

WARD: Clifton CONTACT OFFICER: Rob McGovern

SITE ADDRESS: Merchants Dock Rownham Mead Bristol

APPLICATION NO: 14/04983/FB Full Planning (Regulation 3)

EXPIRY DATE: 9 December 2014

The proposal is to increase the width of the walkway, which runs between the entrance to the former Merchant's Dock and the Rownham Mead development by 3 metres.

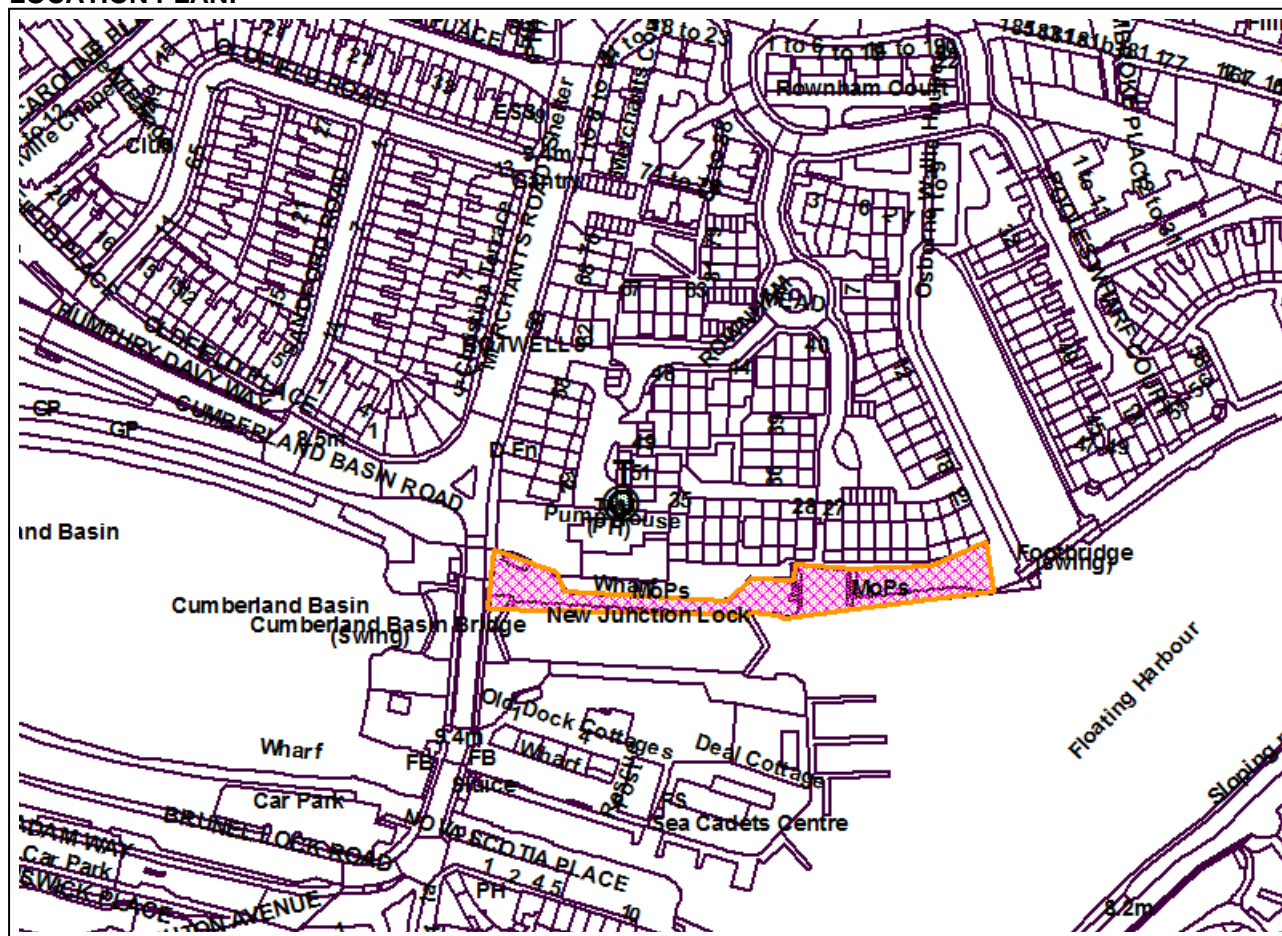
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Architecton
The Wool Hall
12 St Thomas Street
Bristol
BS1 6JJ

APPLICANT: Bristol City Council
Place Directorate
Brunel House
St. George's Road
Bristol
BS1 5UY

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

LOCATION PLAN:



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REASON FOR REFERRAL

This application has been referred to the Committee by one of the Ward Members, Councillor Janke, on the grounds that there are unresolved pedestrian/resident/cyclist issues, the impact on the local area for resident and pedestrian use and the loss of amenity for residents and pedestrians.

SUMMARY

The proposal set before Committee is part of 'The Cycling Ambition Project' and one of several individual projects throughout the city that seek to improve the infrastructure of sustainable transport provision. This application is closely linked to another application that proposes improvements along Merchants Road (ref: 14/04812/F and 14/04813/LA), including Junction Lock, the Swing Bridge and to the car park of The Pump House public house. These proposals have also been put before this Committee.

Two other planning applications have been made as part of The Cycling Ambition Project in recent weeks, one to be considered by 'Committee A' relates to the construction of a new bridge over the New Cut from Camden Road in Southville (ref: 14/04262/FB) and the second, which proposed a new bridge adjacent to Langton Street Bridge (14/04263/FB) was subsequently withdrawn.

This application relates to Merchants Dock, part of the Harbourside route between The Pump House to the west and Poole's Wharf footbridge to the east and seeks consent to widen the existing footway by 3 metres, creating a 5m wide pathway, by infilling part of the dock.

Sixty-seven representations have been received in response to the advertisement of the application, thirty-nine in objection (including objection from the Clifton and Hotwells Improvement Society and the Bristol Industrial and Archaeological Society), 26 in support (including support from the Bristol Civic Society and Bristol Cycling Campaign group) and two neutral.

It is the view of your officers that the proposals will create an accessible and flowing route on this part of the Quayside route for all users. When viewed in conjunction with the proposals at Junction Lock this is a substantial part of the dockside that will be improved, however, for the purposes of this report, this application is assessed only on its own merits. On the basis of all of the material considerations related to this application, approval of the application should be given subject to conditions.

SITE DESCRIPTION

The application site comprises an existing pathway that runs to along the north side of Merchants Dock, The path at this point is narrow and merges in a T-junction with an access lane from Rownham Mead. Movement is currently controlled by a barrier across the junction. A number of residential properties of Rownham Mead front onto this part of the pathway.

Merchants Dock itself, while not Listed as much of the Harbour walls are in the vicinity, does contribute significantly to the historic character and aesthetic of the Harbourside, as well as also functioning as a port for the harbour ferry service.

The land that forms the application site is owned by the Rownham Mead Management Company, a joint deed held by residents of Rownham Mead.

The site sits within the City Docks Conservation Area and is within Flood Zone 3.

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RELEVANT HISTORY

14/04812/F & 14/04183/LA - Pedestrian and cycling link across the junction lock to include new structures across the southern lock, modifications to the existing swing bridge, partial demolition of the Pump House boundary wall and protecting buffer to the north entrance lock - PENDING
 CONSIDERATION

14/04262/FB - New Cut - New bridge to be constructed over River Avon New Cut, immediately opposite Camden Road, Southville. This was granted planning approval by Committee on 3rd Dec 2014.

APPLICATION

Consent is sought to widen the existing footway that runs along the north side of Merchants Dock by 3m to an overall width of 5m. The development includes retaining the existing sheet piling at the head of the dock and installing new piling 3m forward. The extension to the pathway is proposed with a concrete cap, with the existing railings re-used at the new harbour edge.

The existing barriers across the path are to be removed in favour of a shared surface across the width of the pathway with a new chicane barrier proposed within the access lane from Rownham Mead to slow movement into the harbour section.

The side walls and ferry landing point are proposed to remain unaltered.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised via a press and site notice. Originally, the notice was displayed in an inappropriate location and was therefore re-issued to be displayed at the walkway T-junction at the head of the dock. The residents of Rowham Mead were also consulted by individual letters.

As a result 67 representations were received, 39 in objection and 26 in support. 2 responses offered a neutral view. The responses include objection comments from the Clifton and Hotwells Improvement Society and the Bristol Industrial and Archaeological Society, whilst the Bristol Civic Society, Bristol Cycling Campaign Group and the Living Heart of Bristol group offered support to the scheme.

Two Petitions were also received in opposition to the development, one of 49 signatories and one of 168 signatories, which read;

"We the undersigned oppose the proposal to designate the Hotwells Walkway as a new 'Cycle Freeway' and the building of a new cyclists' bridge over the ferry inlet at Rownham Mead Dock. We are concerned that the proposals will endanger pedestrians, including families, children, elderly and disabled people who currently enjoy in the area."

Objections to the scheme were cited on the following grounds:

- Will result in faster cyclist movement to the detriment of pedestrian safety
- Speed calming measures are not sufficient
- Lack of strategic planning in that no alternatives have been given consideration and does not account for other pinch points along the harbour, in particular the Pooles Wharf footbridge
- Bristol City Council does not own the land
- No impact assessment in relation to current or future use
- No survey for the current usage; unofficial survey indicates up 7 times more pedestrians use the path than cyclists
- Will restrict the ferry service
- Detrimental impact on residential amenity on houses fronting the walkway

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- Will change the character from a peaceful area and tourist attraction to a 'cyclists freeway'
- A cycle lane along Hotwell Road would be preferable
- Pedestrians and cyclists should be segregated; shared surfaces are dangerous
- The Harbourside is intended for walkers not cyclists
- Harbourside should be a facility for all
- May lead to instability of surrounding land
- Residents of Rownham Mead did not have written notification in a timely manner, disadvantaging those with no email access.
- Planted bollards at T-junction will force pedestrians into the path of bicycles
- Disruption during construction
- Work would damage the listed quay walls and the listed Merchants Dock entrance
- Should seek to take away space from motorists, not pedestrians
- Pedestrians on the Harbourside already feel intimidated by speeding cyclists, which will be increased
- Current chicane was installed to prevent accidents and has been successful in doing so
- Lack of signage to slow/warn pedestrians and cyclists
- Flawed Flood Risk Appraisal
- Walkway is already dangerous
- Pedestrians being struck by cyclists and near misses are commonplace
- Cycle speed should be restricted on the dockside; restricted to 5mph
- Access from Rownham Mead will become more dangerous, due to lack of visibility and moving out into fast cycle traffic
- Equality Act 2010 states that pedestrians must be given priority over cyclists
- Marginalises vulnerable groups; elderly and children
- Inaccuracies in application referring to 'Portway Path' , which the site is not part of
- Damage to and noise created by hitting metal plates which are currently protected by railings
- Is currently the safest part of the walkway as cyclists have to slow down or stop

Support for the scheme includes:

- Addresses the need for transport infrastructure
- Current chicane causes access problems for people with prams/pushchairs, wheelchair users and cyclists
- Route is already a shared use pathway so there is no change of use
- Widening the path will benefit all users of the pathway
- More space will reduce the likelihood of collisions and will improve safety
- Will improve the poor visibility of the T-junction
- Most cyclists do not speed along the pathway and use it sensibly
- Will achieve the objectives of the Making Space for Cycling guide by;
- Making the town centre more cycle friendly
- Reducing conflict through better infrastructure
- Improve the area for all as a leisure route
- Make the Harbourside part of coherent cycling network
- Creates potential for clear separation of walking and cycling once use levels are known
- Cycling is a national priority
- Cycling is a health priority
- Alternative route along Hotwell Road is dangerous
- Will not pose any greater risks than other parts of the dockside
- Cyclists will be able to move further away from house fronts

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OTHER COMMENTS

Archaeology Team has commented as follows:-

It is understood that this current proposal has emerged following various discussions about the route and design of this widened walkway. I would agree with the supporting documentation that the remains of the Merchant's Dock is a significant heritage asset and it is right that the proposed design will not have a physical impact on the structure. It is regrettable that the former entrance to the dock will be partially obscured by the new steel shuttering, but welcome the fact that the form of the entrance returns will be represented in the surface treatment. There will be a need for archaeological work to record this asset before it is obscured. This recording can be secured through the pre-commencement condition B30 on any consent.

Transport Development Management has commented as follows:-

The widened quayside creates an enhanced route for pedestrians and cyclists along the harbour at this pinch point. The relocation of chicane barriers at the entrance to Rowan Mead along with bollards set forward of the property boundary walls on the quayside will serve to maintain safety and reduce conflicts for pedestrians and cyclists travelling along the harbour and accessing Rowan Mead. Existing barriers along the quayside will be relocated along the edge of the widened quayside to maintain a safe separation between pedestrians and cyclist from the harbour, whilst retaining existing dock access.

The walkway must make provision for access for maintenance works and inspection with these details sought by condition, including detailed plans showing relocation of existing walkway structures and features such as railings or lighting above or below ground or provision of further structures and features for the proposed walkway.

It should also be confirmed if the widened walkway is intended to be adopted by the Local Planning Authority and a construction management plan will be sought by condition prior to works commencement to ensure highway safety. (See background papers for full details).

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

There is no objection to this application subject to a condition that the development is carried out in accordance with the Flood Risk Assessment. (See background papers for full details).

English Heritage has commented as follows:-

The entrance to the former Merchants' Dock is not listed, although it is acknowledged in the Conservation Statement accompanying this application as being. We do not object to the principle of some form of extension to the walkway across the Dock entrance, although the solid infill proposed would harm the ability to understand and appreciate the full extent of the locks and what remains of the original Dock. A lightweight, bridging structure might allow the aspirations of the proposals to be realised, without impacting on the appearance of the City Docks Conservation Area. (See background papers for full details).

Nature Conservation Officer has commented as follows:-

There is no objection to this application subject to detailed conditions. (See background papers for full details).

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RELEVANT POLICIES

National Planning Policy Framework – March 2012

Planning (Listed Buildings & Conservation Areas) Act 1990

Bristol Core Strategy (Adopted June 2011)

BCS2	Bristol City Centre
BCS10	Transport and Access Improvements
BCS16	Flood Risk and Water Management
BCS21	Quality Urban Design
BCS22	Conservation and the Historic Environment
BCS9	Green Infrastructure
BCS23	Pollution

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

DM22	Development adjacent to waterways
DM23	Transport development management
DM26	Local character and distinctiveness
DM27	Layout and form
DM28	Public realm
DM30	Alterations to existing buildings
DM31	Heritage assets
DM35	Noise mitigation
DM1	Presumption in favour of sustainable development
DM14	The health impacts of development
DM19	Development and nature conservation

Bristol Central Area Plan (emerging)

BCAP22	Habitat preservation, enhancement and creation on waterways
BCAP32	Quayside walkways
BCAP41	The approach to Harbourside

Supplementary Planning Guidance

City Docks Character Appraisal

KEY ISSUES

(A) WOULD THE PROPOSALS BE ACCEPTABLE IN TERMS OF MOVEMENT AND SAFETY?

Reflected by public representation to the scheme, the primary issue relating to this development is whether or not the safety of users along the route will be protected, both that of pedestrians and cyclists. One of the key themes running through national and local planning policy texts is the promotion of sustainable modes of transport and the need to provide/enhance a network of walking and cycling routes throughout the city. However this must not be at the expense of public safety.

The National Planning Policy Framework (NPPF - 2012), with a strong emphasis on sustainable development running throughout the text, states that the "transport system needs to be balanced in favour of sustainable transport modes" (para 29) to give people a "safe and suitable" (para 32) choice in how they can travel and to encourage transport solutions that reduce both emissions and congestion.

Local Plan policy in the form of BCS10 of the Bristol Core Strategy (BCS - 2014) and DM23 of the Site Allocations and Development Management Policies (SADM - 2014) both highlight the Council's

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support for development that enhances routes for cycling and walking and to "make best use of the existing transport infrastructure... to improve accessibility and connectivity" (BCS10). While BCS21 explicitly identifies several key points in delivering development in the public realm that:-

- Promote accessibility and permeability by creating places that connect with each other and are easy to move through.
- Promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference.
- Create a multi-functional, lively and well-maintained public realm that integrates different modes of transport, parking and servicing.

As the site abuts the floating harbour, SADM policy DM22 - development adjacent to waterways -also applies, as well as BCAP39 of the emerging Bristol Central Area Plan (publication version 2014), which designates the site as part of the Quayside Walkway. Emphasis here is put on high quality, continuous and accessible routes that will not be "harmful to the amenity or accessibility" of the walkway.

Safety

This part of the Quayside Walk narrows to approximately 2m in width at the head of Merchants Dock, where a chicane barrier slows movement of both pedestrians and cyclists both along the Harbourside and from the access lane from Rownham Mead and was installed by the Rownham Mead Management Company in response to accidents at the junction. The installation of the chicane has, indeed, had the outcome that movement, in particular bicycles, is slowed down to avoid accidents at what is a narrow 3-way junction. However, this also has the effect of restricting movement of all users of the walkway, including wheelchairs users and those walking with prams/buggies. The proposals seek to remove the area as a 'pinch-point' and allow free movement along the pathway.

Widening the path will undoubtedly allow faster movement along the dockside, which would potentially increase the possibility of conflict with different users. However, it is not the view of your officers that this would lead to a significant degradation of highway safety.

The extended width to 5m would give adequate space to maintain safety and reduce conflict among users and is not dissimilar to other successful examples of shared space facilities that experience very high volumes of traffic, such as through Queen Square in central Bristol and the city centre itself, as well as other points along the Quayside Walk.

Safety is further enhanced by the relocation of the chicane to the entrance of the lane from Rownham Mead and associated bollards, which would prevent hazardous movement when entering or exiting the main pathway. Repositioning the railing to the dockside edge will also maintain safe separation of users and the waterside as well as retaining satisfactory and safe access to the ferry landing point.

While it is recognised that the blue footbridge at Pooles Wharf approximately 150m east of the site would remain a pinch point, widening the pathway at Merchants Dock is not expected to cause disruption or safety issues in that location.

It is the view of your officers that widening the pathway at this point will allow free and safe access of movement and create a continuous and usable route for all users of the Quayside Walkway. The proposals provide an improvement to the transport infrastructure, would promote alternative methods of transport and would deliver a valuable public benefit by creating better permeability and access opportunities for all users. This is accordance with Policies BCS10, DM22, DM23 and BCAP39.

Maintenance

It is not possible at this time to confirm whether or not the pathway will be adopted by Bristol City Council. Though this is the intention, ownership and legal matters will be resolved in negotiation between the applicant and owners at a later date and are outside the remit of planning control.

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This notwithstanding, in order to ensure satisfactory access for maintenance and inspection works, final details including the relocation of railing and other street furniture, lighting and any further structures or features necessary for maintenance can be secured by condition.

It is also recommended that a Construction Management Plan be secured by condition to ensure the works carried out do not compromise highway safety.

(B) DO THE PROPOSALS SAFEGUARD OR ENHANCE HERITAGE ASSETS OR AREAS OF ACKNOWLEDGED IMPORTANCE?

The site is located within the City Docks Conservation Area and while Merchants Dock itself is not a listed structure, it does offer a valuable historic contribution to the amenity of the area and much of the harbour walls in the near vicinity are listed.

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.

Section 12 of the NPPF 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.

In addition, the adopted BCS Policy BCS22 and SADM Policy DM31 seek to ensure that development proposals safeguard or enhance heritage assets in the city. Policies DM26-27 also cover wider design matters.

The City Docks Conservation Area Character Appraisal (2011) does not mention Merchants Dock specifically, but does emphasise the importance of the harbour walls and inlets as important features of the Floating Harbour area (Character Area 3). The Appraisal also explicitly states that an opportunity to enhance the area exists with "improvements to the cycle path network to allow greater penetration from Ashton Gate and Southville".

In principle, officers do not object to the development widening the pathway over part of the dock. The scheme proposes reuse the existing railings and to match the existing materials and consideration has been given to a surface treatment that demarks the existing return of the dock head, reflecting the dock entrance in layout form. The proposed structure will not replace the existing, which will be retained behind the new build-out and will not be damaged by the development. While in practice the development is permanent and must be considered as such, preserving the existing key features means that the development can be considered as 'reversible' and can be re-instated should this ever be required in the future.

Nonetheless, the scheme also offers key public benefits by virtue of creating an accessible route at this part of the Harbourside, as addressed in Key Issue A, which must be given consideration when development affects a heritage asset.

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Therefore, though the historical integrity of the dock will be marginally compromised by the proposals, this is not to a significant degree and is offset by the wider public benefit and the character of the heritage asset and wider City Docks Conservation Area will not be substantially harmed.

There will be a need to record the archaeological importance of the asset prior to construction work taking place, as well as final details and samples of surface treatment, both of which can be secured by condition.

(C) WOULD THE PROPOSED DEVELOPMENT SAFEGUARD THE RESIDENTIAL AMENITY OF NEIGHBOURING OCCUPIERS?

Policy BCS21 and SADM30 are in place to ensure the amenity of existing and neighbouring development is not adversely affected. Properties of Rownham Mead immediately front onto the pathway and any impact the development may bring must be considered with this in mind.

Notwithstanding matters relating to ownership, the space at Merchants Dock is currently used by the public as a commuting and leisure route and is part of the Quayside Walk identified in the Bristol Central Area Plan. As such, a certain level of harm is caused to these properties in terms of noise generated by users of the walkway and loss of privacy as a result of the close proximity of living space windows to the path.

Although it is the intention of the development to increase capacity of the route with the result of additional users, given the existing context of the site and its popular use, this is not expected to significantly increase noise and disturbance nor lead to a further lack of privacy felt by adjacent occupiers above that already experienced.

(D) ARE ANY FLOOD RISK ISSUES RAISED?

The scheme includes a Flood Risk Assessment, which has been assessed by the Environment Agency, who offered no objection to the proposal, but have advised that condition secures that the development is carried out in accordance with the Flood Risk Appraisal.

(E) HAVE NATURE CONSERVATION ISSUES BEEN ADDRESSED?

The Floating Harbour is a designated Wildlife Corridor and, as such, Policy BCS9 and SADM policy DM19 are in place to protect Wildlife Corridors from harmful development.

It is not anticipated that the proposal will adversely affect the function or connectivity of the corridor, however, as specified by the Council's Nature Conservation Officer appropriate measures must be taken to ensure this.

Therefore, conditions requiring a Construction Environmental Management Plan is recommended in order to protect the ecology of the wildlife corridor.

CONCLUSION

In accordance with policy, the proposed development is considered to enhance the existing transport infrastructure, giving benefits to all users of the Quayside Walk and promoting sustainable travel. There is a clear public benefit in improving accessibility and permeability of this part of the Harbourside, which outweighs any harm caused to the character or fabric of the heritage asset, although, in any case, this harm is considered to be less than substantial.

Approval to the scheme is, therefore, recommended subject to conditions.

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RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

1. Full Planning Permission

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

Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

Pre commencement condition(s)

2. Construction Environment Management Plan

Prior to commencement of development a Construction Environmental Management Plan (CEMP) shall be submitted to, and approved in writing by the Local Planning Authority. The approved plan shall be implemented and adhered to thereafter at all times during construction.

This shall include best practice pollution control measures to ensure that adverse impacts (including dust and air pollution, effects on water quality, pollution from fuel use and storage and other potentially hazardous materials) do not occur on the Wildlife Corridor as a result of construction works. The CEMP should include a plan showing the boundaries of the Wildlife Corridor. Contractors and sub-contractors should be briefed on the ecological value of the Wildlife Corridor prior to the commencement of works.

Reason: To conserve the Wildlife Network Site.

3. Construction management plan

No development shall take place including any works of demolition until a construction management plan or construction method statement has been submitted to, and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the construction period. The statement shall provide for:

- * Parking of vehicle of site operatives and visitors
- * routes for construction traffic
- * hours of operation
- * method of prevention of mud being carried onto highway
- * pedestrian and cyclist protection
- * proposed temporary traffic restrictions
- * arrangements for turning vehicles
- * method of carrying out bridge works and footway widening

Reason: In the interests of safe operation of the highway.

4. Further details before development starts

No development shall take place until detailed drawings of the following have been approved in writing by the Local Planning Authority. The detail thereby approved shall be carried out in accordance with that approval.

- (i) Structural design (including widened walkway structure and associated features and maintenance access where appropriate)

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(ii) Lighting (including a lux level contour plan that ensures no light spill outside of the site boundaries for the protection of bats and other nocturnal wildlife)

Reason: In the interests of visual amenity within the Conservation Area and highway safety of the area.

5. To secure the recording of the fabric of buildings of historic or architectural importance

No redevelopment or refurbishment of Merchants Dock shall take place until the applicant/developer has recorded those parts of the building which are likely to be disturbed or concealed in the course of redevelopment or refurbishment. The recording to be carried out by an archaeologist or archaeological organisation approved by the Local Planning Authority.

Reason: To ensure that features of archaeological or architectural importance within a building are recorded before their destruction or concealment.

Pre occupation condition(s)

6. Completion of Pedestrians/Cyclists Access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

Post occupation management

7. To ensure that otters are not disturbed by construction activities, works associated with the development hereby approved, in, adjacent to, or impacting on the river shall operate during daylight hours only, ceasing operation one hour before sunset and not commencing until one hour after sunrise.

Reason: Otters are listed as European Protected Species which are protected by law against harm, damage or destruction of their breeding and resting places and from deliberate disturbance. They tend to be most active at night when they are most prone to being disturbed.

8. The development permitted by this planning permission shall only be carried out in accordance with the approved Merchants Dock Flood Risk Appraisal dated July 2014 and the mitigation measures detailed within.

REASON: To reduce the impact of flooding on the proposed development and future occupants.

9. External Works to Match

All new external work and finishes and work of making good shall match existing original work adjacent in respect of materials used, detailed execution and finished appearance except where indicated otherwise on the approved drawings.

Reason: In the interests of visual amenity and the character of the area.

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List of approved plans

10. List of approved plans and drawings

The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.

969.MD.01B Existing location plan, received 14 October 2014
 969.MD.02 Existing site plan, received 14 October 2014
 969.MD.03 Existing plan, elevations and sections, received 14 October 2014
 969.MD.04 Proposed plan, sections and elevation, received 14 October 2014
 969.MD.05 Proposed sections and details, received 14 October 2014
 Design and Access Statement, received 14 October 2014
 Ecological Report, received 14 October 2014
 Flood Risk Appraisal, received 14 October 2014
 Conservation Statement, received 14 October 2014
 969.MD.06 Photographic view, received 14 October 2014

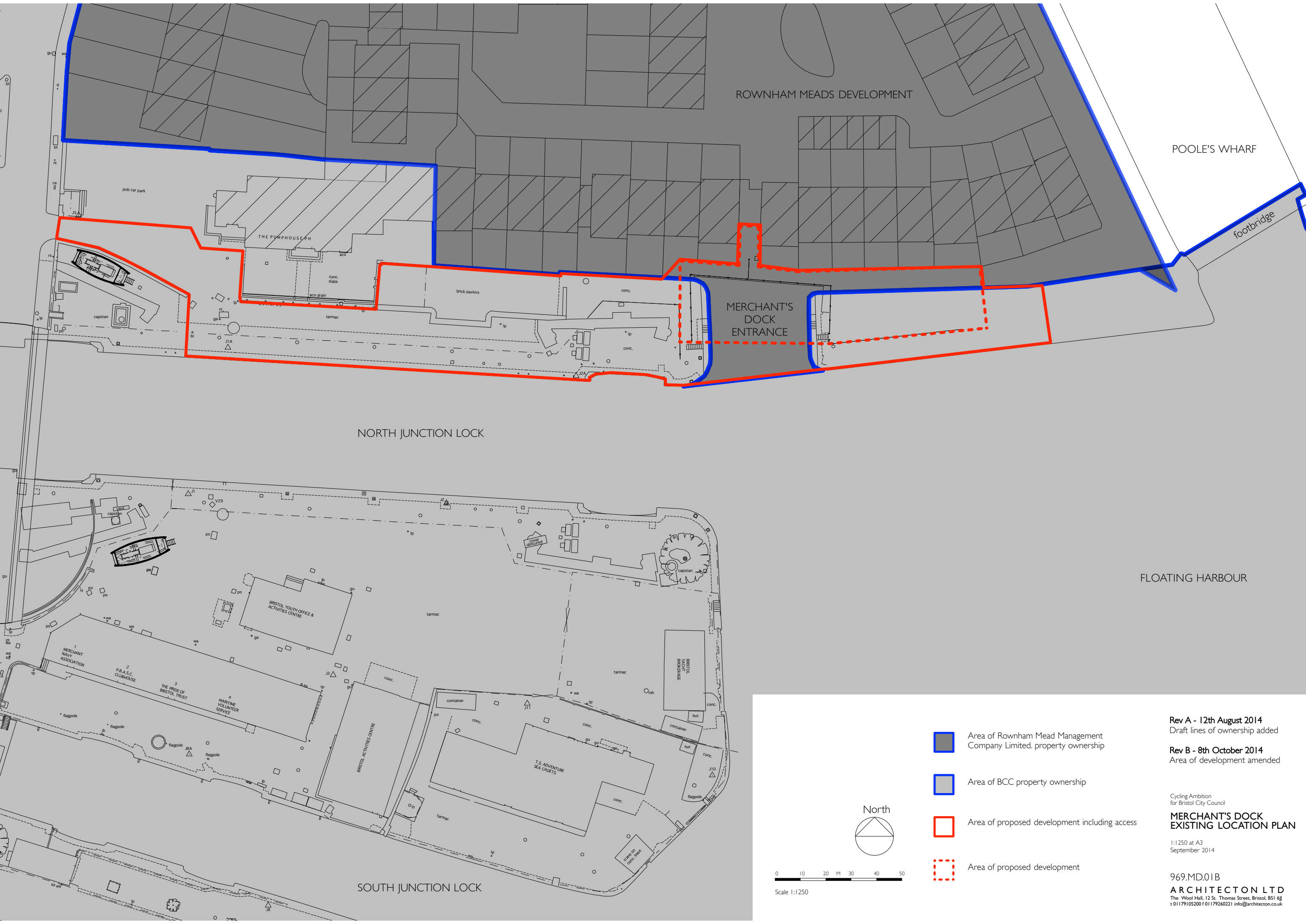
Reason: For the avoidance of doubt.

Advices

1. Retaining walls: Where retaining walls above or below the highway are to be constructed or are affected by development, details of the structural design should be approved by the Local Highway Authority. (Telephone 0117 9222100).
2. The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way or carriageway closures, or temporary parking restrictions. Please call 0117 9031212 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

BACKGROUND PAPERS

Archaeology Team	28 November 2014
Transport Development Management	11 November 2014
Environment Agency (Sustainable Places)	17 November 2014
English Heritage	11 November 2014
Nature Conservation Officer	3 November 2014



ROWNHAM MEADS DEVELOPMENT

POOLE'S WHARF

footbridge

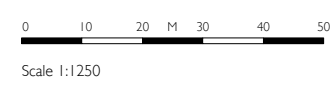
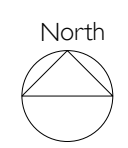
MERCHANT'S DOCK ENTRANCE

NORTH JUNCTION LOCK

FLOATING HARBOUR

SOUTH JUNCTION LOCK

- Area of Rownham Mead Management Company Limited. property ownership
- Area of BCC property ownership
- Area of proposed development including access
- Area of proposed development



Rev A - 12th August 2014
Draft lines of ownership added

Rev B - 8th October 2014
Area of development amended

Cycling Ambition
for Bristol City Council

MERCHANT'S DOCK EXISTING LOCATION PLAN

1:1250 at A3
September 2014

969.MD.01B

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