

CONTACT OFFICER: Lewis Cook

EXPIRY DATE: 7 January 2015

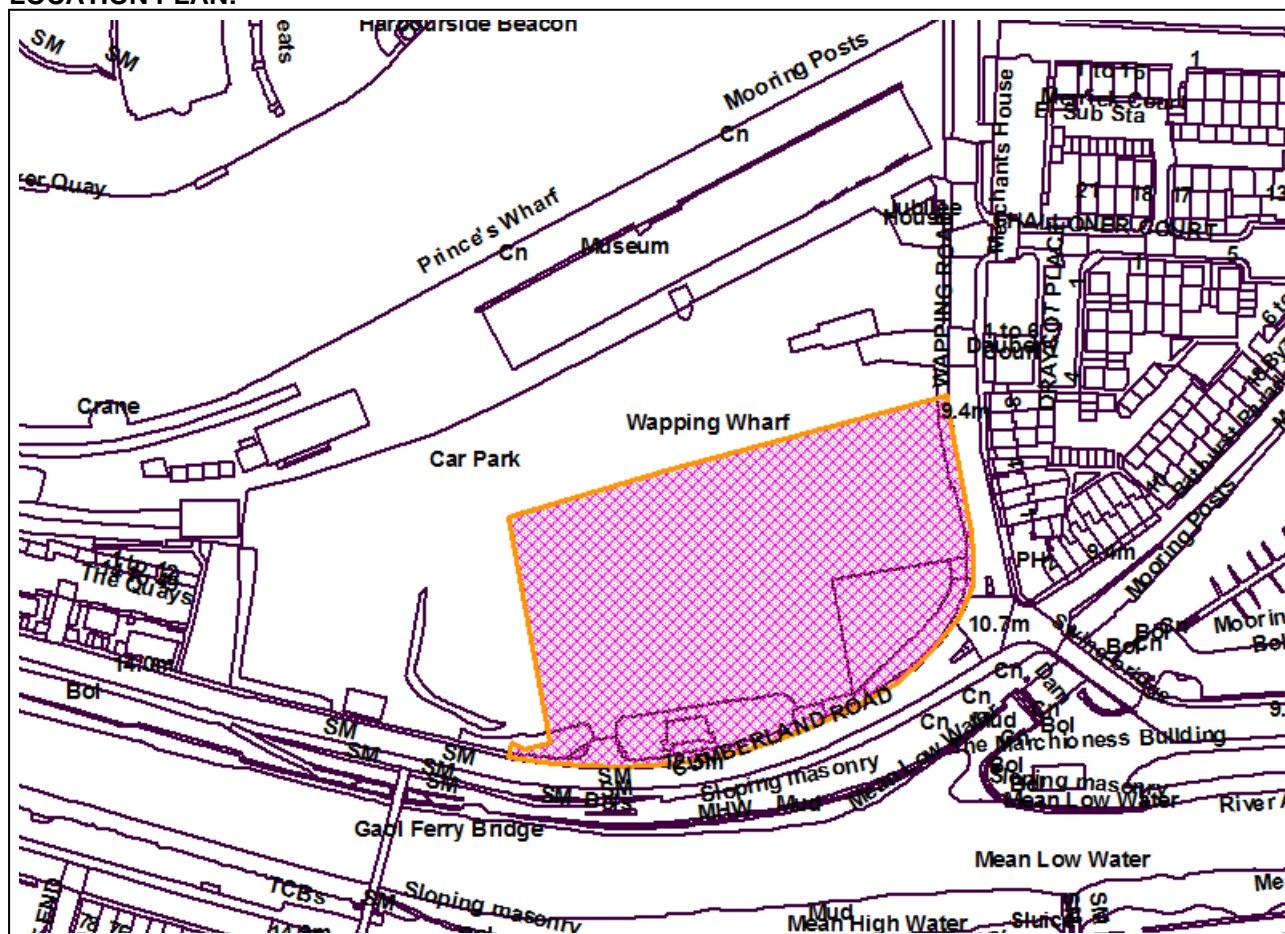
Application for approval of reserved matters following outline approval 11/01842/R (Extension of time limit for Outline planning permission 04/04126/P) for the redevelopment of the site, including demolition works, to provide a mixed use scheme of residential, retail, office, community workspace, hotel and leisure uses (Classes C1, C2, C3, A1, A2, A3, B1, D1, D2) with associated infrastructure, landscaping works and car parking. (Major application).

RECOMMENDATION: GRANT subject to Planning Agreement

APPLICANT: Wapping Wharf (Umberslade) Ltd
Umberslade Hall
Hockley Heath
Solihull
West Midlands
B94 5DF

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

LOCATION PLAN:



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The application site forms part of the Wapping Wharf site, which is located on the southern side of the Floating Harbour and is bounded to the north by the MShed and Guinness/Stevedore Sheds, to the east by Wapping Road, to the south by Cumberland Road (beyond which lies the New Cut), and to the west by an undeveloped site, beyond which lie residential flats within 'the Quays'. The current proposals are for the southern part of the site, comprising the land shown in the approved Outline Planning Permission as blocks D, E, F and G. The application is made by Umberslade (Wapping Wharf) Ltd, who have been the site owners since acquiring it from British Rail shortly before making the OPP application.

The redline application site is around 1.5 hectares in size. The majority of the site is hardstanding at two (terraced) levels, which is currently used for car parking. Given the terraced nature of the site Cumberland Road is around 3.5 metres higher than the north of the site. There are a number of structures to the south of the site which constitute the remnants of the former Gaol, including the Gaol Gate house, and remnants of the external wall, much of which is partly submerged beneath some heaped fill material along the southern extent of the site. To the east of the site the wall has been partly used to form the Fry Warehouse building, which is in a partly dilapidated state (the roof having recently been removed as a result of safety issues). This building is broadly the equivalent of two domestic storeys, and is largely constructed from brick. These structures are all grade II listed, given the association with the former gaol. To the south of this is a further wall, which for much of its length is low and constructed from brick, but is higher where it relates to the Fry Warehouse building.

The main changes that have occurred on the application site since the OPP was granted are that the majority of buildings for which Conservation Area Consent for demolition was granted have now been removed - these include the former warehouses facing Cumberland Road. This area now forms an extension of the car park which is run by the applicant. The Industrial Museum building (within the OPP site) has also been renovated to create the M-Shed Museum since 2007. Although outside the current application site, the addition of a further roof storey to the museum is significant to the current proposals as it affects the strategic views against which development approved by the OPP was tested. Consent has also been granted for a residential development adjacent to the western boundary.

The committee report to the OPP includes a more detailed description of the wider site. Of relevance to the current proposals are its observations that 'the site can be viewed as being located in a transitional zone between the city centre to the north and the residential suburbs to the south'; and the fact that the site has 'a varied and interesting history with strong industrial and maritime links - [including its use] during the 1700's - for shipbuilding with a large dry dock located on the site, where the existing Industrial Museum sits.' Reference is also made to the previous existence of The New Gaol, including its listed remnants.

The site is linked to Southville to the south by Gaol Ferry Bridge pedestrian/cycle link, while Prince Street Bridge links it to the city centre. Since the granting of the OPP vehicle movements across the bridge have been restricted to one (signalised) lane, with one lane for dedicated use by pedestrians and cyclists.

RELEVANT PLANNING HISTORY

Outline Planning Permission (OPP) 2006/2007

04/04126/P (the OPP) GRANTED outline permission for 'redevelopment of the site including demolition works, to provide mixed use scheme including residential, retail, office, community workspace, hotel and leisure uses (Classes C1, C2, C3, A1, A2, A3, B1, D1, D2) and associated

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infrastructure, landscaping works and car parking.' The site included a significant amount of Council-owned land including the Museum (now MShed); Guinness Sheds/Stevedore Shed (to the North of block A), and railway land to their south, where a temporary rail shed is now sited. The decision to approve the application was taken by this committee on 07 June 2006, but the decision was not issued until 22 June 2007 (following extensive S106 negotiations).

The OPP was approved following the submission of a significant amount of information for assessment. This included a comprehensive Environmental Statement (one section of which was a landscape visual impact assessment) plus further assessments of solar shading, density, sustainability, and a supplementary visual assessment etc.

Bearing in mind the volume of information submitted and the complex nature of the OPP (which included very little in the way of approved documents), a summary of the approval and the key documents is provided for the benefit of members as follows:

Several key plans were listed as approved plans: these included a masterplan site boundary plan, demolition plan and drawing 2546(0)033 entitled 'Perimeter Building Lines for New Building', which set out the proposed Perimeter Building Lines and the widths of the various streets and open spaces which form the basis of the OPP. Alongside two plans setting out the proposed Sustainable Urban Drainage strategy, the final approved document is entitled 'Outline Planning Application'. This document sets out 6 principles which 'fix the parameters of the site masterplanning'. Due to its content, this document is more frequently referred to as 'the masterplan principles document'.

The proposals for the site were set out in a detailed document called Masterplan 2 (from here on referred to as MP2). In addition to the background/assessment information that would normally be expected in a Design and Access Statement, this detailed (70 page) document contains a masterplan setting out proposals for the site, including suggested uses (and floorspaces for each), building footprints, maximum building heights, vehicular access strategies etc. Some parts of the document are very detailed - for example indicative unit layouts and sketch elevations for each block and street layouts are provided. MP2 is described as 'the current working vision of what could be achieved' (by interpreting the masterplan principles). In other words MP2 presents only one of several possible ways that the site could be developed within the boundaries of those approved principles, and therefore under the terms of the OPP. According to the committee report to the OPP, 'MP2 demonstrates that the quantum of floorspace applied for as part of this application could be accommodated on the site in an acceptable manner in terms of siting, scale and massing of building blocks and set within a coherent and much improved network of spaces, routeways and public realm'.

RM applications are required by condition 5 of the OPP to 'accord with the Masterplan Principles and MP2, or such subsequent Masterplan as to be agreed by the Local Planning Authority', and condition 7 requires a Masterplan to be submitted for further consideration with each RM application. Other conditions on the OPP refer specifically to information contained within the Masterplan. Conditions 6 (quantum of floorspace and disposition of uses) and 14 (maximum building heights) are examples of where the development is specifically required by condition to accord with the content of MP2 (unless a replacement is agreed). Thus, in very simplistic terms, the masterplanning approach which this application follows requires the development of each phase to adhere to the approved masterplan principles, and to the approved masterplan (unless an alternative masterplan, which must also conform to the masterplan principles, is submitted to and approved by the Local Planning Authority.)

Outline Permission 2 (Renewal)

11/01842/R GRANTED the renewal of the original outline under the following description 'Extension of time limit for planning permission 04/04126/P - Outline application for redevelopment of site, including demolition works, to provide mixed use scheme including residential, retail, office, community workspace, hotel and leisure uses (Classes C1, C2, C3, A1, A2, A3, B1, D1, D2) and associated infrastructure, landscaping works and car parking.' This application was granted on 14/07/2014.

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It should be noted that the reserved matters application for phase 1 were submitted under the original outline permission. This has now expired.

Reserved Matters Applications

07/04092/M GRANTED (Reserved Matters) approval on 21 December 2007 for 'public realm works in connection with outline planning approval 04/04126/P for mixed use scheme including residential, retail, office, community workspace, hotel, leisure uses and associated works.' It provided full details of the proposed public realm works, with the exception of detailed proposals for Princes Square, which were excluded because the Museum Project team were unable to define how it would like the space to be used in sufficient time to enable the applicant's designers to work up appropriate designs. A condition on this consent required details to be submitted for approval prior to (the sooner of) the commencement of the relevant part of the development or August 2009, and the applicant was required to provide this part of the development prior to occupation of the development.

12/01612/M GRANTED Reserved Matters approval for blocks A and C of the development allowed by the original outline, under the following description 'Reserved Matters application (providing details of access, appearance, landscaping, layout and scale) pursuant to outline permission 04/04126/P for the development of Blocks A & C to provide 934 sq m (gross) of retail floorspace (Class A1/A2/A3) and 180 residential flats (14,869 sq m gross), with car (128 spaces) and motorcycle (7 spaces) parking provided at undercroft level, and 303 cycle parking spaces. (Major application)'. This permission was granted on 09/10/2012. This application included a revision to the original Masterplan (Masterplan 3) which allowed for an increase in height of blocks A and C. This increase in height resulted from the need to increase the floor to ceiling heights in order to meet the requirements of the Code for Sustainable Homes. In addition, the original Masterplan suggested that the buildings would be flat roofed, but Masterplan 3 allowed for pitched roofs to the building instead.

12/04571/M GRANTED a varied Reserved Matters permission for Revised 'Reserved Matters' application (providing details of access, appearance, landscaping, layout and scale) pursuant to outline permission 04/04126/P for the development of Blocks A & C. Revision to the approved 'Reserved Matters' approval 12/01612/M by the addition of 14 apartments into the lower pitched roofs of Blocks A & C (with no alteration to ridge heights or heights of eaves, and resulting in total residential floorspace of 16,105 sq m gross), and minor changes to retail floorspace (875 sq m gross), car (143 spaces) and motorcycle (5 spaces) parking proposed at undercroft level, and to cycle parking provision (323 spaces). Changes to the south elevation of Block C adjacent the ramp to incorporate proposals to demolish and reconstruct (at a lower level) a section of the Grade 2 Listed Gaol wall. (Major Application)'. Again, this permission granted on 18/01/2013 related to the original outline permission, but achieved a higher quantum of development. This was essentially as a result of providing additional accommodation within the pitched roofs allowed as part of the previous reserved matters permission.

CONDITIONS ATTACHED TO THE O.P.P.

Many of the 49 conditions attached to the OPP require information to be submitted and approved as part of each Reserved Matters application. However others are standalone and must be considered separately. The conditions on the outline that relate to the current reserved matters have been submitted under reference 14/04794/COND, and a separate decision will be issued for these.

S106 AGREEMENTS

A summary of the S106 obligations required by the OPP, which highlights which would be triggered by the current phase, is attached as Appendix 1.

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04/04127/LC GRANTED Conservation Area Consent for the 'Demolition of three buildings in conjunction with proposals to redevelop site for a mixed-use development (Ref: 04/04126/P).'

08/01736/LA Installation of outfall (below water level) into listed harbour wall [western side of Princes Sq]. GRANTED 03.06.2008

09/00011/F GRANTED full planning permission on 14 March 2011 for the 'Change of use [of the old Jail Stables known within the OPP as Block B] to Restaurant (Use Class A3). External alterations to the building and associated temporary landscaping and car parking.' This proposal (Mud Dock Delicatessen) was conceived at a time when the current application proposals were not deemed to be a feasible proposition in the immediate future and were therefore proposed independently of the redevelopment of the wider site. To avoid this small development from triggering the requirement for the payment of significant planning obligations, this application was subject to a separate S106 agreement. This permission has been implemented, and the building has been used as an A3 unit, although this use has ceased, and part of the building is currently being used as a marketing suite for the first phase of the Wapping Wharf development.

13/05648/FB GRANTED planning permission for the revised route of the Ashton Vale to Temple Meads Metrobus route, along Cumberland Route to the south of the site. This included a small area of land within the current application site, to be used as a bus stop.

14/00531/F GRANTED full planning permission on 07/02/2014 for the realignment of Museum Street, which runs between the application site and the M Shed. The original outline permission allowed for this to accommodate the BRT scheme that was then being promoted. However, it was subsequently decided to redirect the BRT route along Cumberland Road, and therefore this planning permission allowed for the change to the alignment of the road.

Two listed building application have been submitted in association with the current application as follows:

14/05288/LA: Renovation of former Gaol Gate. Removal and rebuilding of part of the former gaol wall, with the rest to be preserved.

14/05289/LA: Redevelopment of JS Fry Building to provide office accommodation and car parking.

Both of these applications are currently pending consideration.

APPLICATION**OUTLINE APPROVAL - Phase 2****FLOORSPACE AND USES**

The outline permission permitted up to 49,000sq m of (gross) residential floorspace of a total of up to 57,000 (gross) sq m. Masterplan principle 1 of the 'masterplan principles' document splits this down into North, West and South Plots.

The current proposal comprises much of the 'South plot' development area in which up to 20,000 sq m residential (C3/C2), up to 20,000 sq m of workspace/office/community (B1, D1), 300-1500sqm of A1/A2/A3, up to 1000sq m of leisure (D1) (gross), and a hotel of up to 150 bedrooms is permitted.

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MP2 shows a variety of building heights across the southern part of the development. The predominant part of blocks D, E and G is shown as 5 storeys, with a maximum height of 25.20 m. However, there is an element at the centre of blocks D and E which is shown as 2 to 4 storeys, which includes the provision of 2 storey town houses. Block G is also shown as stepping down on Wapping Road, to 3 and 4 stories, with a maximum height of 19.60 and 22.40 m high respectively. Block F would remain as 2 stories.

Whilst detailed design matters including the form, massing and roofscape of proposed buildings were not considered in detail at the outline stage, members should be aware that all buildings were shown (indicatively) as having either flat or barrel vaulted roofs with a low pitch. Thus the maximum heights described above do not account for significant amounts of roof space that do not incorporate any floorspace.

CURRENT PROPOSALS

The current application is for reserved matters approval for Phase 2 of the proposed Wapping Wharf development, which includes blocks D, E, F, and G. This is the southern part of the site, between Cumberland Road to the south, up to a new road, Ropewalk to the north of the site. This includes the grade II listed Gaol Gate and JS Fry warehouse. The reserved matters that are being considered as part of this application, as referred to in condition 3 of the outline permission, as follows:

- a) external appearance and use of buildings;
- b) completion of siting/layout of individual buildings and design/scale;
- c) landscaping (including the design of the proposed pedestrian routes through the site, the central public square, Princes Square and all other areas not covered by buildings including details of street furniture, surfacing materials, landscaping, planting, lighting, and including the detailed design and layout of and vehicular, pedestrian and cycle movement within the associated public spaces).
- d) Means of access to each block

SUPPORTING INFORMATION

The application is supported by significant amounts of information including the following documents:

- * Environment Statement update (which mainly focuses on the Landscape Visual Impact Assessment, and is required as a result of the fact that the proposal exceeds the maximum specified heights)
- * Sustainability and Energy Strategy
- * 3D visuals
- * Landscape Proposals incorporating a shadow study for the courtyards
- * An update to the Masterplan entitled Masterplan 4
- * Car Parking management information and tracking analyses
- * Community Consultation Report
- * Heritage Statement

DETAILED PROPOSALS

Block D is a predominantly residential scheme, which would provide around 7,000 square metres of residential floorspace (114 Units) and around 500 square metres of retail (A1, A2 or A3) floorspace. This would be provided over six storeys, although it is noted that there is a significant change in levels between Cumberland Road and the proposed Ropewalk, such that the ground floor at Rope Walk is basement level on Cumberland Road. In addition, the top storey is omitted from the Cumberland Road frontage of the development, such that this part is four storeys high. The ground floor is dominated by car parking, which is joint with block E, with access from the west of the site, close to

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the proposed junction with Gaol Walk. Most of the retail offer would be on the ground floor facing Ropewalk, although the proposal includes one retail unit at first floor level, facing Cumberland Road. Other than that, the building would be residential, with the top storey provided within the pitched roof. The breakdown of the accommodation in this block is as follows:

- 1 Bedroom units = 43
- 2 Bedroom units = 57
- 3 Bedroom units = 14

Block E is broadly the mirror image of Block D, and would provide 8,500 square metres of residential floorspace (129 units), and 100 square metres of retail floorspace. The accommodation to be provided in this block is as follows:

- 1 Bedroom units = 59
- 2 Bedroom units = 67
- 3 Bedroom units = 3

The proposal includes a new route through the site, which was not envisaged as part of the outline, through the Gaol Gate, between blocks D and E. This includes the opening up of the access through the Gaol Gate, with a partly stepped and partly ramped walkway down from Cumberland Road to Rope Walk. This would allow the path to raise above the ground floor level car parking. The plans also indicate that provision would be made for public art within the walkway. Blocks D and E make provision for 167 number parking spaces (although it should be noted that 46 spaces have been provided to serve the previously permitted blocks A and C) and 386 number cycle parking spaces.

Block G is again a residential block providing around 4,500 square metres of residential floor space (81 units). The plans also indicate that this block would provide the affordable housing provision for this part of the development. This again would provide accommodation over 6 storeys, although this would be stepped down where it fronts Wapping Road to 5 and 4 storeys. This would also include provision of accommodation within the roof space. The access for this part of the development would be from Rope Walk, which would include both pedestrian access, and access to two disabled parking spaces. The ground floor of this part of the proposal would also provide a community room, and space for parking 122 cycles. The breakdown of accommodation in this block is as follows:

- 1 Bedroom units = 37
- 2 Bedroom units = 40
- 3 Bedroom units = 4

The elevational treatment of this part of the development mirrors the warehouse aesthetic of blocks A and C. As such, the form of the building is long pitched roof elements running north/south, with linking elements in between. Blocks D and E are predominantly timber clad, with G being brick, to mirror the materials of block C. The south elevation takes a different form, with a rendered frontage, with a flat roof, with the pitched roof element set back from the frontage of the building. Blocks D and E also includes a high level linking element between the two blocks.

The final part of the development being applied for here is **block F**, which is the converted JS Fry building. This building is listed by virtue of it incorporating part of the original Gaol wall. Given the change in levels across the site the ground floor is broadly at the level of first floor of the rest of the development (i.e. at Cumberland Road level). This building is proposed to be used for car parking at ground floor level, with around 850 square metres of office (Use class B1(a)) to be provided above. The car park would provide 28 spaces, including 7 for the offices and 21 for the use of residents of block G. Given the listed status of the building the form of the building would be broadly retained as existing, albeit re-roofed with additional roof windows to be provided. However, it is proposed to replace the windows on the west elevation, as well as providing a new entrance to the east of the building. In addition, it is proposed to alter the outer wall of the Fry building, to the south of the site.

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This currently creates an additional external area between the outer wall and the main building. It is proposed to extend the openings along this wall to ground floor level.

The works to the historic structures on the site are covered by the two listed building applications referred to above. This includes the works referred to in the preceding paragraph, as well as works to the former Gaol Gate and surrounding wall. In terms of the gate it is proposed to repair this building, and generally make it safe, although it is not proposed to make alterations to this building. This is linked to parts of the Gaol Wall, much of which is currently buried beneath spoil on along the southern part of the site. It is proposed to remove part of the wall to the west of the site, but for the rest of the wall, this will be uncovered, and incorporated into the amenity space to the south of the site. Where the wall is removed, it is proposed to use the retained stone to infill other parts of the wall where the material is currently missing.

Finally, it is proposed to make provision for a new Metrobus bus stop along Cumberland Road. It is noted that the previous reserved matters application included provision for a bus stop further to west of the site. However, the Metrobus planning permission included a more significant scale stop close to the Gaol Gate, which included a layby which incorporated some of the land within the applicant's ownership. However, this proposal incorporates a bus stop of the type included within the Metrobus permission, including layby, but to the south of block D. The 'first floor' retail unit referred to above would be positioned at street level adjacent to the bus stop.

COMMUNITY ENGAGEMENT**a) Process**

The application was subject to two rounds of consultation, in June and September 2014. This included key stakeholder meetings, as well as manned and unmanned exhibition. The first stakeholder meeting was held on 5th June 2014, and 29 of the 59 stakeholders invited attended the meeting. This included representatives of Bristol Civic Society, Daubeny Court Management Company, Merchants Landing Residents Association, Redcliffe Futures Group, Spike Island, The Bristol Hotel and The Quays Management Board. A manned exhibition took place immediately following this, where local residents and businesses were invited to attend. The statement reports general support for the proposals, although concerns were raised about the following issues:

- o Parking Provision
- o Height of development compared to Masterplan
- o A full shading assessment was requested of block g
- o Mix of accommodation - more family accommodation was requested
- o The provision of affordable housing in one block
- o The sustainability and longevity of the proposed materials (timber)

A second meeting and public display was held in September 2014. The aim of this was to allow stakeholders to see how the scheme had developed following the original consultation. No formal feedback was invited after this round of consultation.

In addition, the application was presented to the Bristol Urban Design Forum prior to the application being submitted. The comments of the forum were as follows:

The Panel recognised that the urban design principles were set some time ago, when the masterplan was initially approved. The Panel believes there are some urban design weaknesses in the masterplan that the scheme should seek to challenge and resolve. These include the vista to the spire of St Mary Redcliffe, which has been corrected; the direction and quality of the public routes through the site, some of which are more attractive than others; and the density, which leads to some tall, narrow canyon- like 'streets'. For example, there is an opportunity to generate a strong vista from Gaol Ferry Steps, past M Shed, towards Colston Tower. The Panel therefore recommends that if this

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scheme relies upon increased heights of blocks over the previously consented masterplan that the next phase revisions realigns the block to provide vista and route.

It is encouraging to see such high volume housing development being brought forward at this time, and this project will contribute to meeting housing need.

The Panel were impressed that the quality of materials and detailing proposed were of a high order. However, the Panel felt that to some extent the 'dockside warehouse' or 'sawmill' theme was an inappropriate typology for Bristol and should not be incorporated so extensively.

The Panel is supportive of the retention of the hotel function, and agrees that the new location is acceptable, if not an improvement. The 'active' frontage that this will deliver is welcomed. It is important that this retained through the later stages of the development, as it meets the needs of the under-provided accommodation market.

It was explained that the overall height of the development has been raised, partly due to flood risk. Whereas the Panel agreed that the height of the proposal was not a major concern in this location, there was a concern about the narrow streets, and the resulting daylight quality in the streets and apartments. The issue is exacerbated by the use of gables in these locations and further by the use of dark materials.

The development provides little dedicated outdoor space, though it is encouraging to see so many balconies to relieve this. The effects of high density should be offset by the introduction of extensive planting, and the Panel welcomes the use by residents of the greenspace around the Listed gateway. The quality of the outdoor space would be enhanced by exclusion of vehicle traffic from 'Ropewalk'.

The Panel consider that the following issues should be addressed:

1. The route from the footbridge over the New Cut is important in capturing footfall to enliven the routes and support the shop units. Consideration needs to be given to how this will work in practice;
2. The courtyards need to be designed for their purpose, to support outdoor recreation;
3. The 'contemporary' approach to the landscape design of the courtyards is considered inappropriate, alien to the style of the building and not multi-functional;
4. The design should be checked for shadow paths;
5. The projecting bays and gables on Ropewalk should be removed;
6. There should be greater variety in the aesthetic treatment. The increased variety should be brought about by introducing a wider range of units, including family houses;
7. The need for vehicular traffic on Ropewalk should be designed out or significantly reduced;
8. Glass balconies may tend to become outdoor storage spaces for resident's clutter, which may detract from the appearance of the scheme. An alternative incorporating more obscure materials should be developed;
9. More work is needed to provide a distinctive external space inside the gateway, and the need for this street to lead somewhere.

b) Outcomes

Following the consultation the scheme was amended in the following ways:

- o 3 additional shop units have been provided
- o Concierge and gym provided on Rope walk
- o The shop unit adjacent to the Metrobus stop has been enlarged
- o An additional 11 three bedroom units have been added
- o Car park reduced in size to allow retention of more of the listed wall fronting Cumberland Road
- o Access to JS Fry warehouse changed to Rope Walk
- o Arches to the exterior of the JS Fry building enlarged to improve public safety
- o Public Art area moved to a location behind the Gaol gate
- o Bridge between blocks D and E raised by one storey

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- o Height of buildings within area between blocks D and E reduced
- o Block G courtyard enlarged
- o Photovoltaic cells moved to be concealed between gables
- o East and west bays facing Cumberland Road enlarged
- o Alterations to the design of block G, including the use of pennant stone and double storey openings at ground floor level
- o White rendered bays added to blocks D, E, and G to lighten elevations
- o Internal apartment layout finalised
- o Masterplan 4 updated to take account of changes

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by writing to 263 neighbours of the site, the erection of site notices around the site and by advertisement in a local newspaper. It is noted that given the different advertisement requirements of EIA development the period of comments for the advert have yet to expire, but the neighbour notifications have now expired.

Third Parties

As a result of this consultation the following representations have been made.

Nine objections have been received from **neighbours** of the site, raising the following issues:

Housing mix (see key issue B)

- * The concentration of affordable housing in one block is counter to the original legal agreement, and will be detrimental to social cohesion.

Impact on Character of the Area (see key issue D)

- * The design lacks imagination and does not respond to the surrounding context, which is a Conservation Area, and includes a number of listed buildings;
- * The proposal is overcrowded, and too dense, and would be overbearing on the street;
- * The trees on Wapping Road should be retained, or those that are removed should be replaced.

Impact on Residential Amenities (see key issue E)

- * The proposed buildings are higher than in the original masterplan, and block G in particular will result in additional overshadowing of dwellings on Wapping Road, which is contrary to right to light legislation;
- * The increased scale of block G will also result in additional overlooking of neighbouring properties;
- * Schools, doctors and dentists in the area are already oversubscribed, and the proposal will add to pressure on these;
- * The proposed substation will cause noise and should be moved away from existing residents;
- * Given the close proximity of residential properties the working hours at the site should be limited.

Transport (see key issue F)

- * Spike Island has limited access, and the traffic associated with the development will put additional pressure on the highway infrastructure;
- * The lack of parking provision will add pressure to on street parking in the surrounding area;
- * Given the traffic that will be using Ropewalk it should be designated as a one way street;
- * The eastern most loading bay on Ropewalk should be removed.

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Flooding and Drainage (see key issue H)

- * There have been recent flood events in the area, and the proposal will add pressure on surface water drainage.

In addition, an objection has been received from **Cllr Mark Wright**, who is one of the ward Councillors representing the site. This raises the following objections:

- * The scale of the proposals have been unacceptably increased, which will particularly impact on Wapping Road;
- * The concentration of social housing in one block is contrary to the original section 106 agreement, and will impact on the appearance and upkeep of block G;
- * The design of the proposal is 'fair' but is too repetitive. It will also depend largely on the quality of the materials.

OTHER COMMENTS

City Design Group have commented as follows:-

1. Masterplan

- 1.1. Layout: Whilst there has been a masterplan prepared as part of the outline permission for the Wapping Wharf development, flexibility has been incorporated in the permission so that it could be updated with every reserved matters coming forward, in keeping with the high level principles and conditions set within the outline. This provides the flexibility to respond to the changing economic conditions over a period of time whilst adapting the future built form, learning from experiences in the first phases of work. Hence there is scope for the future block proposals to consider relieving the narrow street frontages. But these discussions need to be held in tandem with height and visual impact. This opportunity will help provide more variety from the existing warehouse typology (adopted for the first two phases) and respond to the constraints of the width of plots. Hence revisiting the layout should be seriously considered moving forward on Phase 3.

There is an opportunity to:

- * Enhance the legibility of the route from Gaol Ferry Steps to Princes Square through the reconfiguration of Block M.
- * Enhance the legibility of the walkway through the Gaol Gate increasing the width of the street linking Museum Street to Ropewalk through the reconfiguration of Block L.
- * Consider the width of Museum Street.

However any change must be in accordance with the broad principles of the masterplan and conditions attached with the outline i.e. should not exceed the floor area permitted etc. It should be noted in Masterplan 4 that the layout of blocks positioned in phase 3 are indicative only.

- 1.2. Floor area: It is unclear whether the remaining floor area can be accommodated within maximum heights, considering the change of uses proposed for the blocks.
- 1.3. Storey height: Can the storey heights for blocks H-R be written on the blocks itself. This should be no different to that of the approved masterplan. The number of storeys should refer to residential storeys.
- 1.4. Land Uses: Clarity is requested about the position of retail.

2. Design of Block D- G

Whilst the concept, the approach to detailing of blocks D-G is acceptable in principle there are the following concerns on parts of the design of the various elements of the proposals:

- 2.1. Block G: We have concerns on the visual aesthetic on the projecting element of Block G which

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- remains unbalanced, the roof accommodation which conflicts with the pitch roof at the corner of Rope Walk and Wapping Road.
- 2.2. Fry Building (Block F): Detailing of the arched windows (Lower Level) and parking shutter along the western elevation of the Fry buildings should take into account the detail of the original fenestration pattern / detailing incorporating ventilation discretely.
 - 2.3. Scale and Massing: We remain concerned on the scale of Block D and E particularly the flank adjacent to the walkway to the Gaol Gate, which is five storeys and which deviates from the masterplan. Daylight and sunlight studies in accordance with BRE guidance should be carried out on habitable accommodation for the development to prove that only a minor proportion of units are impacted as a result, or the design should be altered to allow better daylighting to the impacted units particularly in the centre of Block D and E.
 - 2.4. Material treatment to Block D and E: A secondary measure would be to provide a combination of timber to reflect the dock character and a visually light colour material to help brighten the environment along the route to the Gaol Gate.
 - 2.5. Views Assessment: Additional views are requested to assess the impact of the gables of Block G on the setting of the Fry Building (Block F) from the Bridge approach and Coronation Road on the other side of The Cut.
3. Historic Environment
 - 3.1. Demolition and rebuilding of section of the original perimeter wall to the Gaol in order to facilitate the car parking under Block D: There is an opportunity to better reveal the original alignment of this historic wall feature via a low wall to the fore of the proposed retail unit utilising materials reclaimed from the site.
 - 3.2. Pedestrian Access between Blocks E and F: There is potential to increase the width of the access through the wall to a maximum of 2m provided the material removed is reused in-front of Block E to provide a continuation of the original Gaol Wall.
 - 3.3. Car Parking Fenestration to Block F: The louvers to the car park and entrance doors do not appear sympathetic to the features of this curtilage listed building.
 4. Landscape
 - 4.1. Landscape setting to the Gaol Gate: Whilst the principle of the use of the space between the two existing Gaol walls as an amenity area for the residential accommodation is accepted, it has to respect the setting of the Gaol Gate/walls and the character of the conservation area which has a formal and simple aesthetic (in this part). The scheme as proposed has a 'gardenesque' approach which is informal and hence needs to be simplified to a formal arrangement of a lawn and hedge. A discrete water body (away from the Gaol Gate) and ecological works may be incorporated in a formal arrangement.
 - 4.2. Ropewalk: The defensible space for Block G is narrow with the upper floors projecting on the carriageway. A response of providing columns to support this element would ground the block, but would also require the widening of the defensible space and readjusting the alignment of Ropewalk. The transition of the surface material to Wapping Road, Gaol Walk and route adjacent the Fry Building should be properly co-ordinated and considered.
 - 4.3. Cumberland Road: The symmetry of the Gaol Gate could be reflected in the paving design of the bus stop mirroring the pattern on the curved pavement between the listed walls at the junction of Cumberland Road and Wapping Road.
 - 4.4. Gaol Gate Walk: Refer Public Art Comments
 5. Public Art: We understand that there is an artist appointed for the art commission for the second phase of Wapping Wharf. Whilst the planning submission shows the intervention adjacent to the wall, we would like the art incorporated with the landscape design for the entire route along Gaol Walk. We are sympathetic to the engineering constraint because of the ramp and the historic constraints associated with the Gaol Gate. Hence it is essential that at this stage initial scoping is carried out and plans submitted for the public art intervention with the implication on the landscape design for this space co-ordinated and resubmitted accordingly. Any unused stone not required for the reinstatement of the wall may be considered to be

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incorporated into the art element of the project.

Air Quality has commented as follows:-

No objections on Air Quality Issues.

English Heritage has commented as follows:-

This application details the reserved matters for the above site. The site sits within the City Docks Conservation Area and contains a number of listed buildings within the site boundary, as well as being within a short distance of a large number of designated heritage assets.

The principle of development on this site has been secured and we understand that the details of this phase of the scheme are largely consistent with what has previously been proposed. We do not, therefore, wish to comment on the new build elements of the scheme.

Regarding the detail of the works around the grade II listed gate to the Old City Gaol, the application states that a section of wall to the west of the gate is to be demolished, and a section rebuilt adjacent to this. As so little of the gaol wall survives in situ, those elements which do survive are of some significance and removal of sections would be harmful, and should therefore be fully justified in accordance with the provisions of the NPPF. The application states that this element of wall must be removed to facilitate the construction of the car park, however it is not entirely clear why this is the case and whether any alternative options which allow the wall to remain in situ have been considered. We would advise that this should be demonstrated, and you should ensure that your Conservation Officer is satisfied with the details of the scheme.

Recommendation

We would urge you to address the above issues, and recommend that the application should be determined in accordance with national and local policy guidance, and on the basis of your specialist conservation advice.

Environment Agency (Sustainable Places) has commented as follows:-

No objection in relation to the reserved matters details. The finished floor levels proposed look to accord with the outline application Flood Risk Assessment. All more vulnerable development look to have finished floor levels set above 10.3 mAOD, and any less vulnerable development below this level have finished floor levels no lower than 9.4 mAOD.

Nature Conservation Officer has commented as follows:-

In accordance with condition 43 of 14/04794/COND, which has been recommended to be discharged, the recommendations of the ecological survey dated September 2014 should be implemented, which include the following:

- _ Removal of trees and scrub should take place outside of the bird nesting season;
- _ It would be beneficial to tolerate some regrowth of ivy;
- _ Any landscaping should take the opportunity to create species-rich grassland, native tree shrub species, and nectar-rich species.

In addition, a planning condition should be attached to any permission to require eight swift boxes, four house sparrow boxes and five bat boxes.

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Crime Reduction Unit has commented as follows:-

I have no objection to the reserved matters for the redevelopment of this site, I have been in contact with the architects for this development on a regular basis and we have held meetings with regard to the security standards required.

Transport Development Management has commented as follows:-

The main part of the site is essentially as per the outline application and does not give rise to any new objections. The design of Rope Walk allows for two-way traffic to serve the development, and we would expect this to function well as a shared surface street. We envisage that the internal streets will not be put up for adoption by the Council.

As part of this development we require a scheme of land allocation and works to provide a stop for the MetroBus project. This has been shown on drawing OX4890-4-102-D-00 as part of the submitted application.

This has been redesigned to remove a pinch-point where the pavement angles in at the start of the lay-by and the width at that point is now satisfactory.

The drawing shows studs to give a demarcation between the adopted highway and the privately maintained area. The land involved should be dedicated as highway and adopted under a Section 38 Agreement. Standard Advice B1, IO24 and IO27 should be included.

As the lay-by has moved to the east it is not exactly clear that it still aligns with the requirements of the bus. We recommend that before construction work begins on the lay-by the applicant should submit an AutoCAD drawing of the works so that we can check the alignment, and should then adjust the layout if necessary.

Where there are services under the lay-by these may need to be lowered and also ducting should be provided under the new pavement for the shelter.

RELEVANT POLICIES**National Planning Policy Framework – March 2012**

Planning (Listed Buildings & Conservation Areas) Act 1990

Bristol Local Plan, Adopted December 1997

M13 Public Transport: Light Rapid Transit Safeguarded Routes Bristol Local Plan, Adopted December 1997

CC6 Coach Parking Facilities Bristol Local Plan, Adopted December 1997

CC7 Pedestrian Links

Bristol Core Strategy (Adopted June 2011)

BCS2 Bristol City Centre

BCS5 Housing Provision

BCS7 Centres and Retailing

BCS9 Green Infrastructure

BCS10 Transport and Access Improvements

BCS11 Infrastructure and Developer Contributions

BCS13 Climate Change

BCS14 Sustainable Energy

BCS15 Sustainable Design and Construction

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BCS16	Flood Risk and Water Management
BCS17	Affordable Housing Provision
BCS18	Housing Type
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design
BCS22	Conservation and the Historic Environment
BCS23	Pollution

Bristol Site Allocations and Development Management Policies (Adopted July 2014)

DM1	Presumption in favour of sustainable development
DM4	Wheelchair accessible housing
DM7	Town centre uses
DM10	Food and drink uses and the evening economy
DM14	The health impacts of development
DM15	Green infrastructure provision
DM16	Open space for recreation
DM17	Development involving existing green infrastructure
DM19	Development and nature conservation
DM22	Development adjacent to waterways
DM23	Transport development management
DM24	Transport schemes
DM26	Local character and distinctiveness
DM27	Layout and form
DM28	Public realm
DM29	Design of new buildings
DM30	Alterations to existing buildings
DM31	Heritage assets
DM32	Recycling and refuse provision in new development
DM33	Pollution control, air quality and water quality
DM34	Contaminated land
DM35	Noise mitigation

Bristol Central Area Plan (emerging)

BCAP1	Mixed-use development in Bristol City Centre
BCAP3	Family sized homes
BCAP5	Development and flood risk
BCAP6	Delivery of employment space in Bristol City Centre
BCAP10	Hotel development
BCAP14	Location of retail development in Bristol City Centre
BCA15	Small scale retail developments and other related uses in Bristol City Centre
BCAP20	Sustainable design standards
BCAP21	Connection to heat networks
BCAP22	Habitat preservation, enhancement and creation on waterways
BCAP25	Green infrastructure in city centre development
BCAP27	Safeguarded transport links and railway land
BCAP29	Car and cycle parking in Bristol City Centre
BCAP30	Pedestrian routes
BCAP31	Active ground floor uses and active frontages in Bristol City Centre
BCAP32	Quayside walkways
BCAP41	The approach to Harbourside

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As referred to above the original outline permission allowed a great deal of flexibility as to how the development of the site will be delivered. Whilst it set out the principles of developing the site, and the permitted uses, and maximum floorspace for some of the elements, much of the development is still open for consideration as part of the reserved matters application.

The outline permission allowed for use classes C1, C2, C3, A1, A2, A3, B1, D1, D2 to be provided on the site, and therefore the proposed uses have to be considered acceptable in principle. In addition, condition 4 requires that the gross floorspace should not exceed 57,000 square metres, with a maximum of 49,000 square metres of that floorspace to be residential. Under the current proposals blocks A to G will provide 45,451 square metres of floorspace (Gross Internal Area), of which 42,998 square metres would be residential floorspace. Therefore, whilst this development is very dense, the proposed floorspace is well within the limits set out in the original outline permission. However, it has to be noted that there is a further phase of development, which will also need to be delivered within the maximum floorspace allowance referred to in the condition. Masterplan 4A sets out how this can be achieved.

In relation to the various Masterplans that have been submitted in support of the application, whilst these set out the principles for developing the site, these only provide one way of developing the site, and the permission allows, indeed requires, the Masterplan to be updated, with each new reserved matters application to be submitted. As such, when considering the constraints on the development set by the outline permission these are essentially set out by the conditions applied to the outline permission. These are referred to in the following key issues, where relevant.

However, a revision to the Masterplan has been submitted with this application (known as Masterplan 4A). As well as consideration of the merits of the proposed buildings, the Local Planning Authority must consider the merits of the revised Masterplan, as this will direct how the last phase of the development will be designed. The significant changes that result from the revised Masterplan are the movement of the proposed hotel to the north, from block G to blocks H, J, and P; the creation of a new pedestrian route through the site, in between blocks D and E, utilising the Gaol Gate, and the increase in height of blocks D, E and G. The movement of the hotel does not materially impact on the scheme, and indeed the Masterplan suggests that by moving it to the north would allow more separation between it and neighbouring residential uses, reducing any potential impact from conflicting uses. In addition, the new pedestrian route will add to the permeability of the site, and will better incorporate the Gaol Gate in the development. With regard to the increase in height, the impact of this is considered in greater details below, in respect of visual impact, and impact on amenity. However, again the Masterplan demonstrates that this can be achieved within the scope of the original outline permission.

Therefore, it is considered that in principle, the development is in accordance with the outline permission, and that the Masterplan is acceptable. As such, the following key issues address the specific elements that are delivered by this reserved matters application.

(B) IS THE HOUSING MIX APPROPRIATE AND WOULD THE SCHEME PROVIDE SUFFICIENT AFFORDABLE HOUSING TO SATISFY THE REQUIREMENTS OF THE EXISTING S106 AGREEMENT?**HOUSING MIX**

Condition 49 of the outline permission relates to housing mix, and requires that no more than 50% of the residential floorspace provided should be occupied as one bedroom apartments, and at least 15%

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should be three or more bedroom, unless otherwise agreed in writing. This is in response to policy BCS18, which requires development provide a mix of accommodation, and particularly policy BCAP3 which requires development within the central area to provide a proportion of family sized accommodation. The proportions of accommodation set out in the condition were a response to the mix of accommodation in the nearby areas, with in excess of 80% flatted accommodation recorded at the time of the renewed outline application (which was issued in July 2014). It is also material that Masterplan 2 indicates the provision of six townhouses in blocks D and E, which have been omitted from Masterplan 4.

It is noted that the condition refers to the development areas set out in the Masterplan Principles, which for the purposes of phase 2, included block C. However, as block C already has permission, based on the original outline permission (which did not include the requirement for 15% three bedroom units), it is unreasonable to include this in the assessment of this issue.

Therefore, for the purposes of the assessment the proportion of units is as follows:

Block D:

1 bed = 28%
2 bed = 54.5%
3 bed = 17.5%

Block E:

1 bed = 37%
2 bed = 59.5%
3 bed = 3.5%

Block G:

1 bed = 39.5%
2 bed = 54%
3 bed = 6.5%

The proposed development is comfortably below the maximum amount of floorspace in use in one bedroom units. However, the proportion of three bedroom units overall is below that which is required by conditions. The block that is proposed for private sale (Block D) would provide adequate 3 bedroom units (17). With regard to block G it is noted that the intention is for this block to be passed on to a Registered Provider (RP), to be used as affordable housing. RPs have proven to be reluctant to take three bedroom units in high density schemes, as they prefer to occupy traditional housing stock for family accommodation, including the provision of private gardens. It is understood that the developer is in negotiations with an RP, who have been persuaded to take on four three bedroom units, with the provision of a community room in the building. It is considered that it may be possible to provide additional family accommodation within block G, but only with a significant reduction in numbers of units (i.e. by provision of houses with gardens) and a proportionate reduction in the number of affordable units. It is also noted that block G does contribute to providing a mix and balance of units, by introducing a mix of tenures into this part of the development.

The developer is also in negotiations with a private rental company to operate block E. The applicant states that these companies will not take on three bedroom units in this location. In order to finance this development it is necessary for the private rental company to be involved in financing this block. It is noted that the proposal includes three three bedroom units in this block, but these can be served from a different core, and therefore are intended to be offered for private sale. The applicant therefore argues that the provision of anymore three bedroom units in this block will seriously impact on the viability of the development, and may lead to the development not coming forward. Evidence to support these assertions have been requested from the applicant.

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The S106 agreement on the original outline required each phase of the development (if it proceeds in phases) to dedicate 20% of its residential floorspace to Affordable Housing for Social Rent. This has been varied such that, whilst the overall proportion of affordable housing is unchanged, it did not require that 20% be provided in each phase (i.e. if there was a shortfall in one phase it would have to be made up in later phases). This was to be supported by an affordable housing statement, which would provide details of viability, and the delivery of affordable housing over later phases. This has been provided and agreed.

Phase 1 of the development only provided 12% of its floorspace as affordable housing, and this was agreed on the basis that phase 1 also had to provide major elements of the infrastructure of the development, particularly in relation to Gaol Ferry Steps. For the current phase of development, Phase 2, around 30% of the floorspace would be provided as affordable housing, which would result in an overall proportion of 18.9% in blocks A to G. Whilst this is still short of the 20% overall figure, both the affordable housing statement and Masterplan 4A show that the small shortfall can and will be made up in phase 3, and on this basis the proposal complies with the terms of the varied s106 agreement. As such, the proportion of affordable housing is considered to be acceptable.

However, a number of neighbours to the site have commented that the provision of all of the affordable housing in a single block, Block G, runs counter to the original s106 agreement. The original agreement did include the following clause:

'The Affordable Housing Units shall be provided either in self-contained cores of no more than 25 units accessed from a self-contained access point or shall be spread across the Development in as small clusters as possible preferably small clusters on a floor by floor basis of between 6-8 units where feasible. For the avoidance of doubt the cores and clusters shall be indicated on the Affordable Housing Master Plan in order to achieve distribution across the Development and shall not have contiguous boundaries.'

Whilst this is set out in the original agreement, it is not directly supported by current adopted policy, beyond policy BCS18, which requires that development create mixed and balanced communities. In this case, the provision of affordable housing on the site has been discussed with the Housing Enabling Team, who are satisfied with the affordable housing provision on the site. There are practical reasons why it is proposed to provide the affordable housing in a single block, notably the difference in service charges between private and affordable units, and the ability to manage the units. It is also considered that, whilst there is a difference in design between this block and its immediate neighbour, it is similar to the design of other blocks on the site, and it is not considered that it will be outwardly noticeable that this is an affordable housing block.

It is also noted that the housing enabling team are currently in negotiation regarding changing the mix of accommodation in block G, to include social rent and shared ownership, such that it will not be a monocultural block. This will require a variation to the section 106 agreement. However, whilst it is desirable to contribute positively to social cohesion and providing a mix of accommodation, there will be affordable housing provided in other parts of the overall development, and this is not considered to be a reason to refuse the application.

(C) WOULD THE PROPOSED DEVELOPMENT PRESERVE THE HERITAGE ASSETS ON THE SITE OR THEIR SETTING OR ANY FEATURES OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST WHICH IT POSSESSES?

The proposed development has the potential to impact on a number of heritage assets. The application site includes the former Gaol Gate and JS Fry Warehouse, both of which are listed as Grade II. The particular interest of the JS Fry Warehouse is that it incorporates part of the former Gaol Wall. In addition, part of the wall continues around the south of the site, linking with the gate, although

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much of it is currently below ground level. There are also a number of grade II listed buildings on the corner of Wapping Road and Bathurst Parade, directly to the east of the site. The site is also located within the City Docks Conservation Area.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. The Authority is also required (under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990) to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area. The case of ***R (Forge Field Society) v Sevenoaks DC*** [2014] EWHC 1895 (Admin) (“Forge Field”) has made it clear where there is harm to a listed building or a conservation area the decision maker “must give that harm considerable importance and weight.” [48]. This is applicable here because there is harm to the listed building caused by the proposals as set out below.

Section 12 of the national guidance within the National Planning Policy Framework (NPPF) 2012 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, with any harm or loss requiring clear and convincing justification. Paragraph 132 of the NPPF states that significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. Further, Para.134 states that where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.

Policy BCS22 of the Core Strategy requires that development safeguard or enhance heritage assets. This proposal involves both alterations to the existing listed buildings and works within the setting of the buildings.

i) **ON SITE LISTED BUILDINGS**

It is noted that this application is accompanied by two listed building application, one relating to the Gaol Gate and Wall (14/05288/LA), and one to the Fry Warehouse building (14/05289/LA).

Masterplan 2 shows the listed structures on site retained and Masterplan Principles principle 2A requires the retention of listed buildings and unlisted buildings of merit, but neither provides very much information as to how these elements were to be treated. However, as a result of phase 1 it was necessary to remove a small element of the listed wall. This was required because of its position adjacent to the access ramp, which would have left the wall positioned above ground level, and meant that the wall would have to be reconstructed and underpinned.

With regards to the wall and gate, in this case the proposal involves the retention of much of these structures. However, again it does involve the removal of part of the wall, towards the west of the site. This has been raised as an area of concern by English Heritage. In this case, it is proposed that part of the basement level car park would be positioned below the wall. This part of the car park also provides access to the CHP plant within block C. Whilst it appears from the plans that it may be possible to provide access with the wall in situ, engineering details submitted by Hydrock suggest that the works to provide the access would significantly undermine the wall. The conclusions of this report have been agreed with Council Officers.

However, the removal of this element of wall will harm the heritage asset, although in this case the significance of the heritage asset stems from the evidential and illustrative value, rather than any particular value in the historic fabric. Where the wall is retained, the proposal involves lowering the ground levels, to better reveal the wall to the public realm. It is also proposed to utilise the removed

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stonework to infill gaps in the wall, from material that has been lost through earlier phases of development in the area. This will better reveal the wall, as well as continuing the association with the Gaol Gate. Where harm to a heritage asset is less than significant the Local Planning Authority can give weight to the benefits that stem from the development, and there are clear benefits in respect of the treatment of the remnants of the wall.

With regard to the Gaol Gate itself, the proposal is essentially to retain and repair the gate house, and to leave it as a monument. With listed buildings it is preferable to find an active use for them, which helps to ensure their long term up keep. However, in this case the building does not easily lend itself to an active use, particularly without significant intervention into the fabric of the building. As such, an approach of preserving the building is considered appropriate, and would meet the policy tests.

With regard to the Fry warehouse, this building has already undergone significant interventions, and less fabric of historic interest is retained. This includes the removal of the roof, which has been undertaken recently for safety reasons. It is proposed to re-roof the building, as well as provide new windows and access, using the original window openings, on the west elevation. In revised plans the treatment of the grills to the ground floor are more consistent with the historic window openings. The more significant intervention on this building relates to the window openings on the outer wall, where it is intended to take these down to ground floor level. Masterplan 2 showed the space between the outer wall and the inner wall used as public realm. However concerns have previously been raised about the concealed nature of this space, and the proposed additional openings are intended to improve surveillance and make that space safer. The outer wall is certainly of less historic interest, and the treatment of these accesses is consistent with the original treatment of the windows. The proposed alterations would allow the building to be brought back into active use, and to function as part of the public realm, and these benefits are considered to outweigh the less than significant harm that would result from the alterations to the fabric of the buildings.

ii) SETTING OF LISTED BUILDINGS

The proposed development would result in a significant increase in density of development around the listed buildings. However, these buildings are part of an urban setting, and would not have historically been sat in isolation as they are now.

With reference to the Gaol Gate, whilst the proposed neighbouring buildings would be larger in scale, the Gate still has a prominent position in the street scene, with the neighbouring buildings clearly designed to defer to it. This relationship is very much as envisioned in Masterplan 2, and it is not considered that this relationship would be harmful to the setting of the building.

The relationship with the JS Fry building, and the buildings on Wapping Road, are again similar to that in the Masterplan, except that block G is larger than shown in Masterplan 2. This block is around 5 metres higher than shown in the Masterplan to ridge height, on the Wapping Road frontage. However, it should be noted that the proposal would have a pitched roof, rather than flat roof as shown in the Masterplan, so the apparent height in the street would be less than that. It is accepted that the proposed buildings would be taller than the neighbouring buildings in the area, but the scale does reduce towards the southern end of the road, where the main concentration of listed buildings are. There are also other existing buildings of a similar scale to the north, and the scale of the proposals would not be out of scale with the context. As such, again it is considered that the less than significant harm that would result would be outweighed by the benefits of developing the site.

(D) WOULD THE PROPOSED DEVELOPMENT PRESERVE OR ENHANCE THIS PART OF THE CITY DOCKS CONSERVATION AREA?

As well as the policy listed above regarding heritage assets, Policy BCS21 of the Core Strategy promotes high quality design, requiring development to contribute positively to an area's character, promote accessibility and permeability, promote legibility, clearly define public and private space,

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deliver a safe, healthy and attractive environment and public realm, deliver public art, safeguard the amenity of existing development and future occupiers, promote diversity through the delivery of mixed developments and create buildings and spaces that are adaptable to change. The adopted development management policies reinforce this requirement, with reference to Local Character and Distinctiveness (DM26), Layout and Form (DM27), Public Realm (DM28) and the Design of New Buildings (DM29). The design policies in the draft Central Area Plan refer to issues that specifically relate the City Centre. Of particular relevance to this application is BCAP31, which requires active ground floor uses adjacent to the public realm.

In the City Docks Character Appraisal the site sits at the boundary between the Floating Harbour Character Area, and the Cumberland Road character area. The northern part of the site therefore has a more industrial character, with large warehouse buildings, notably the M Shed. Cumberland Road has a more residential character, incorporating buildings characteristically of 2.5 to 4 storeys.

Many of the principles of the design were established in Masterplan 2, particularly in relation to the layout of the site, form of the buildings, the location of routes through the site, and the provision of active frontages along those routes. Whilst the BUDF raised some concerns about some of the routes, particularly in relation to Museum Square, and the desire lines through this area, these relate more to phase 3, and the applicant has been encouraged to reconsider some of these issues in their proposals for phase 3. However, for the purposes of consideration of this application, there is one clear departure from Masterplan 2, which is the height of the proposed buildings. The other main issue for consideration is the detailed design.

i) **HEIGHT AND VISUAL IMPACT ASSESSMENT**

Whilst MP2 was not intended to specify the detailed design of individual buildings, it did include analysis of proposed heights, and presented indicative sketch elevations and artists impressions (some of which, it is worthy of note, do not appear to correspond accurately to the heights discussed elsewhere in the document). These heights were derived using standard floor to floor heights (4m commercial ground floor, plus 2.8m residential floors above), and were used as a basis to demonstrate that the floorspaces sought by the OPP application could be delivered in an acceptable manner without harm to the Conservation Area or to strategic views and landscape features. For example, they were used as a basis for a landscape visual impact assessment (VIA) which formed part of the Environmental Statement, and which enabled the visual impacts of a certain amount (in sq m) of floorspace to be assessed. The significant point for members to note is that MP2's indicative elevations and artist's impressions all featured flat roofs, and that the VIA was also carried out on blocks with flats roofs at the maximum heights.

MP2 included a drawing which specified the proposed building heights for various parts of its proposed buildings ('all levels to OS datum') which ranged from '1 Storeys maximum height 14.00m' to '6 Storeys maximum height 28.00m', and condition 14 ties the OPP to these heights through the following wording:

The heights of the buildings across the site shall correspond to and not exceed the number of storeys or maximum AOD heights to reflect existing ground levels across the site and as specified at page 22 of Masterplan 2 unless otherwise agreed in writing by the Local Planning Authority. Reserved Matters applications for individual buildings shall be accompanied by an existing site survey and elevations indicating the finished floor levels and roof level (AOD) of the proposed building(s), for approval by the Local Planning Authority. Development shall take place in accordance with the approved specification and details.

The proposals for blocks D, E and G would exceed the maximum heights set out in the Masterplan broadly by 5 metres across the site. Their reasoning for doing so is twofold: firstly it facilitates the introduction of pitched roofs which are critical to the 'wharf-like' appearance of the proposed scheme; secondly floor to floor heights of more than 2.8m are now required to enable modern build standards

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to be met (most notably to facilitate whole-house ventilation which enables CSH3 to be met, but also to satisfy building regulations' requirements in respect of acoustic insulation). The proposed floor heights are 3m.

It is noted that this is a similar approach to the proposals for blocks A and C, and indeed the proposed heights are broadly in line with the heights approved for those buildings. It is also noted that by virtue of condition 3 of the outline permission, scale is a reserved matter which is still open for consideration. Therefore, it is considered that taller building can be entertained under the terms of condition 14, but that these must first be properly appraised (including by undertaking updates to the Environmental Statement) to ensure that they comply with the relevant Masterplan Principles (and are otherwise acceptable), and that they should then be reflected in an updated Masterplan which is approved to enable compliance with condition 5.

In addition to the submitted elevations and 3D visuals, which enable the scheme to be assessed in the usual way, the applicant has updated the Environmental Statement (most notably by providing a revised VIA which enables the impacts on key views to be assessed). The key views to be tested are those set out in Principle 5B of the Masterplan Principles, which states that 'Key views of existing and proposed landmarks will be protected from development in accordance with masterplan principles plan 4' (the explanatory text explains that 'these are the baseline most structurally important views [but that] other secondary views will be established by the masterplan in the process of reinforcing the identity and legibility of the area'). Plan 4 specifies three views: the view to St Mary Redcliffe from within the site (which defined the position of Ropewalk, but is not relevant to this discussion); the view of St Paul's Church on Coronation Road from @Bristol, along the side of Millenium Square and past the LloydsTSB building; the view of St Paul's Church along the harbour across Pero's Bridge from the Centre Promenade. In the latter view the green of the Dundry Hills is seen as a backdrop to the proposed buildings (the original visual impact assessment notes its ridgeline as visible). Officers consider this view important because it enables the receptor to see the countryside beyond the city in relatively close proximity and to observe the fact the Bristol lie in a valley surrounded by several hillsides (important landscape characteristics of the city).

It is material to the consideration of this issue, that since the original views analysis was undertaken an additional storey has been constructed on the M Shed. Therefore, whilst the proposal would appear above the M Shed in views from the north, it is not considered that this would be any more prominent than in the original assessment, except to the very east of the scheme. However, in this location the proposal would not impact on the significant 'protected' views outlined in the original Masterplan. Indeed any impact on St. Pauls Church or Dundry Hills (which is minor) results primarily from the increase in height of blocks A to C, and this proposal would not result in any additional impact.

In consideration of blocks A and C, this minor impact was considered to be outweighed by the improvements in design that would result from the pitched roof, concluding that:

'there is no doubt that the proposed roof form, with its gables fronting, and ridges running perpendicular to the dockside, is much more characteristic of this dockside location (and sympathetic to the character and appearance of the Conservation Area) than the flat and barrel vaulted modern roofs that were suggested (although not formally approved) by MP2. The linear nature of the buildings, with gables presented to the dockside is also characteristic of historic warehousing in dockside locations.'

It is noted that on this scheme the BUDF have raised some concerns about the 'Sawmill' type aesthetic not being particularly characteristic of Bristol. However, it is certainly true that from the position of the buildings against the skyline, there are number of examples of prominent gables in the area, and the proposal does add interest by virtue of this. As such, it is concluded that there is no objections to the increase in height of visual impact grounds.

Development Control Committee B – 17 December 2014**Application No. 14/04746/M: Wapping Wharf D, E, F, G Wapping Road Bristol BS1 5RN****ii) DETAILED DESIGN AND APPEARANCE**

The wharf-like/dockside architectural approach has emerged as a suitable response to this part of the OPP site's character as discussed in the City Docks Conservation Area Character Appraisal and Architectural Framework Strategy for the wider site (which uses the Character Areas defined within the Character Appraisal as its basis). The Architectural Framework Strategy is a document required by condition 13 of the OPP, the purpose of which is to outline a coordinated architectural framework for the detailed modelling, design and treatment of individual buildings across the site with a view to ensuring that different blocks/phases combine in a coherent manner to result in a development which has a suitable appearance. The document has been developed alongside the design of this first phase, and the design of the scheme is expected to adhere to this. Being a framework dealing specifically with character and architectural treatment it does not seek to repeat or supersede any of the information set out within the masterplan principles or masterplan document, and avoids any further discussion of sensitive issues such as height.

The design concept for the site is for a high density, urban response, which makes reference to the industrial heritage of the area. As such, the predominant materials are those found in an industrial context, such as brick, timber and stone. The southern side of the development has to respond to a more domestic architecture, and also not compete with the heritage assets to this side of a site, and therefore it is proposed to use a simpler aesthetic, making use of render. The apparent height of the buildings would also be lower, when viewed from the south. Whilst concerns have been raised about the 'Sawmill' design, this very much mirrors the design that was accepted for blocks A and C.

Whilst the design theme has been set, there has been criticism of the repetitive nature of the design. The design is repetitive, but that does give coherence to the character of the area, and sets it out as a distinctive place. The appearance of block G is intended to repeat the appearance of blocks A and C, and effectively bookend the site. This also has the advantage of providing an element of tenure blindness to the development. Blocks D and E would utilise different materials, making these blocks more distinctive, but continuing the existing theme.

Clearly, much will depend on the finish quality of these blocks. As with blocks A and C final details can be controlled by condition. On this basis, it is considered that the design of the proposal is appropriate, is consistent with previous approvals on the site, and will enhance this part of the Conservation Area.

iii) LANDSCAPE DESIGN

Policy BCS9 of the Core Strategy states that 'Individual green assets should be retained wherever possible and integrated into new development'. It also states that 'Development should incorporate new and/or enhanced green infrastructure of an appropriate type, standard and size. Where on-site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off site.'

There are a number of trees on site along the south and east of the site, although many of those are in the raised bank along the south of the site, and in close proximity to the listed wall. It is proposed to remove these trees (12 trees) as well as two street trees to the east of the site, which need to be removed to provide the new access. However, it is proposed to provide substantial tree planting in compensation (67 trees). This includes signature trees along the southern boundary, street trees within the new street layout, and more ornamental trees within the garden areas. This is considered adequate replacement planting. It is noted that neighbours of the site have requested additional planting on Wapping Road, but this would be difficult to achieve, given the position of the access and the existing trees.

There are three main areas of soft landscaping proposed, to the south of the site, and within the courtyards of blocks D and E. Concerns were raised about the original proposals for the gardens to

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the south of the site, that these were too 'gardenesque' given the more formal setting for the Gaol Gate. Amended plans have been submitted providing a more appropriate formal setting for the development. With respect to the courtyard gardens, it is noted that the BUDF have raised concerns about the modern design of these areas. However, these areas are outside of the public realm, and will provide some visual interest in what is a quite tightly designed amenity space. This design is supported by the Council's landscape officer.

With regard to the hard landscaping, again this is in line with previous approvals, including permission no. 07/04092/M, which approved much of the public realm. The most significant departure from this is in respect of Public Art provision. The section 106 agreement requires the approval of a Public Art Strategy, which has been submitted, and includes for this phase a commission within Ropewalk. However, Ropewalk is the location for all of the services in the development, and as such may need to be dug up on occasion, to allow repairs to take place. As such, the public art commission has been moved to a location between blocks D and E, and it is proposed to incorporate ideas from the history of the site in the hard landscaping. The applicant is currently in negotiations with an artist to develop this, and this can be secured by condition.

(E) WOULD THE SCHEME PRESERVE THE AMENITY OF ADJACENT RESIDENTS AND PROVIDE AN ACCEPTABLE ENVIRONMENT FOR ITS FUTURE RESIDENTS?

As referred to above, amongst the criteria referred to in policy BCS21 of the Core Strategy is that development should safeguard the amenity of existing development and future occupiers.

i) ADJACENT OCCUPIERS

The only existing residents who are adjacent to this phase of development are the residents of Wapping Road. A number of these residents have raised concerns about the impact on privacy and loss of daylight as a result of the proposals. As with the other key issues, this has to be assessed against the impact of the previous Masterplans. Masterplan 2 establishes a separation distance of 16 metres between block G and the front elevations of properties on Wapping Road. The current proposals are in accordance with that, and in fact the degree of separation is marginally more generous (16.7 m). With regards to concerns about privacy, therefore, the proposal would not include windows in closer proximity than the Masterplan, and this level of separation between public elevations is generally considered acceptable in a tightly grained urban context. However the proposal does include an increase in height of block G, and a potential visual impact would result. However, the pitched roof would reduce the impact, eaves level being around 1 metre above the maximum height in Masterplan 2. The applicant has been requested to provide an additional shadowing survey, to ensure that there would be no material change to the impact, although officers are confident that any additional impact would not be significant, and would not merit the refusal of the application.

It is noted that one objector has requested that the construction times are limited to reduce the impact on the neighbour's residential amenity. The outline permission includes a condition requiring a construction management plan, and therefore this issue does not need to be addressed further in the reserved matters application.

FUTURE OCCUPIERS

As well as policy BCS21, BCS18 also requires that development should ensure that proposed residential units have adequate space for everyday activities, with specific reference to the Homes and Community Agency Space Standards. All the proposed flats would meet those minimum requirements. Many of the proposed flats have access to a balcony, with all of the private three bedroom units having access to generous roof terraces. It is noted that the proposal does not have access to generous amounts of private outdoor amenity space, but the location does mean that there are significant amounts of public realm in the area, including Museum Square, which was delivered by this development, and given the high densities established by the outline, it would not be possible to

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provide substantial additional open space.

Concerns have been raised about access to daylight within the development, given the dense nature of the development. It is noted that the scheme has been designed with long north/south axes, which makes the best use of the midday sunlight. It is certainly true that there would be a number of units at lower levels of the building, which would have limited access to sunlight for much of the day. However, the sunlight analysis submitted with the application suggests that there would not be a material difference in this respect between the current proposals and the Masterplan scheme. The proposal is also similar to phase 1 in this regard. Therefore, it is not considered that the proposal merits refusal on these grounds.

One party has raised a concern regarding the access of residents to schools, doctors and other similar services. Whilst the proposal would result in a significant number of additional residents in the area, this principle has been established by the OPP. Given that there would be no increase in floorspace over and above what was previously approved, it is not considered that an objection can be maintained on this basis.

(F) ARE THE TRANSPORT ASPECTS OF THE SCHEME ACCEPTABLE AND DOES IT ACCORD WITH THE TRANSPORT ASPECTS OF THE OUTLINE PERMISSION?

i) COMPATABILITY WITH METROBUS

As referred to above, since previous iterations of the scheme were considered, the route of the Metrobus has changed, such that, rather than running through the site as originally proposed, it would now run along Cumberland Road. However, there is still a need to provide for a bus stop within the application site, and this was secured through the section 106 agreement. A bus stop was secured as part of the phase 1 development, but this is not considered adequate to serve the enhanced service provided by the Metrobus. However, as part of negotiations with the applicant, they have agreed to provide an alternative bus stop to Metrobus specifications in the south west corner phase 2, in a position agreed with the relevant highway engineers. As originally designed, this caused a pinch point at the access ramp approved as part of phase 1, but amended plans have been submitted to address this issue. As such, the proposal is considered to provide adequate facilities for the proposed Metrobus.

ii) SERVICING AND ACCESS

All of Phase 2 of the development would be served from the new Ropewalk. This is in accordance with Masterplan 2. A servicing strategy is required by condition 46 of the OPP, and this has been submitted and is considered acceptable by highway officers. It is noted that it has been suggested that vehicle access to Ropewalk should be limited, but the current proposals do not result in any highway safety concerns.

iii) CAR PARKING

The Masterplan Principles document (principles 1A and 4B) permits up to 1 car parking space per dwelling, and up to 1 per 200 sq m for other uses. The rationale for this is confirmed as 'a market preference'. However, this is clearly a maximum provision, and more recent policies, particularly policy BCAP29, allows for reduced car parking in city centre sites with high levels of accessibility, such as this site.

This proposal includes 197 parking spaces, which includes 144 for the residential properties in this phase of the development, which amount to parking for 45% of the residential units. Whilst this is a short fall compared to the original outline, it should be noted that Masterplan 4A, demonstrates that 566 spaces can be provided across the site, which is only a reduction of 26 compared to Masterplan 2.

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However, the amount of cycle parking spaces across the site have been significantly increased in comparison with Masterplan 2. The previous Masterplan shows only limited space allowed for cycle parking, but phase 2 shows a total of 522 cycle parking spaces, which is fully in line with policy DM23. Therefore, given the accessibility of the site, particularly in light of the provision of the Metrobus stop, and what was contained in previous approvals, the level of car parking is considered to be acceptable.

(G) DOES THE SCHEME ADEQUATELY ADDRESS SUSTAINABILITY POLICIES TO SATISFY THE REQUIREMENTS OF THE OPP AND POLICIES BCS13-BCS15?

Members of the committee should be aware that the OPP preceded the Code for Sustainable Homes and was granted at a time when Bristol's Development Plan had little ability to insist on any sustainability standards (eg EcoHomes at the time) being met. Reserved Matters applications were simply required (by condition 48) to be accompanied by a statement demonstrating how they comply with SPD5 'Sustainable Building Design and Construction'. As there has been so much progress in this field, it was not considered worthwhile requesting a document in this format. The application instead confirms that all the issues raised by SPD5 are covered within its Energy & Sustainability Strategy, which is structured to respond more closely to the Core Strategy Policies.

In this case, it is proposed to carry across the sustainability scheme that was approved for blocks A and C. This would achieve Code for Sustainable Home level 3, plus a 24% energy saving over part L of the building regulations (39% reduction in CO2 emissions). However, it is noted that in large part that saving would be achieved through connection to the Combined Heat and Power plant delivered as part of phase 1. Whilst this is energy efficient technology, it is gas powered and therefore not renewable, and does not meet the requirements of policy BCS14. The proposal does include provision of photovoltaic panels, although the saving from this would be a more modest 2.5%. However, this does significantly exceed the requirements of the OPP, and given the previous approval it is not considered that the proposal should be refused on this basis.

(H) WOULD THE PROPOSED DEVELOPMENT BE AT RISK FROM FLOODING, HAS A SEQUENTIAL APPROACH BEEN TAKEN TO LOCATING THE DEVELOPMENT, AND WOULD IT INCREASE THE RISK OF FLOODING ELSEWHERE?

The NPPF and policy BCS16 requires that a sequential approach is taken to the location of development, locating developments in areas with the lowest risk of flooding first.

In this case the outline permission establishes the principle of development. The OPP was granted subject to a condition requiring minimum floor levels higher than the 9.4m flood level accepted at the time of approval, and the scheme complies with this requirement. Information required by further conditions dealing with flood protection and resilient construction for areas below 9.4m AOD are being considered as separate applications.

A SUDs scheme was also approved with the outline, and further details on surface water drainage are required by condition 24 (for which some information has recently been submitted). It is noted that a neighbor of the site has raised a concern in regard to flooding, but given this was considered at outline stage, it is not considered that the proposal should be refused on this basis.

CONCLUSION

The proposals relate to the second phase of this important city centre development currently under construction, whose evolution has been guided by the Masterplan process. The residential and commercial uses are acceptable and whilst relatively dense, the proposal continues to provide a high quality urban design solution, one which importantly is successful at the human/pedestrian scale. A new pedestrian route through the site positively contributes to the permeability of the site. The

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proposals sit well within this sensitive context and have taken into account the significance of the on – site and surrounding heritage assets, particularly in terms of incorporating the Gaol Gate and JS Fry building. In terms amenity the proposed residential accommodation meets the space standards of this authority and provide a comfortable living environment. Whilst Block G is marginally higher than that which was previously approved, officers are confident that the further information requested will demonstrate that this will not have an unacceptable adverse impact, in terms of overshadowing, on those residents of Wapping Road.

Members will note that there remains an outstanding issue which relates to the development plan policy objective of achieving sustainable mixed and balanced communities within development schemes. In this case the under-provision of family accommodation is of concern given that the outline consent requires no less than 15% three bed units and the current proposals provide 9.5%. The under-provision relates to blocks E and G; Block E will provide accommodation for the Private Rented market and Block G affordable housing by a Registered Provider. Throughout this process officers have raised this concern and further information is awaited from the applicants in terms of justification for this approach.

On the basis that the awaited information provides a degree of justification, in coming to a conclusion officers have taken into account the variety of tenure types that this site will provide, in terms of open market; affordable and private rented accommodation. In addition officers understand that in terms of the affordable housing element the housing team are content with the mix proposed in Block G which satisfies an identified housing need. It is on this basis and taking into account all other considerations that on balance the application is recommended for approval, subject to the appropriate conditions.

COMMUNITY INFRASTRUCTURE LEVY

How much Community Infrastructure Levy (CIL) will this development be required to pay?

The original planning permission to which this application relates was granted prior to the implementation of CIL and therefore no CIL is payable.

RECOMMENDED GRANT subject to Planning Agreement

The Head of Legal Services is authorised to conclude the Section 106 Planning Agreement within a period of six months from the date of the committee, or any other time as may be reasonably agreed with the Service Director, Planning and Sustainable Development.

On completion of the Section 106 Planning Agreement, planning permission is granted, subject to conditions.

Heads of Terms of terms and condition to follow.

BACKGROUND PAPERS

Air Quality	4 November 2014
City Design Group	14 November 2014
English Heritage	4 November 2014
Environment Agency (Sustainable Places)	7 November 2014
Nature Conservation Officer	3 November 2014
Crime Reduction Unit	3 November 2014
Transport Development Management	5 December 2014

12/01612/M: Appendix 2: S106 Obligations

Outline permission 04/04126/P was approved subject to a S106 agreement (dated 22 June 2007), which in summary required the following:

- 20% affordable housing by floor area (all for social rent)
- £400 education contribution for each unit of 2-bedrooms or more
- £1.5m leisure contribution (to assist delivery of the museum project)
- Delivery of Princes Square to a specification to be agreed by the Museum
- Delivery (and future management and maintenance) of the remainder of Public Realm across the site
- £230,000 highway contribution,
- A scheme of 'highway edge' works around the site perimeter, including a new bus shelter/layby along Cumberland Rd, and associated Traffic Regulation Orders.
- Payment of compensation sum for any loss of on-street parking (£6,125 per space)
- £20,000 per 1,000sq m of B1 office floorspace provided over and above the first 5,000sq m towards improving the accessibility of the site by public transport and park and ride
- £25,000 training contribution
- Car Club Scheme including provision of 3 vehicles
- Travel Plan for hotel and residential elements
- Public Art: £15,000 to Spike Island (already paid), plus a temporary public art programme (or £30,000 contribution for BCC to carry out this on their behalf), and Public Art in accordance with an agreed Public Art Strategy

A number of deeds of variation have since been issued on the original agreement:

DOV 1 dated 14 March 2011 made minors changes to the S106 requirements to change the timetable and triggers for the payment of Education, Museum, Highway, Public Transport contributions and the Public Art programme.

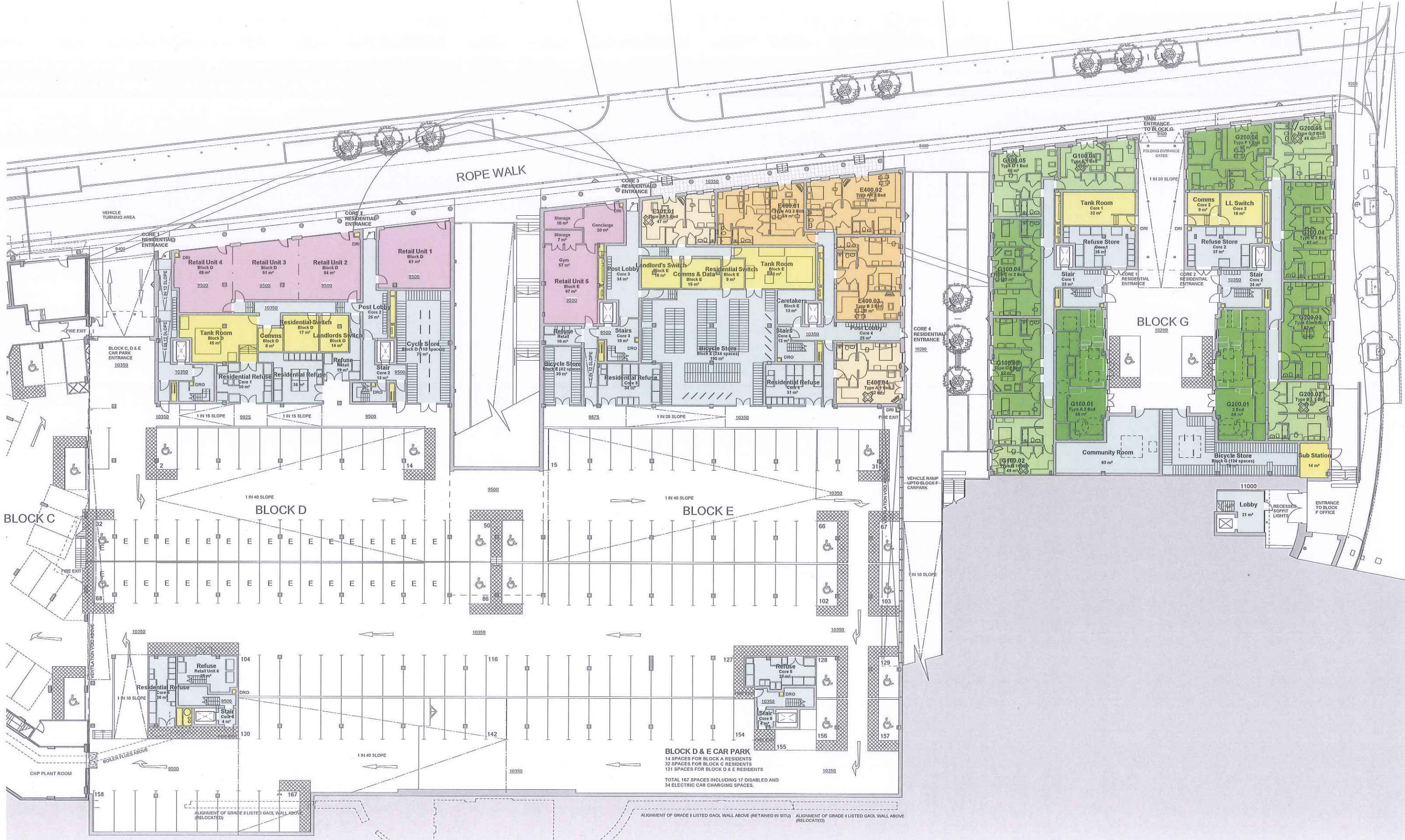
DOV 2, also dated 14 March 2011 – supplemental agreement in relation to the above.

DOV 3, dated 9 October 2012 – related to application no. 12/01612/M essentially varied the requirements for affordable housing, such that the overall requirement for affordable housing would remain at 20%, but each phase would not have to provide 20%, and the shortfall could be made up in later phases.

DOV 4, dated 18 January 2013 superseded DOV 3, to relate to application no. 12/04517/M.

DOV 5, dated 13 November 2014 related to application no 14/00531/F and the delivery of Museum Street, effectively offsetting the costs of these works against the highways and museum contributions in the original agreement. It also allowed an increase to the service charge that could be charged on the affordable housing units.

DOV 6, dated 19 June 2014, ensured that all of the relevant clauses were also applied to renewal application no. 11/01842/R.



Ground Floor Level

1 : 200
0 5 10 m 20 m

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LEGEND

- | | | | | | |
|------------------------------|------------------------------|---|-------------------------------|-------------------|--|
| Private Residential 1 Bed | Private Residential 2 Bed | Private Residential 3 Bed & Large 2 Bed | Private Residential Penthouse | Retail/Management | Circulation / Bike Stores / Refuse / Community |
| Affordable Residential 1 Bed | Affordable Residential 2 Bed | Affordable Residential 3 Bed (Disabled) | Affordable Residential 3 Bed | Plant/Riser | Commercial |
- Recessed Ceiling light
Wall mounted uplighter
Wall mounted bulkhead
Uplighters in ground
Bollard pedestrian lighting

Rev	Description	Date	Drawn by	Checked by
A	Initial issue	16/7/14	MR	MO
B	Plans Revised/Drawing number amended	16/7/14	MR	MO
C	Amendments as detailed. Plot layout added to block G	16/7/14	MR	MO
D	Plans Revised	16/7/14	MR	MO
E	Planning Issue	20/9/14	MR	MO
F	Plans Revised	20/9/14	MR	MO
G	Plans Revised	04/10/14	MR	MO
H	Plans Revised	10/10/14	MR	MO
J	Planning Issue	22/9/14	MR	MO
K	Stage D updates	10/11/14	MR	MO
L	Planning Issue	20/11/14	MR	MO

AlecFrench Architects

27 Truand Street, Bristol, BS1 5AN, T. 01172020011 F. 01172021121

E-mail: alectrench@alecfrench.co.uk, www.alecfrench.co.uk

Wapping Wharf, Bristol

Blocks D, E, F & G

GA Plan - Ground Floor Level 00

Scale: 1:200 @A1

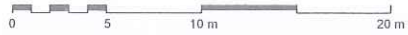
Date: 16/7/14

MR MO 4889 1200



Second Floor Level

1 : 200



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LEGEND

- Private Residential 1 Bed
- Private Residential 2 Bed
- Affordable Residential 1 Bed
- Affordable Residential 2 Bed
- Recessed Ceiling light
- Private Residential 3 Bed & Large 2 Bed
- Affordable Residential 1 Bed (Disabled)
- Wall mounted uplighter
- Private Residential Penhouse
- Affordable Residential 3 Bed
- Uplighters in ground
- Retail/Management
- Circulation / Bike Stores / Refuse / Community
- Wall mounted bulkhead
- Private Residential Penhouse
- Affordable Residential 3 Bed
- Bollard pedestrian lighting
- Plan/Riser
- Commercial

Rev	Description
1	Initial issue
2	Plans Revised/Drawing number amended
3	Amendments as shown. Flat layouts added to block G
4	Plans Revised
5	Planning Issue
6	Plans Revised
7	Plans Revised
8	Plans Revised
9	Planning Issue
10	Stage 2 updates
11	Planning Issue

Date	Drawn by	Checked by
16/7/14	MR	MO
16/7/14	MR	MO
16/7/14	MR	MO
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16/7/14	MR	MO

AlecFrench Architects
 27 Trandford Street, Bristol, BS1 5AL, T: 0117 2020111 F: 0117 2021123
 E: info@alecfrench.co.uk www.alecfrench.co.uk
 Wapping Wharf, Bristol
 Blocks D, E, F & G
 GA Plan - Second Floor Level 02

Scale	Drawn by	Checked by	Job No	Drawn by	Checked by
1:200 @ A1	MR	MO	4889	1202	L





Third Floor Level
1:200



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LEGEND

- Private Residential 1 Bed
- Private Residential 2 Bed
- Affordable Residential 1 Bed

- Recessed Ceiling light
- Private Residential 2 Bed
- Affordable Residential 2 Bed

- Wall mounted uplighter
- Private Residential 3 Bed & Large 2 Bed
- Affordable Residential 1 Bed (Disabled)

- Wall mounted bulkhead
- Private Residential Penthouse
- Affordable Residential 3 Bed

- Uplighters in ground
- Retail/Management
- Circulation / Bike Stores / Refuse / Community

- Bollard pedestrian lighting
- Plant/Riser
- Commercial

Rev	Description
A	Initial issue
B	Plans Revised/Drawing number amended
C	Amendments as detailed. Flat inputs added to block G
D	Planning Issues
E	Plans Revised
F	Plans Revised
G	Plans Revised
H	Plans Revised
J	Planning Issues
K	Stage D updates
L	Planning Issues

Date	Drawn by	Checked by
16/7/14	MR	MO
16/7/14	MR	MO
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16/7/14	MR	MO
16/7/14	MR	MO
16/7/14	MR	MO

AlecFrench Architects
27 Theobald Street, Bristol, BS1 5AN, T: 01172020111 F: 01172021121
E: info@alecfrench.co.uk www.alecfrench.co.uk
Wapping Wharf, Bristol
Blocks D, E, F & G
GA Plan - Third Floor Level 03

Scale 1:200 @A1 Drawn by: MO Checked by: MR Job No: 4889 Dwg No: 1203 Rev: L





Fourth Floor Level
1 : 200

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LEGEND		Recessed Ceiling light	Wall mounted uplighter	Wall mounted bulkhead	Uplighters in ground	Bollard pedestrian lighting
Private Residential 1 Bed	Private Residential 2 Bed	Private Residential 3 Bed & Large 2 Bed	Private Residential Penthouse	Retail/Management	Plan/Riser	
Affordable Residential 1 Bed	Affordable Residential 2 Bed	Affordable Residential 1 Bed (Disabled)	Affordable Residential 3 Bed	Circulation / Bike Stores / Refuse / Community	Commercial	

Rev	Description	Date	Drawn by	Checked by
A	Plans Revised	15/01/14	MR	MO
B	Amendments as clouded. Flat layouts added to block G	15/01/14	MR	MO
C	Planning Issues	15/01/14	MR	MO
D	Plans Revised	20/01/14	MR	MO
E	Plans Revised	20/01/14	MR	MO
F	Plans Revised	20/01/14	MR	MO
G	Plans Revised	20/01/14	MR	MO
H	Plans Revised	20/01/14	MR	MO
I	Planning Issues	20/01/14	MR	MO
J	Apartment layout revised	20/01/14	MR	MO
K	Stage D uplighters	20/01/14	MR	MO
L	Planning Issues	20/01/14	MR	MO

Scale 1:200 @A1	Drawn by	Checked by	Job No	Orig No	Rev
Date 16/7/14	MR	MO	4889	1204	M

AlecFrench Architects
27 Townsend Street, Bristol, BS1 6SN, T. 0117 6200011 F. 0117 620121
E. info@alecfrench.co.uk W. www.alecfrench.co.uk
Wapping Wharf, Bristol
Blocks D, E, F & G
GA Plan - Fourth Floor Level 04



Fifth Floor Level
1 : 200



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LEGEND

Private Residential 1 Bed	Recessed Ceiling light	Wall mounted bulkhead	Wall mounted uplighter	Uplighters in ground	Bollard pedestrian lighting
Affordable Residential 1 Bed	Private Residential 2 Bed	Private Residential 3 Bed & Large 2 Bed	Private Residential Penthouse	Retail/Management	Plant/Riser
	Affordable Residential 2 Bed	Affordable Residential 1 Bed (Disabled)	Affordable Residential 3 Bed	Circulation / Bike Stores / Refuse / Community	Commercial

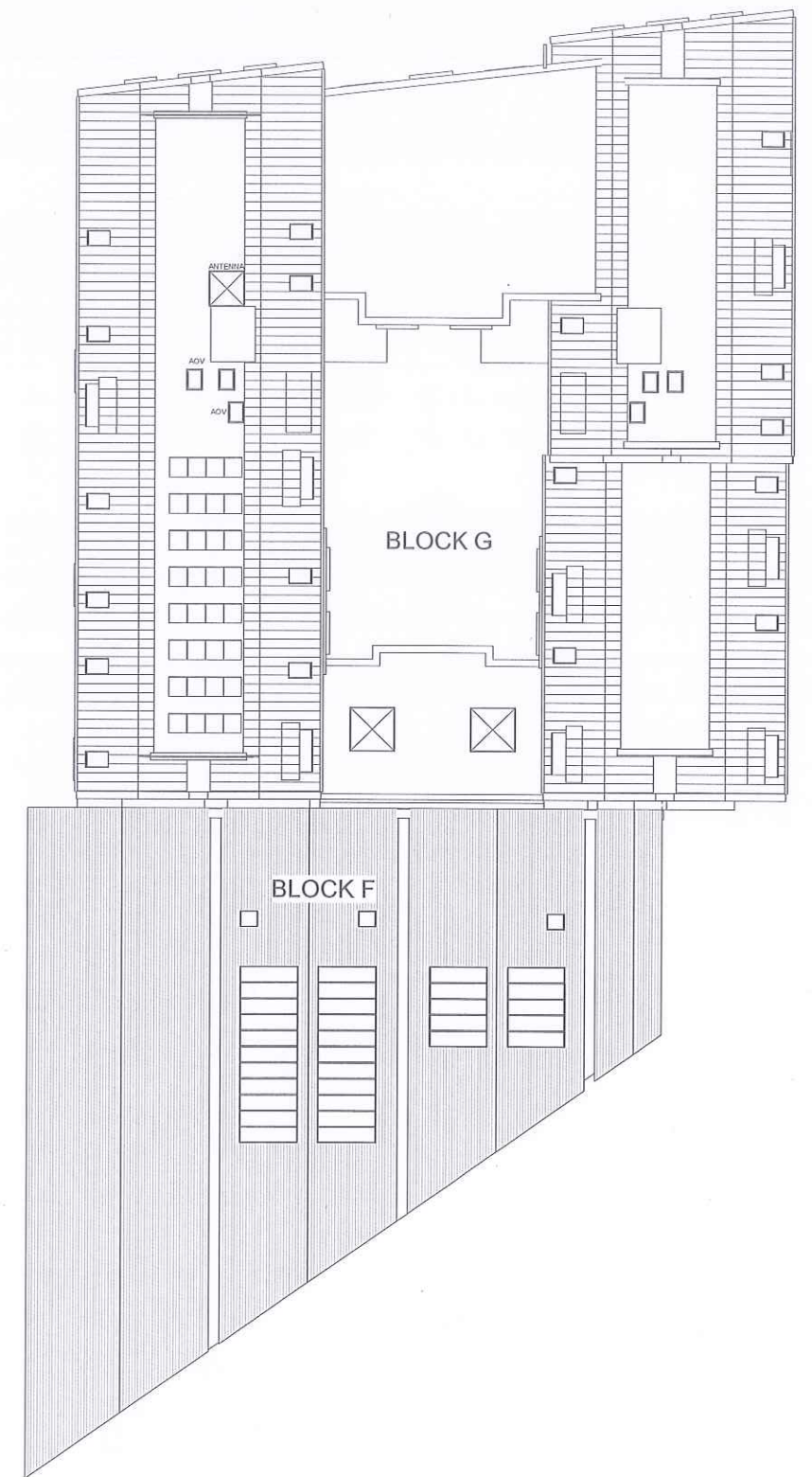
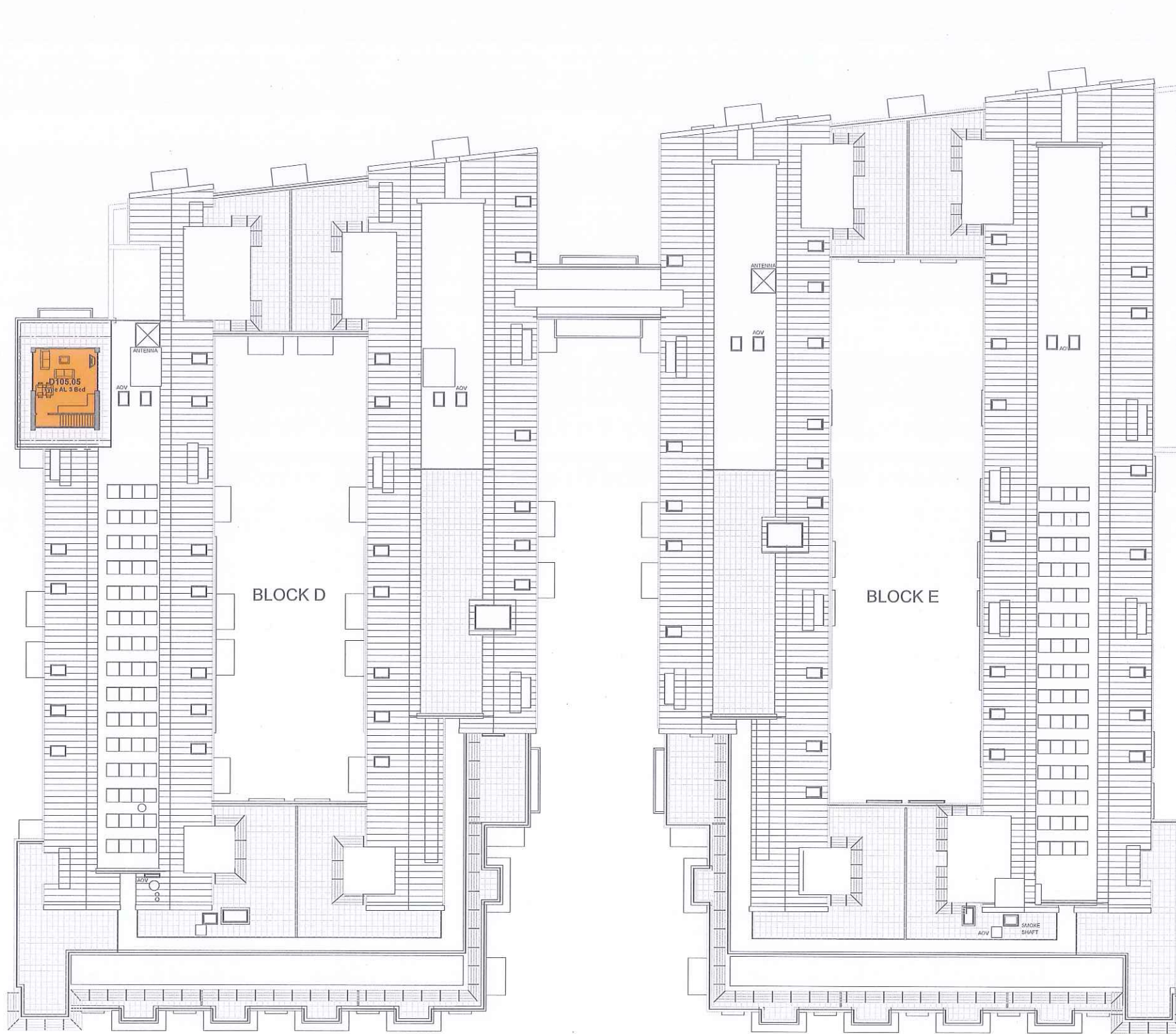
Rev	Description
1	Initial issue
2	Plans Revised/Drawing number amended
3	Amendments as detailed. Full layouts added to block G
4	Plans Revised
5	Planning Issue
6	Plans Revised
7	Plans Revised
8	Plans Revised
9	Planning Issue
10	Single Drawings
11	Planning Issue

Date	Drawn by	Checked by
10/07/14	MR	MR
29/07/14	MR	MR
11/08/14	MR	MR
19/08/14	MR	MR
25/08/14	MR	MR
29/08/14	MR	MR
04/09/14	MR	MR
10/09/14	MR	MR
23/09/14	MR	MR
10/10/14	MR	MR
20/11/14	MR	MR

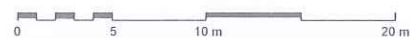
AlecFrench Architects
27 Trenchard Street, Bristol, BS1 4AL, T: 01172650111 F: 01172021121
E: info@alecfrench.co.uk www.alecfrench.co.uk
Wapping Wharf, Bristol
Blocks D, E, F & G
GA Plan - Fifth Floor Level 05

Scale	1 : 200 @ A1	Drawn by	Checked by	MR	MO	4889	1205	Rev	IL
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Sixth Floor Level
1 : 200



ANTENNA LOCATIONS TO BE NO HIGHER THAN ROOF RIDGE



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LEGEND

Private Residential 1 Bed
Private Residential 2 Bed
Affordable Residential 1 Bed

Recessed Ceiling light
Private Residential 2 Bed
Affordable Residential 2 Bed

Wall mounted uplighter
Private Residential 3 Bed & Large 2 Bed
Affordable Residential 1 Bed (Disabled)

Wall mounted bulkhead
Private Residential Penthouse
Affordable Residential 3 Bed

Uplighters in ground
Retail/Management
Circulation / Bike Stores / Refuse / Community

Bollard pedestrian lighting
Plant/Riser
Commercial

Rev	Description
1	Initial issue
A	Plans Revised/Drawing number amended
B	Amendments as detailed. Flat layouts added to block G.
C	Plans Revised
D	Planning Issue
E	Plans Revised
F	Plans Revised
G	Plans Revised
H	Plans Revised
J	Planning Issue
K	Stage D uplighters
L	Planning Issue

Date	Drawn by	Checked by
16/7/14	MR	MO
11/6/14	MR	MO
13/4/14	MR	MO
19/6/14	MR	MO
11/6/14	MR	MO
20/6/14	MR	MO
20/6/14	MR	MO
10/6/14	MR	MO
22/9/14	MR	MO
10/11/14	MR	MO
20/11/14	MR	MO

AlecFrench Architects

27 Townsend Street, Bristol, BS1 6AY, T: 0117 2030311 F: 0117 221121
E: info@alecfrench.co.uk www.alecfrench.co.uk
Wapping Wharf, Bristol
Blocks D, E, F & G
GA Plan - Sixth Floor Level 06

Scale 1:200 @A1
Date 16/7/14
MR
MO
4889
1206
L



1. North Elevation (True) Blocks DEFG
1 : 200



2. South Elevation Blocks DEFG
1 : 200

BLOCKS D & E

Roof
Pre-weathered zinc (mid grey) with standing seams to all pitched roofs and dormers and roof projections; single ply membrane (light grey) to all flat roofs; precast concrete paving slabs with pebble margin to all roof terraces; colour coated aluminium copings to all parapets (brass effect generally, dark grey facing Cumberland Road and Gael Gate); brushed stainless steel handrails and balustrades with glass infill panels to roof terraces; colour coated aluminium box gutters (brass effect) with concealed drain pipes

Walls
Pennant stone to east and west side walls, sides of central ramp (Level 0) and to raised terrace along Rope Walk; black zinc cassette panels with horizontal joints to Level 0 facing Rope Walk; natural finished vertical timber cladding (larch) panels and frames to gable ends and sides of pitched roof blocks with stainless steel fixings to frames; thermally insulated render to flat roofed blocks and projecting bays within courtyards; horizontal shiplap timber boarding (stained black) to bridge link between Blocks D and E, lower at west end of Rope Walk and over entrances to Blocks D and E courtyards; Bath stone cladding to projecting bays facing Cumberland Road and Gael Gate with pre-weathered zinc brise soleil; Bath stone cladding with horizontal recessed joints to Cumberland Road shop front; pre-weathered zinc cladding to bays at east and west of Cumberland Road elevation and to set back walls facing Cumberland Road and Gael Gate (Level 4) with colour coated aluminium sun louvers (mid grey); patinated copper cladding to top storey of timber boarded tower at west end of Rope Walk

Apartment Windows, Oriel Windows, Balcony Doors and Entrance Doors
Colour coated aluminium (brass effect) frames and window sills with clear double glazing, generally side hung inward opening windows and outward opening balcony doors (inward to Juliette balconies)
Brass effect colour coated aluminium spandrel panels above windows within timber clad elevations; brass effect colour coated aluminium projections to oriel windows with black out glass transom panels; colour coated aluminium (dark grey) frames with clear double glazing; generally side hung inward opening windows and Juliette balcony doors facing Cumberland Road and Gael Gate

Retail Unit Windows
Colour coated aluminium frames with clear double glazing, capless system (brass effect facing Rope Walk, dark grey facing Cumberland Road) with frameless glass entrance doors

Glazed Link
Frameless structural glazed link above bridge link between Blocks D and E with clear double glazing to roof and sides. Frameless glass doors to flat roof areas above bridge link

Soffits
Tongued and grooved timber cladding (larch) to Courtyard entrances, projecting bays facing Rope Walk and bridge link between Blocks D and E; pre-weathered zinc to bays facing Cumberland Road

Balconies Generally
Colour coated structural steel channels, balustrades and handrails with stainless steel drop rods hung from cantilevered brackets; natural finished timber boarded floors exposed to underside.

Balconies facing Cumberland Road and Gael Gate
Colour coated structural steel fascias (white), brushed stainless steel handrails and frameless glass balustrades; natural finished timber boarded floors exposed to underside

Sundry Items
Stainless steel flues; colour coated steel balustrades to roof edges between pitched roofs (black); galvanized steel bridge beams supporting bridge link between Blocks D and E; colour coated aluminium car park ventilation grilles; fair faced concrete circular columns; proprietary aluminium mesh roller shutter door to car park; colour coated steel (black) gates to courtyards and Rope Walk residential balustrades; vertical timber (larch) side panels to windows within rendered elevations

BLOCK F

Roof
Clay pantiles to match original tiles and supported by new timber structure to match existing; single ply membrane to flat roofs and valley gutters; proprietary colour coated aluminium double glazed roof lights; zinc gutter and rain water pipes to brick elevation

Walls
Existing stone walls retained and refurbished; existing brick wall retained and refurbished, rebuilt to match existing where missing; vertical timber cladding (larch) to gable ends; openings in outer wall to Cumberland / Wapping Road extended to ground

Windows and External Doors
Narrow profile colour coated aluminium window frames and clear double glazing to openings within brick arches and to gable ends; aluminium ventilation louvers to car park below windows
Colour coated aluminium frames with clear double glazing, capless system with frameless glass door to office entrance and side window within recess; Solid aluminium door to fire escape door with glazed side panels in south west corner brick archway

Sundry Items
Colour coated steel balustrades to roof edges between pitched roofs (black); proprietary aluminium mesh folding door to car park; colour coated steel (dark grey) gates to secure office entrance recess

BLOCK G

Roof
Pigmented zinc (grey/green) with standing seams to all pitched roofs and dormers and roof projections; single ply membrane (light grey) to all flat roofs; reconstituted stone copings to brick elevations, colour coated aluminium copings to rendered walls (dark green grey); brushed stainless steel handrails and balustrades with glass infill panels to roof terraces; pigmented zinc (grey/green) gutters with concealed rainwater pipes

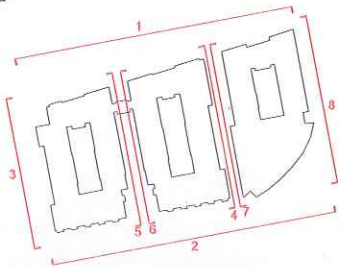
Walls
Facing brick walls with soldier course window heads and details to match Block A and C; thermally insulated render (white) to flat roofed blocks and projecting bays within courtyard; Pennant stone to north, east and west walls (Level 0) with colour coated structural steel channel top; pigmented zinc to recessed walls within brick gables

Windows, Balcony and Entrance Doors
Colour coated aluminium (dark grey/green) frames with clear double glazing, generally side hung inward opening windows to Juliette balconies; reconstituted stone sills within brick elevations; colour coated aluminium (dark grey/green) sills within rendered elevations

Soffits
Tongued and grooved timber cladding (larch) to Courtyard entrance and projecting bays facing Rope Walk

Juliette Balconies
Galvanized steel support structure, polished stainless steel handrails and balustrades, glass infill panels; natural finished timber boarded floors exposed to underside

Sundry Items
Stainless steel flues; colour coated steel balustrades to roof edges between pitched roofs (black); vertical timber (larch) side panels to windows within rendered elevations; colour coated aluminium louvers (dark grey/green) to blind openings brickwork (south elevation), refuse store doors, plant room doors and substation doors; colour coated steel (dark grey) folding entrance gates to courtyard entrance



Elevation Key Plan
1 : 2000

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Rev	Description	Date	Drawn by	Checked by
1	Draw Elevation Issue	28/04/14	MR	MO
A	Draw Elevation Issue	05/04/14	MR	MO
B	Revise to QS	11/04/14	MR	MO
C	Revise to Landscape Architect	16/07/14	MR	MO
D	Planning Issue	22/04/14	MR	MO
E	Planning Issue	20/10/14	MR	MO

AlecFrench Architects				
27 Trenchard Street, Bristol, BS1 5AL, T: 0117 6200111 F: 0117 6201121 E: info@alecfrench.co.uk, www.alecfrench.co.uk				
Wapping Wharf, Bristol Blocks D, E, F & G GA Elevations - North & South, Blocks DEFG				
Scale As Indicated	Drawn by	Checked by	Job No	Eng No
Date 22/09/14	MR	MO	4889	1250
				Rev
				E



7. West Elevation Block FG
1 : 200



8. East Elevation Blocks FG
1 : 200

BLOCKS D & E

Roof
Pre-weathered zinc (mid grey) with standing seams to all pitched roofs and dormers and roof projections; single ply membrane (light grey) to all flat roofs; precast concrete paving slabs with pebble margin to all roof terraces; colour coated aluminium copings to all parapets (brass effect generally, dark grey facing Cumberland Road and Gaol Gate); brushed stainless steel handrails and balustrades with glass infill panels to roof terraces; colour coated aluminium box gutters (brass effect) with concealed drain pipes

Walls
Pennant stone to east and west side walls, sides of central ramp (Level 0) and to raised terrace along Rope Walk; black zinc cassette panels with horizontal joints to Level 0 facing Rope Walk; natural finished vertical timber cladding (larch) panels and frames to gable ends and sides of pitched roof blocks with stainless steel fixings to frames; thermally insulated render to flat roofed blocks and projecting bays within courtyards; horizontal shiplap timber boarding (stained black) to bridge link between Blocks D and E, tower at west end of Rope Walk and over entrances to Blocks D and E courtyards; Bath stone cladding to projecting bays facing Cumberland Road and Gaol Gate with pre-weathered zinc brise soleil; Bath stone cladding with horizontal recessed joints to Cumberland Road shop front; pre-weathered zinc cladding to bays at east and west of Cumberland Road elevation and to set back walls facing Cumberland Road and Gaol Gate (Level 4) with colour coated aluminium sun louvers (mid grey); patinated copper cladding to top storey of timber boarded tower at west end of Rope Walk

Apartment Windows, Oriel Windows, Balcony Doors and Entrance Doors
Colour coated aluminium (brass effect) frames and window sills with clear double glazing, generally side hung inward opening windows and outward opening balcony doors (inward to Juliette balconies)
Brass effect colour coated aluminium spandrel panels above windows within timber clad elevations; brass effect colour coated transom projections to oriel windows with black out glass transom panels; colour coated aluminium (dark grey) frames with clear double glazing; generally side hung inward opening windows and Juliette balcony doors facing Cumberland Road and Gaol Gate

Retail Unit Windows
Colour coated aluminium frames with clear double glazing, capless system (brass effect facing Rope Walk, dark grey facing Cumberland Road) with frameless glass entrance doors

Glazed Link
Frameless structural glazed link above bridge link between Blocks D and E with clear double glazing to roof and sides. Frameless glass doors to flat roof areas above bridge link

Soffits
Tongued and grooved timber cladding (larch) to Courtyard entrances, projecting bays facing Rope Walk and bridge link between Blocks D and E; pre-weathered zinc to bays facing Cumberland Road

Balconies Generally
Colour coated structural steel channels, balustrades and handrails with stainless steel drop rods hung from cantilevered brackets; natural finished timber boarded floors exposed to underside.

Balconies facing Cumberland Road and Gaol Gate
Colour coated structural steel fascias (white), brushed stainless steel handrails and frameless glass balustrades; natural finished timber boarded floors exposed to underside

Sundry Items
Stainless steel flues; colour coated steel balustrades to roof edges between pitched roofs (black); galvanized steel bridge beams supporting bridge link between Blocks D and E; colour coated aluminium car park ventilation grilles; fair faced concrete circular columns; proprietary aluminium mesh roller shutter door to car park; colour coated steel (black) gates to courtyards and Rope Walk residential balustrades; vertical timber (larch) side panels to windows within rendered elevations

BLOCK F

Roof
Clay pantiles to match original tiles and supported by new timber structure to match existing; single ply membrane to flat roofs and valley gutters; proprietary colour coated aluminium double glazed roof lights; zinc gutter and rain water pipes to brick elevation

Walls
Existing stone walls retained and refurbished; existing brick wall retained and refurbished, rebuilt to match existing where missing; vertical timber cladding (larch) to gable ends; openings in outer wall to Cumberland /Wapping Road extended to ground

Windows and External Doors
Narrow profile colour coated aluminium window frames and clear double glazing to openings within brick arches and to gable ends; aluminium ventilation louvers to car park below windows
Colour coated aluminium frames with clear double glazing, capless system with frameless glass door to office entrance and side window within recess; Solid aluminium door to fire escape door with glazed side panels in south west corner brick archway

Sundry Items
Colour coated steel balustrades to roof edges between pitched roofs (black); proprietary aluminium mesh folding door to car park; colour coated steel (dark grey) gates to secure office entrance recess

BLOCK G

Roof
Pigmented zinc (grey/green) with standing seams to all pitched roofs and dormers and roof projections; single ply membrane (light grey) to all flat roofs; reconstituted stone copings to brick elevations; colour coated aluminium copings to rendered walls (dark green grey); brushed stainless steel handrails and balustrades with glass infill panels to roof terraces; pigmented zinc (grey/green) gutters with concealed rainwater pipes

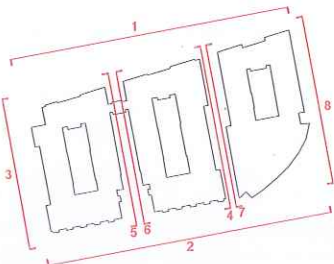
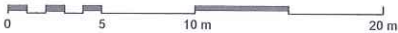
Walls
Facing brick walls with soldier course window heads and details to match Block A and C; thermally insulated render (white) to flat roofed blocks and projecting bays within courtyard; Pennant stone to north, east and west walls (Level 0) with colour coated structural steel channel top; pigmented zinc to recessed walls within brick gables

Windows, Balcony and Entrance Doors
Colour coated aluminium (dark grey/green) frames with clear double glazing, generally side hung inward opening windows to Juliette balconies; reconstituted stone sills within brick elevations; colour coated aluminium (dark grey/green) sills within rendered elevations

Soffits
Tongued and grooved timber cladding (larch) to Courtyard entrance and projecting bays facing Rope Walk

Juliette Balconies
Galvanized steel support structure, polished stainless steel handrails and balustrades, glass infill panels; natural finished timber boarded floors exposed to underside

Sundry Items
Stainless steel flues; colour coated steel balustrades to roof edges between pitched roofs (black); vertical timber (larch) side panels to windows within rendered elevations; colour coated aluminium louvers (dark grey/green) to blind openings brickwork (south elevation), refuse store doors, plant room doors and substation doors; colour coated steel (dark grey) folding entrance gates to courtyard entrance



Elevation Key Plan
1 : 2000