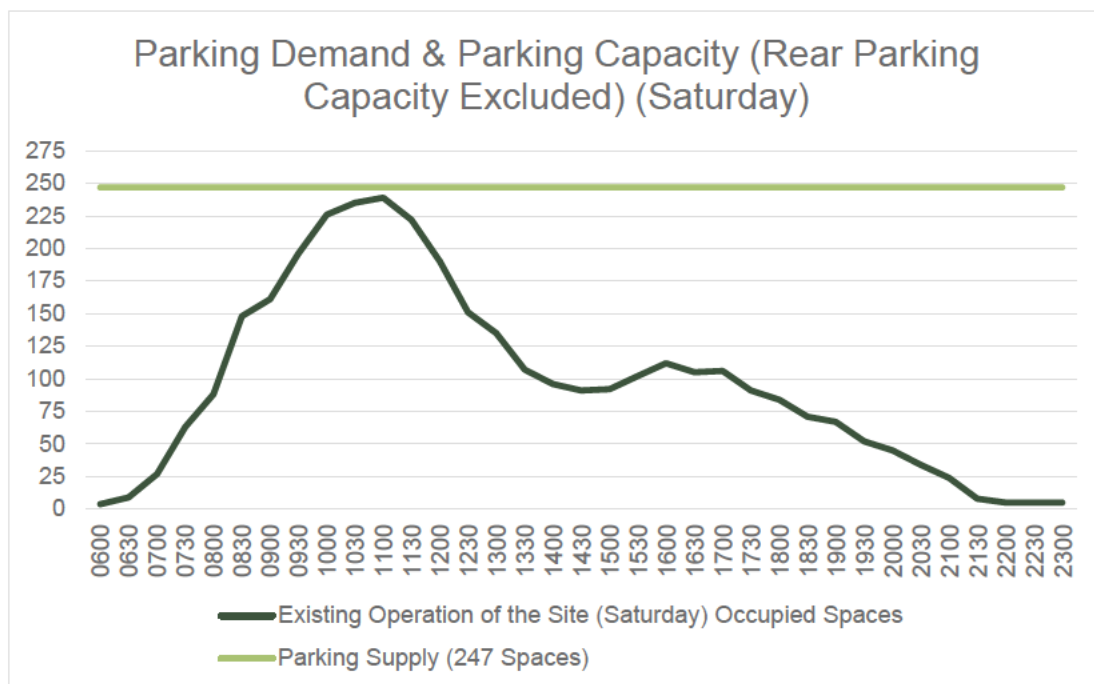


Figure 6 – Parking Demand (Without Rear Parking Area) (Weekend)



5.13 As can be seen in the **Figure 5**, during a weekday the site will see a maximum occupation of 237 at 18:30. This figure remains below the total level of parking provided by the car park when the parking spaces at the rear of the site are no longer available. Even with this test to remove all rear parking without any re-provision indicates the site will operate with a minimum spare capacity of 4% during peak hours, on average the site would maintain an average spare capacity of 45%. As such the main car park to the front of the building has sufficient capacity to accommodate the likely demand even with the removal of the 20 spaces to the rear of the building.



5.14 Similarly in **Figure 6**, during a weekday the site will see a maximum occupation of 239 at 11:00. This figure remains below the total level of parking provided by the car park when the parking spaces at the rear of the site are no longer available. Even with this test to remove all rear parking without any re-provision indicates the site will operate with a minimum spare capacity of 3% during peak hours, on average the site would maintain an average spare capacity of 61%.

Scenario 3 – Existing Parking Demand with Proposed Parking

5.15 The results for Scenario 3 represent where the 12 spaces are re-provided in the front car park following removal of the rear car park. This results in a parking capacity of 259 spaces (a loss of approximately 3% parking capacity from existing provision) and is assessed against existing demand from the Weekday and Weekend Surveys. The results are provided in **Figure 7** and **Figure 8** respectively.

Figure 7 – Parking Demand (As detailed in the development proposals) (Weekday)

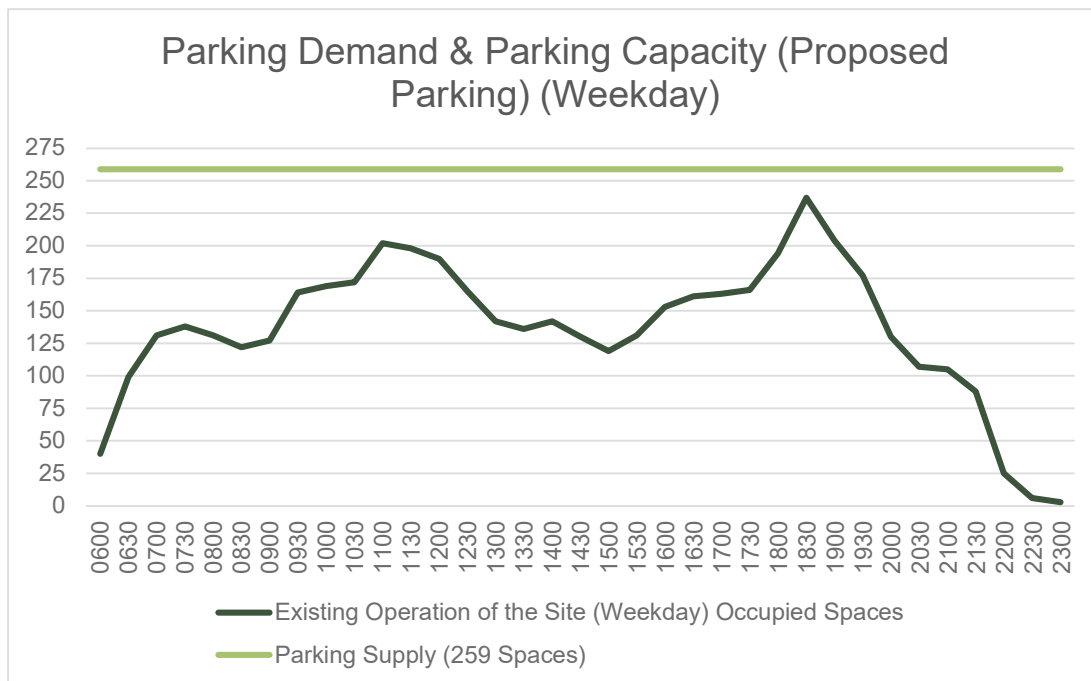
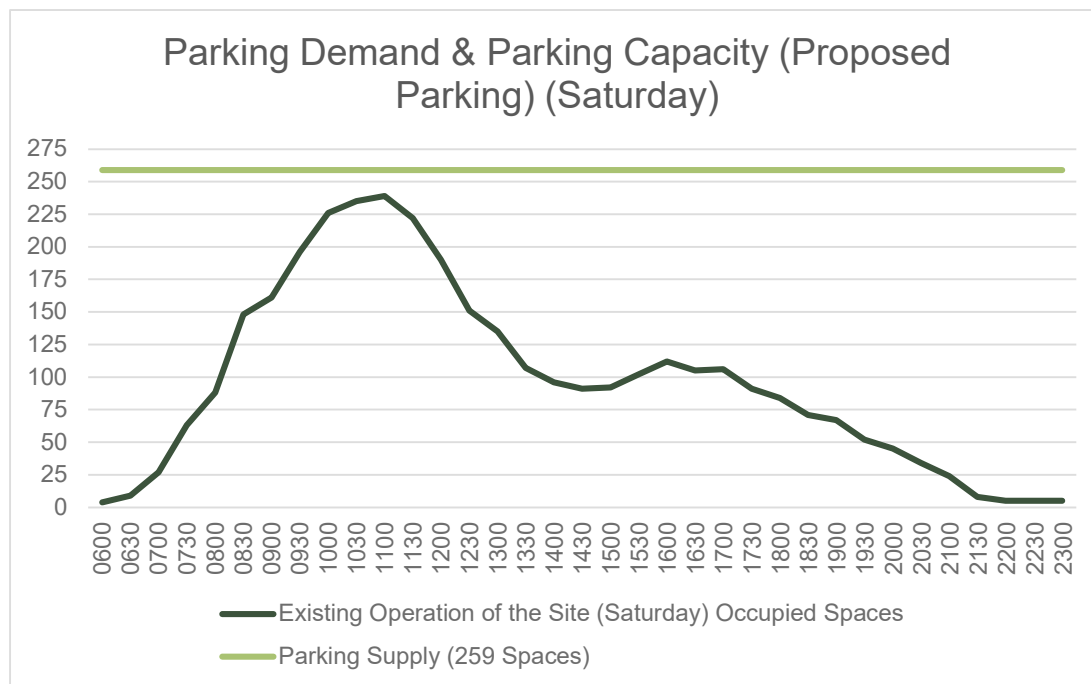


Figure 8 – Parking Demand (As detailed in the development proposals) (Weekend)



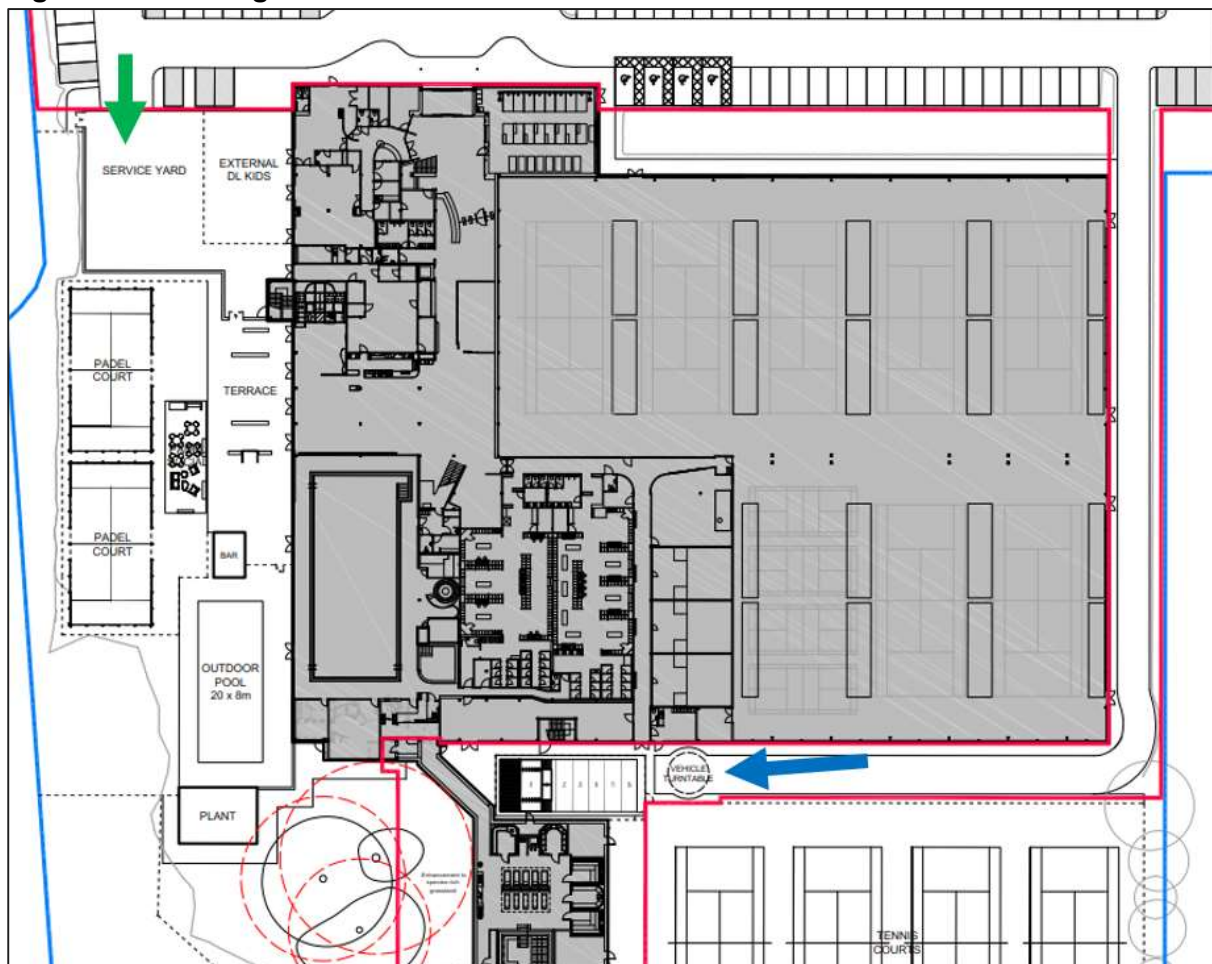
- 5.16 As can be seen in the **Figure 7**, during a weekday the site will see a maximum occupation of 237 at 18:30 with 22 vacant spaces.
- 5.17 Similarly in **Figure 8**, during a weekend the site will see a maximum occupation of 239 parked cars at 11:00 with 20 vacant spaces.
- 5.18 In summary the parking beat surveys indicate that the parking demand can be met by the existing parking supply on the DLLC site. In addition, the car park would continue to operate with spare capacity if the rear car park were to be removed.
- 5.19 The development proposals will re-provide 12 of the lost 20 spaces and therefore the impact to the sites minimum spare capacity is minimal, falling by approximately 3% from existing weekday and weekend use.
- 5.20 Outside of peak use the car park will maintain higher level of spare parking capacity, and on average weekdays sees close to 50% spare parking capacity across the day, and on weekends sees 60% spare parking capacity across the day.
- 5.21 Overall, the changes to the sites parking will have a minimal impact on its operation.



6.0 Floor plans showing the location of the deliveries and servicing; and Clarification on how often the deliveries/servicing will take place and the type of vehicles

- 6.1 All servicing and deliveries with the exception of chemicals for the outdoor pool are presently undertaken from main service yard as shown by the green arrow in **Figure 9**. This will remain unchanged as part of the development proposals. The pool chemicals are delivered in a small transit van and are undertaken from the rear of the building as shown by the blue arrow in **Figure 9**. This typically includes deliveries once a fortnight.
- 6.2 To facilitate this, it is proposed that a turntable is provided to enable vans and cars to turn around. David Lloyd are presently reviewing this arrangement and whilst the use of the rear servicing access is preferred by the site management, in the event that there are any issues with maintenance of the turn table, then delivery of the chemical and plant room can be undertaken from the maintenance area shown in green.

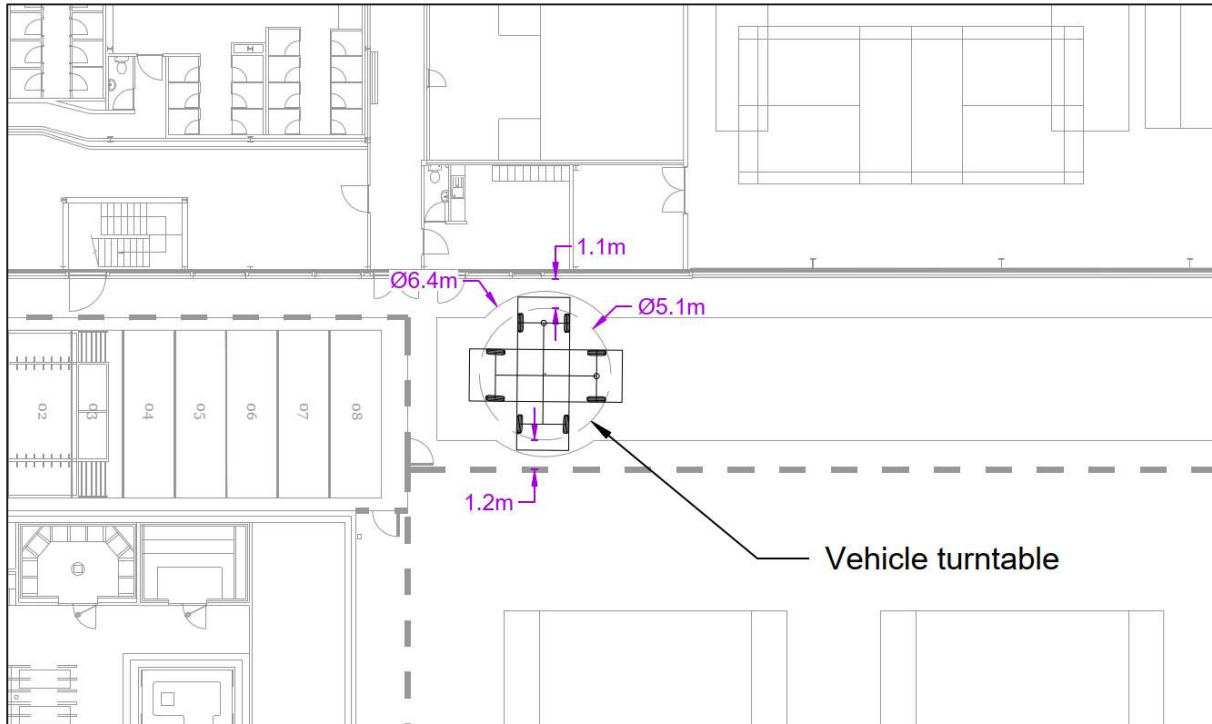
Figure 9: Servicing



- 6.3 **Figure 10** shows a turn table arrangement, with a drawing provided at **Appendix D**.



Figure 10: Turn Table Arrangement



7.0 Summary and Conclusions

Summary

- 7.1 SLR has been commissioned on behalf of David Lloyd Leisure to prepare a Transport Technical Note (TN) for the extension of the David Lloyd Leisure Club (DLLC) located in Westbury on Trym, Bristol.
- 7.2 This TN addresses comments from Bristol City Council, regarding the extension of the site, the level of parking provided, and servicing of the site.
- 7.3 This technical note shows that;
- There is sufficient car parking provided at the DLLC to accommodate the demand;
 - The proposals are unlikely to increase demand for car parking as the facilities are provided for existing members
 - The site will re-provide 12 of the 20 spaces that will be replaced by the 'Spa Retreat' in the front car park; and
 - Servicing to the rear of the club will be possible in from a new turn table. However, if there are any issues then this can be facilitated through the existing service yard.

Conclusions

- 7.4 The development proposals will not have a material impact on the site operation and parking demand. The development will not result in a severe cumulative impact on the operation of the adjacent road network and as such there is no reason to object to the scheme from a transport perspective.





Appendix A: TDM Comments



Consultee Comments for Planning Application 23/03541/F

Application Summary

Application Number: 23/03541/F

Address: David Lloyd Greystoke Avenue Bristol BS10 6AZ

Proposal: Erection of extension to the existing club to extend internal spa facilities and the installation of spa garden which includes a hydro pool, sauna and plant room.

Case Officer: null

Consultee Details

Name: The Transport Development Management Team

Address: 100 Temple Street, Redcliff, Bristol BS1 6AG

Email: Not Available

On Behalf Of: Transport Development Management

Comments

Principle / Property History

This application seeks approval for the erection of an extension to the existing club (to extend internal spa facilities) and the installation of a spa garden which includes a hydro pool, sauna and plant room.

The application 23/02779/RE was recently submitted to determine if prior approval was required for the installation of roof-top solar PV panels. The application was approved.

Highway Network

The site is located on Greystoke Avenue which is an adopted carriageway subject to a speed limit of 30 mph. The nearest bus stops are at a distance of approximately 500m from the site, hosting services which travel to several areas within Bristol.

Car Parking

The main customer car park is located at the front of the site. The existing parking spaces have been retained and the applicant has proposed no additional car parking spaces.

Although the applicant has not made note of this, from a Google Maps study it seems that the proposed facilities and extension are to be erected on land currently used as a car park, at the rear of the site. TDM require clarification on the use of this land, and if the area is to be used as a car park, the applicant must clarify who the users of the car park are and the number of parking spaces to be lost from this area.

The total number of existing and proposed parking spaces at the site must also be clarified, with further detail on the number of parking spaces to be allocated to staff and customers/visitors.

Due to the number of objections raised and potential impacts the development could have on the highway network, the applicant is also required to submit a report demonstrating that the sites parking capacity will not be compromised, resulting in overspill.

Servicing and deliveries

The area of land to be constructed on (at the rear of the site) appears to be used by parked servicing vehicles, however the applicant has not provided clarification on the location for the sites servicing and delivery vehicles.

As such, the applicant is required to provide floor plans showing the location for the sites servicing and deliveries. The applicant must also clarify how often the deliveries/servicing will take place and the type of vehicles to be used.

Recommendation

TDM is unable to make a recommendation without the provision of the requested information on car parking and servicing/deliveries. The applicant must therefore provide:

Clarification on the existing use of the land (to be built on) - If the existing use is a car park, the applicant must provide detail on the users of the car park and the number of parking spaces to be lost.

Clarification on the total number of existing and proposed parking spaces at the site.

Clarification on the number of parking spaces to be allocated to staff and customers/visitors.

Submission of a report demonstrating that the sites parking capacity will not be compromised, resulting in overspill.

Floor plans showing the location of the deliveries and servicing.

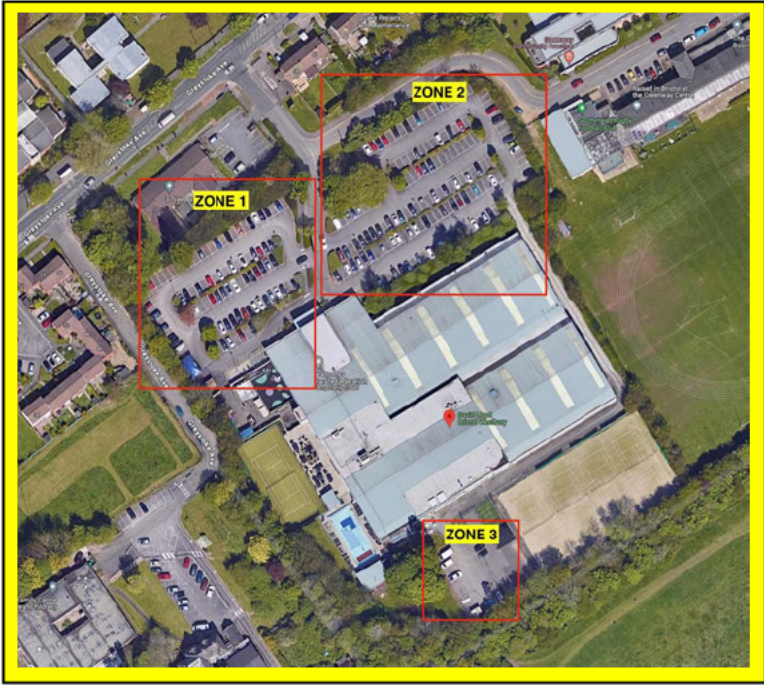
Clarification on how often the deliveries/servicing will take place and the type of vehicles to be used.

TDM will only be able to make a recommendation once the applicant has provided the requested information.

Appendix B: Parking Beat Survey



CAR PARK OCCUPANCY SURVEY										
DAVID LLOYD CAR PARK Saturday 8th June 2024 0600-2300										
Day	Car Park ->	ZONE 1		ZONE 2		ZONE 3		Total		Time
	Spaces ->	94		153		20		267		
	Time	Occupied	Stress	Occupied	Stress	Occupied		Occupied	Stress	
Saturday 8th June 2024	0600	4	4%	0	0%	0	0%	4	1%	0600
	0630	8	9%	1	1%	0	0%	9	3%	0630
	0700	18	19%	9	6%	0	0%	27	10%	0700
	0730	37	39%	26	17%	0	0%	63	24%	0730
	0800	45	48%	43	28%	0	0%	88	33%	0800
	0830	72	77%	76	50%	0	0%	148	55%	0830
	0900	72	77%	83	54%	6	30%	161	60%	0900
	0930	84	89%	101	66%	11	55%	196	73%	0930
	1000	90	96%	124	81%	12	60%	226	85%	1000
	1030	91	97%	127	83%	17	85%	235	88%	1030
	1100	90	96%	135	88%	14	70%	239	90%	1100
	1130	85	90%	124	81%	13	65%	222	83%	1130
	1200	72	77%	106	69%	12	60%	190	71%	1200
	1230	57	61%	83	54%	11	55%	151	57%	1230
	1300	64	68%	66	43%	5	25%	135	51%	1300
	1330	53	56%	50	33%	4	20%	107	40%	1330
	1400	48	51%	45	29%	3	15%	96	36%	1400
	1430	46	49%	41	27%	4	20%	91	34%	1430
	1500	47	50%	42	27%	3	15%	92	34%	1500
	1530	53	56%	46	30%	3	15%	102	38%	1530
	1600	59	63%	49	32%	4	20%	112	42%	1600
	1630	58	62%	43	28%	4	20%	105	39%	1630
	1700	57	61%	45	29%	4	20%	106	40%	1700
	1730	48	51%	39	25%	4	20%	91	34%	1730
1800	45	48%	34	22%	5	25%	84	31%	1800	
1830	38	40%	29	19%	4	20%	71	27%	1830	
1900	38	40%	27	18%	2	10%	67	25%	1900	
1930	30	32%	21	14%	1	5%	52	19%	1930	
2000	27	29%	17	11%	1	5%	45	17%	2000	
2030	18	19%	16	10%	0	0%	34	13%	2030	
2100	14	15%	10	7%	0	0%	24	9%	2100	
2130	6	6%	2	1%	0	0%	8	3%	2130	
2200	4	4%	1	1%	0	0%	5	2%	2200	
2230	4	4%	1	1%	0	0%	5	2%	2230	
2300	4	4%	1	1%	0	0%	5	2%	2300	



CAR PARK OCCUPANCY SURVEY										
DAVID LLOYD CAR PARK Tuesday 11th June 2024 0600-2300										
Day	Car Park ->	ZONE 1		ZONE 2		ZONE 3		Total		Time
	Spaces ->	94		153		20		267		
	Time	Occupied	Stress	Occupied	Stress	Occupied		Occupied	Stress	
Tuesday 11th June 2024	0600	23	24%	17	11%	0	0%	40	14%	0600
	0630	56	60%	43	28%	0	0%	99	35%	0630
	0700	69	73%	62	41%	0	0%	131	47%	0700
	0730	73	78%	65	42%	0	0%	138	49%	0730
	0800	71	76%	60	39%	0	0%	131	47%	0800
	0830	62	66%	59	39%	1	3%	122	44%	0830
	0900	62	66%	63	41%	2	6%	127	46%	0900
	0930	80	85%	79	52%	5	16%	164	59%	0930
	1000	81	86%	83	54%	5	16%	169	61%	1000
	1030	77	82%	92	60%	3	9%	172	62%	1030
	1100	88	94%	111	73%	3	9%	202	72%	1100
	1130	85	90%	105	69%	8	25%	198	71%	1130
	1200	76	81%	105	69%	9	28%	190	68%	1200
	1230	62	66%	94	61%	9	28%	165	59%	1230
	1300	61	65%	72	47%	9	28%	142	51%	1300
	1330	59	63%	68	44%	9	28%	136	49%	1330
	1400	62	66%	71	46%	9	28%	142	51%	1400
	1430	53	56%	68	44%	9	28%	130	47%	1430
	1500	50	53%	61	40%	8	25%	119	43%	1500
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	1600	69	73%	78	51%	6	19%	153	55%	1600
	1630	70	74%	85	56%	6	19%	161	58%	1630
	1700	72	77%	84	55%	7	22%	163	58%	1700
	1730	72	77%	88	58%	6	19%	166	59%	1730
1800	85	90%	101	66%	8	25%	194	70%	1800	
1830	89	95%	133	87%	15	47%	237	85%	1830	
1900	74	79%	115	75%	15	47%	204	73%	1900	
1930	64	68%	99	65%	14	44%	177	63%	1930	
2000	57	61%	61	40%	12	38%	130	47%	2000	
2030	54	57%	48	31%	5	16%	107	38%	2030	
2100	50	53%	52	34%	3	9%	105	38%	2100	
2130	44	47%	42	27%	2	6%	88	32%	2130	
2200	13	14%	10	7%	2	6%	25	9%	2200	
2230	5	5%	1	1%	0	0%	6	2%	2230	
2300	3	3%	0	0%	0	0%	3	1%	2300	




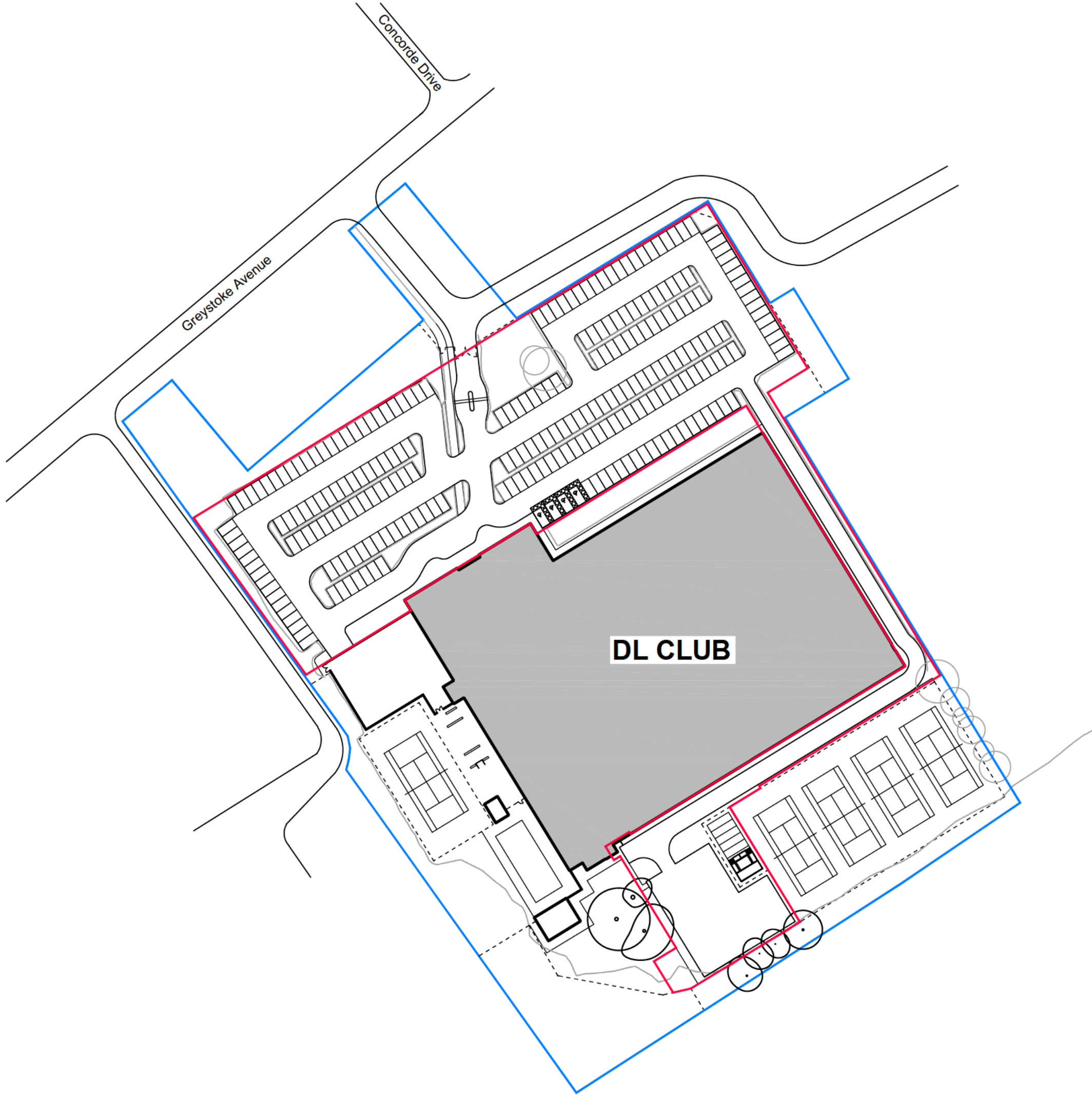
Appendix C: Proposed Site Layout



Registered Office:
1 Bartholomew Lane, London EC2N 2AX
Registered No:SLR Consulting Limited 3880506

3rd Floor, Brew House, Jacob Street, Tower Hill, Bristol,
BS2 0EQ
Tel: +44 3300 886631





NOTE:

0m 25 50
1:1000

KEY
 — Ownership Boundary
 — Application Boundary

REVISION P04	BY: HP	CHECKED: MB	DATE: 31/07/2024
Application boundary line amended.			
REVISION P03	BY: HP	CHECKED: MB	DATE: 05/03/2024
Application boundary line amended to suit spa layout.			
REVISION P02	BY: EQ	CHECKED: MB	DATE: 01/08/2023
Ownership and application boundary lines made solid.			
REVISION P01	BY: EQ	CHECKED: MB	DATE: 27/07/2023
Planning issue			

STATUS

S4a | FOR PLANNING

CLIENT



PROJECT

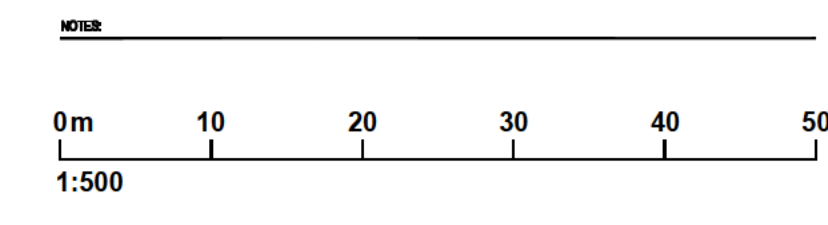
**BRISTOL WESTBURY
SPA EXTENSION & SPA GARDEN**

TITLE

LOCATION PLAN

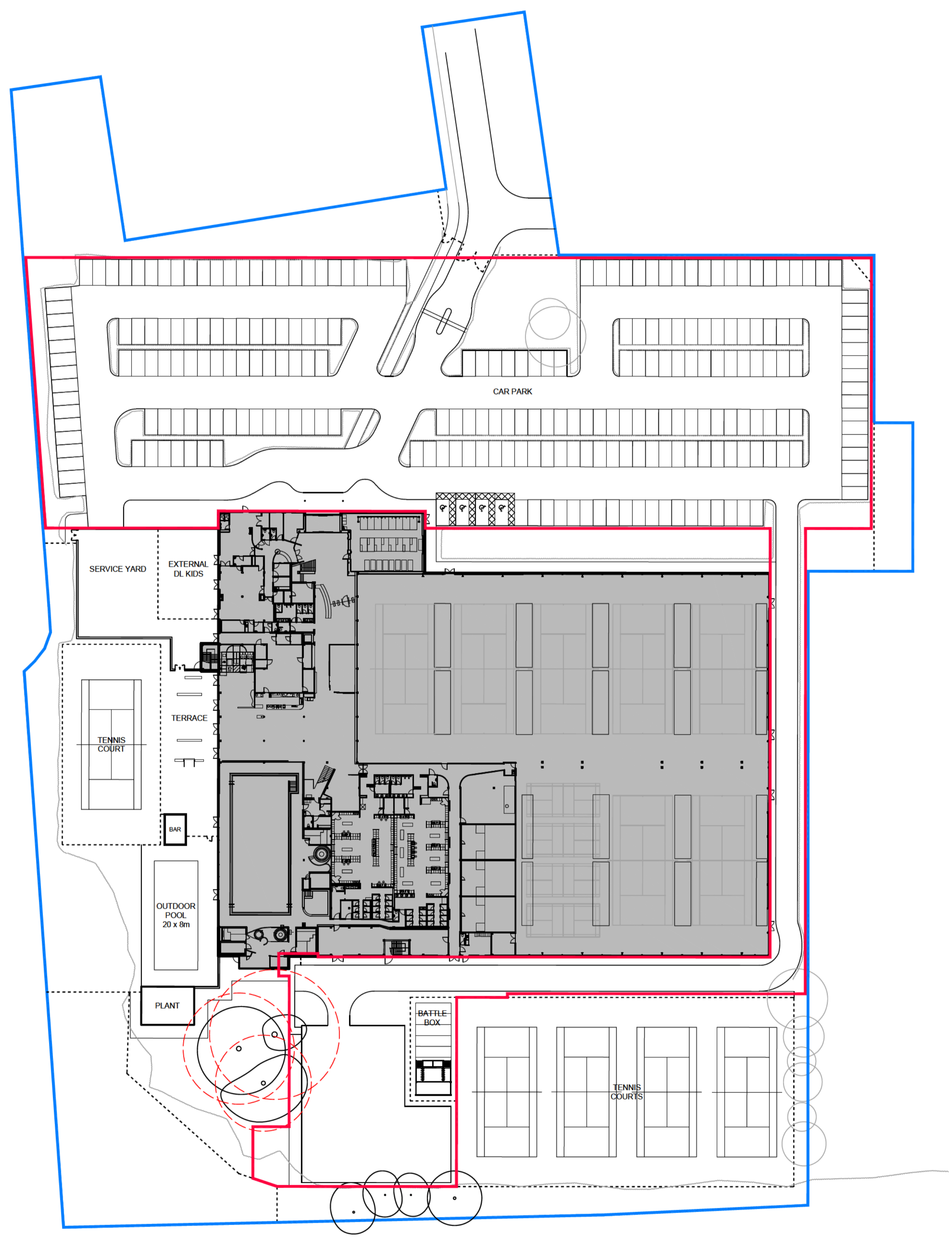
Hadfield Cawkwell Davidson
 Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 818

HCD PROJECT NO.	SCALE	REV.			
2022-319	1:1000 @ A3	P04			
PROJECT NO.	ORGANISER	VOLUME	LEVEL	TYPE	REF. NUMBER
2022-319	HCD	A0	00	DR	A-PL-001



KEY

- Ownership Boundary
- Application Boundary
9806.74 sqm / 105559.79 sqft / 2.42 acres
- Tree Root Protection Area



REVISION: P05	BY: HP	CHECKED: MB	DATE: 31/07/2024
Applications boundary line amended.			
REVISION: P04	BY: HP	CHECKED: MB	DATE: 05/03/2024
Applications boundary line amended to suit spa layout.			
REVISION: P03	BY: EQ	CHECKED: MB	DATE: 06/09/2023
Car park note omitted.			
REVISION: P02	BY: EQ	CHECKED: MB	DATE: 01/08/2023
Scale amended. Ownership and application boundary lines made solid.			
REVISION: P01	BY: EQ	CHECKED: MB	DATE: 27/07/2023
Planning issue.			

STATUS: **S4a | FOR PLANNING**



PROJECT: **BRISTOL WESTBURY
SPA EXTENSION & SPA GARDEN**

TITLE: **EXISTING SITE PLAN**


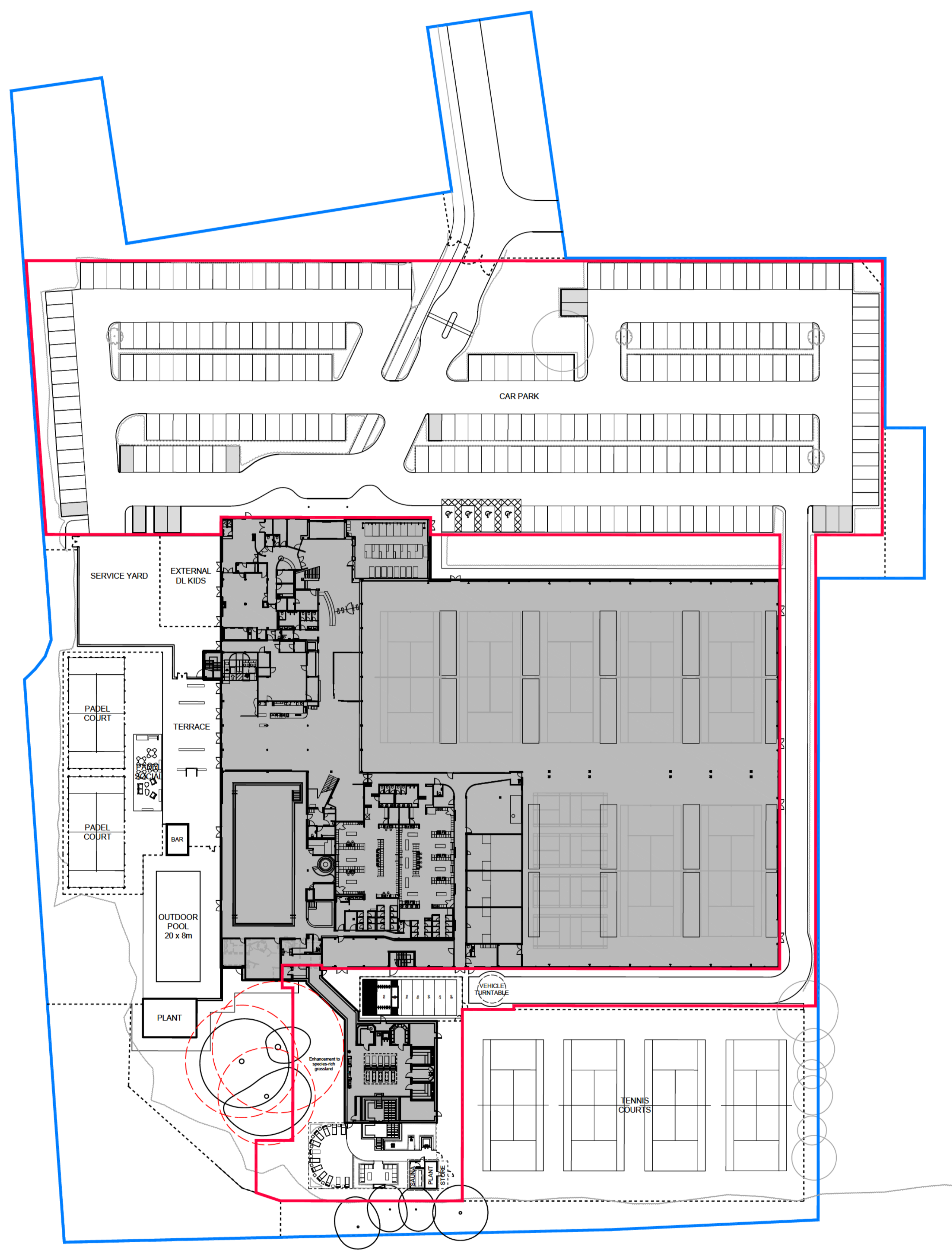
Hadfield Cawkwell Davidson
Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181

HCD PROJECT NO. 2022-319	SCALE 1:500 @ A1	REV P05
PROJECT NO. 2022-319	ORIGINATOR HCD	VOLUME A0
LEVEL 00	TYPE DR	ROLE - NUMBER A-PL-002

S:\Architecture\2022-319\Drawings\DR - Plans\Arch\Planning\A1-002 Existing Plan.dwg | © HCD

KEY

- Ownership Boundary
- Application Boundary
9806.74 sqm / 105559.79 sqft / 2.42 acres
- Tree Root Protection Area
- Denotes proposed new parking bay (12no.)

REVISION: P07	BY: HP	CHECKED: MB	DATE: 09/10/2024
Spa extension & garden layout amended.			
REVISION: P06	BY: HP	CHECKED: MB	DATE: 21/08/2024
Car park amended. Grassland note added. 4 new trees added.			
REVISION: P05	BY: HP	CHECKED: MB	DATE: 31/07/2024
Applications boundary line amended.			
REVISION: P04	BY: HP	CHECKED: MB	DATE: 28/06/2024
Additional parking bays added. Service vehicle turntable added.			
REVISION: P03	BY: HP	CHECKED: MB	DATE: 05/03/2024
Spa garden layout and application boundary line amended.			
REVISION: P02	BY: EQ	CHECKED: MB	DATE: 01/08/2023
Scale amended. Ownership and application boundary lines made solid.			
REVISION: P01	BY: EQ	CHECKED: MB	DATE: 27/07/2023
Planning issue.			

S4a | FOR PLANNING



**BRISTOL WESTBURY
SPA EXTENSION & SPA GARDEN**

PROPOSED SITE PLAN

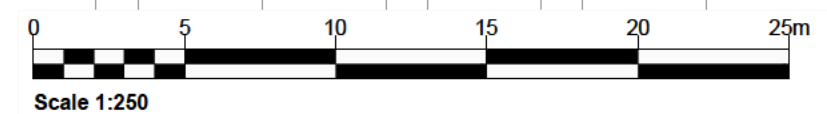
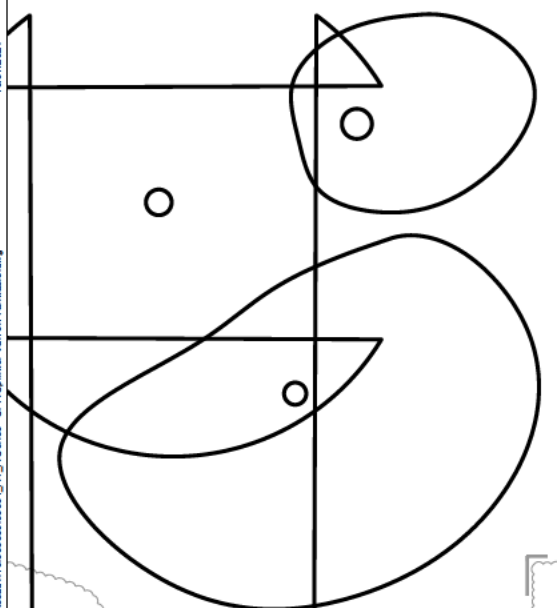
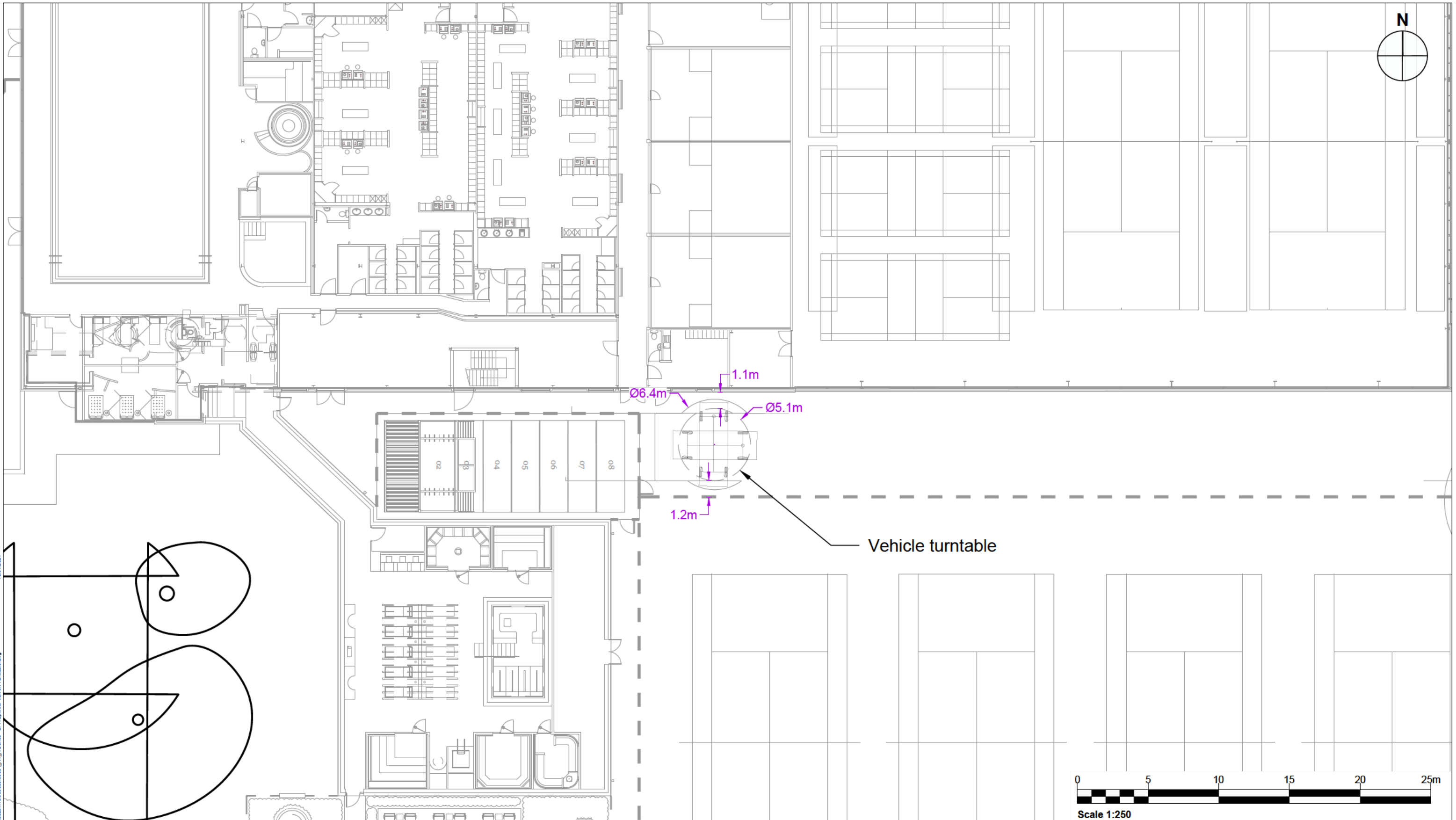
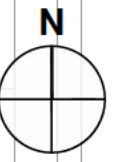
Hadfield Cawkwell Davidson
Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181

HCD PROJECT NO. 2022-319	SCALE 1:500 @ A1	REV P07
PROJECT NO. 2022-319	ORIGINATOR HCD	VOLUME A0
LEVEL 00	TYPE DR	ROLE - NUMBER A-PL-003

S:\Architect\2022-319\Drawings\DR - Planning\A-PL-003 Proposed Plan.dwg | © HCD

Appendix D: Turn Table





Notes:
1.

Legend:



Client				Project			
Drawing Status & Suitability Code							
Designed LJ	Drawn LJ	Checked DR	Authorised	Drawing Title			
Date 10.07.24	Date 10.07.24	Date 10.07.24	Date	Drawing Title			
Drawing Number 416.065539.00001_AT_A01		Rev.	Scale @ A3	SLR Project No.			

Rev	Amendments	Date	By	Chk	Auth



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