

WARD: Clifton CONTACT OFFICER: Rob McGovern

SITE ADDRESS: The Pump House Merchants Road Hotwells Bristol BS8 4PZ

APPLICATION NO: 14/04812/F Full Planning  
14/04813/LA Listed Building Consent (Alter/Extend)

EXPIRY DATE: 4 December 2014

*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.*

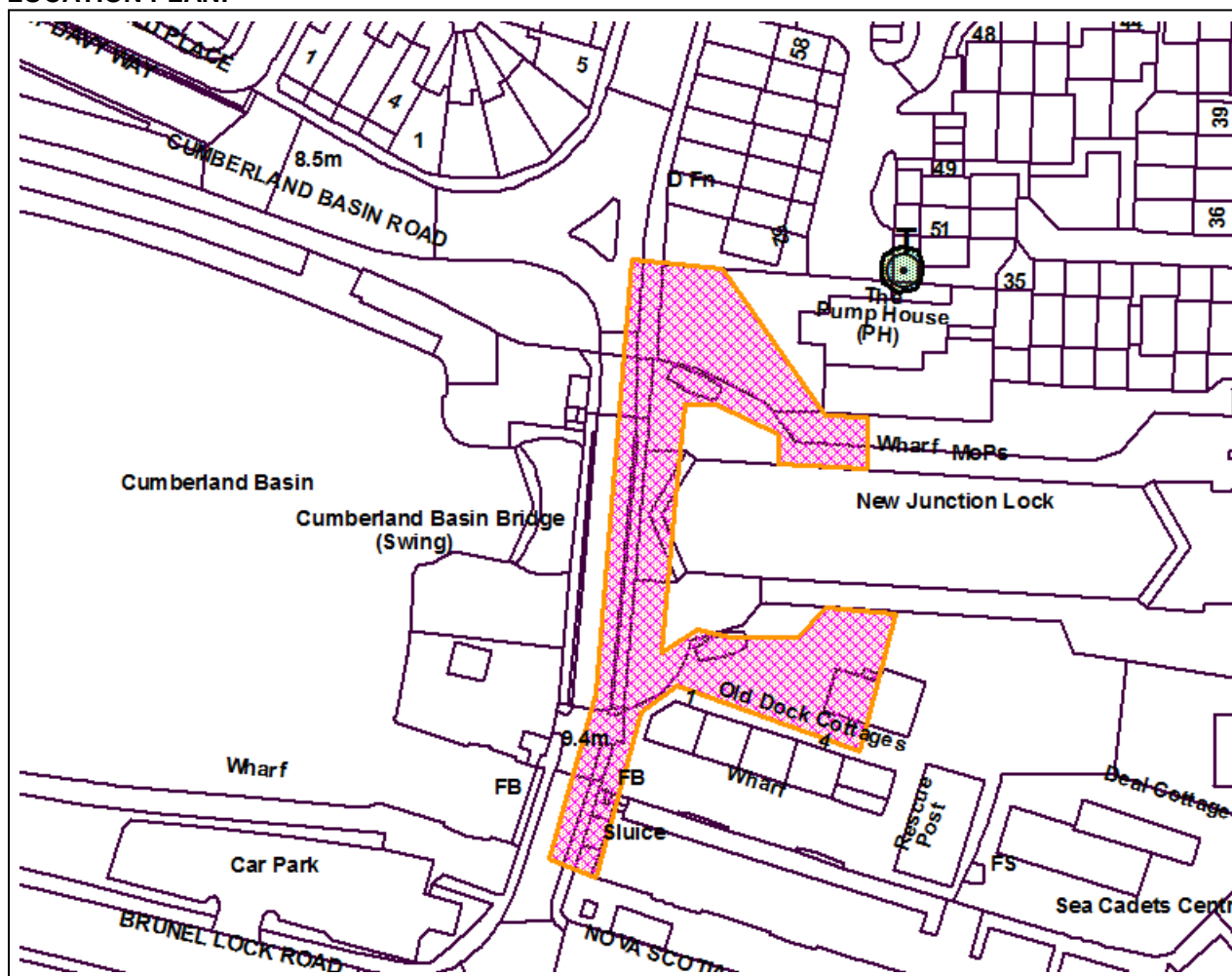
RECOMMENDATION: Grant subject to Condition(s)

AGENT: Bristol City Council  
Brunel House  
St Georges Road  
Bristol  
BS1 5UY

APPLICANT: Bristol City Council  
Brunel House  
St Georges Road  
Bristol  
BS1 5UY

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

LOCATION PLAN:



**Development Control Committee B – 17 December 2014****Application No. 14/04812/F: The Pump House Merchants Road Hotwells Bristol BS8 4PZ****SUMMARY**

There are two applications for determination as follows, and the consideration of both applications is covered in this single report, with separate recommendations and lists of conditions given at the end of the report.

- Application 14/04812/F - Planning application for a 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.
- Application 14/04813/LA - Listed building consent for a 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.

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 at Merchants Dock (ref: 14/04983/FB), which have also been put before this Committee.

Two other planning applications have been made as part of The Cycling Ambition Project in recent weeks, a recently approved scheme 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 footpaths along Merchants Road, stretching from Nova Scotia Place in the south to the access and car park of the Pump House public house in the north, including Junction Lock and the swing bridge. The proposals seek consent to widen the footpath along the length of the eastern side of Merchants Road to 3m in width, through the use of a cantilevered extension to the highway. Modifications to the car park and access to the Pump house are also proposed, as well as the access to Junction Lock Island. The southern harbour wall at the entrance to Junction Lock is proposed to be capped with a protective barrier to prevent damage from collision with boats.

In terms of the planning application, 38 representations have been received, 9 in objection, 15 in support and 14 neutral comments, while the Listed Building consent has elicited 6 objection and 4 support letters, though these were also received in the planning application consultation. The responses include objection comments from the Bristol Industrial and Archaeological Society, whilst the Bristol Cycling Campaign Group offered support to the scheme.

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 Merchants Dock 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 relates to the footpath that runs on the eastern side of Merchants Road, from Nova Scotia Place in the south to The Pump House car park in the north, across Junction Lock and the swing bridge.

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The pavement along this stretch is approximately 1.5m in width and railings separate the footway from the dockside. A tree planter is found at Nova Scotia Place, though this lies just outside the site boundary. Sitting between Junction Lock and the swing bridge is a vehicular access into Junction Lock Island, which drops down in ground level, similar to the access to the Pump House car park at the north of the site.

The Pump House is a Grade II Listed Building and its car park includes at 2.8m wall that separates the parking spaces from the lock structures, the wall along with the boundary wall fronting Merchants Road are not included in the listing.

Several more listed buildings are found surrounding the site, including the Nova Scotia pub to the south, the Old Dock Cottages on Junction Lock Island, the waterway of Junction Dock itself and the harbour walls.

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

**RELEVANT HISTORY**

14/04983/FB - 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. This application appears elsewhere on the Committee agenda.

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**

The proposals seek consent to widen the footpath along the length of the eastern side of Merchants Road to 3m in width, through the use of a cantilevered extension to the highway, and the relocation of the existing railings to the new outside edge of the footpath.

Modifications to the car park and access to the Pump house are also proposed including lowering the boundary wall of the car park abutting the lock equipment structures to 1.4m in height and removing the existing concrete stepped access and gate pillar at the Merchants Road entrance. Modifications are also proposed to the access to Junction Lock Island to make allowance for the pavement widening.

The southern harbour wall at the entrance to Junction Lock is proposed to be capped with a protective barrier to prevent damage from collision with boats.

**RESPONSE TO PUBLICITY AND CONSULTATION**

The applications were advised by press and site notice, along with the direct consultation of 51 neighbouring properties.

Objections to scheme are summarised as follows:

- Would increase the number of cyclists to the detriment of pedestrian safety
- The application should not be considered in isolation, but as part of the related Cycle Ambition projects
- Flawed Flood Risk Assessment
- A cantilever on one side of the (swing) bridge will cause twisted distortion during swinging

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- Lack of strategic planning in that no alternatives have been given consideration
- No impact assessment in relation to current or future use
- No survey for the current usage
- Will restrict the ferry service
- Will change the character from a peaceful area and tourist attraction to a 'cyclists freeway'
- Pedestrians and cyclists should be segregated; shared surfaces are dangerous
- Pedestrians must be given priority
- Nearby residents have not been consulted
- Impact on heritage assets
- Pedestrians on the Harbourside already feel intimidated by speeding cyclists, which will be increased
- Lack of signage to slow/warn pedestrians and cyclists
- Walkway is already dangerous
- Pedestrians being struck by cyclists and near misses are commonplace
- Equality Act 2010 states that pedestrians must be given priority over cyclists
- Marginalises vulnerable groups; elderly and children
- No detail on construction methods
- Needs a pedestrian crossing from Pump House to Harbourside Walkway
- 3m in not up to Sustrans standards for shared surfaces
- Potential conflict with the sluice gates
- Impact upon trees

**Support comments:**

- Will make cycling safer
- Much needed improvement
- Will encourage people to share space responsibly
- Addresses the need for transport infrastructure
- Route is already a shared use pathway so there is no change of use
- Widening the path will benefit all users of the pathway
- 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
- Is a narrow path where large vehicles move very close to kerbside

18 neutral comments were submitted, including representation from Cllr Telford, which all supported the general principle of the development, but state that cyclists need a physical separation from pedestrians rather than a painted white line.

**OTHER COMMENTS**

**Archaeology Team** has commented as follows:-

As detailed in the Design and Access statement this scheme will have impacts on several heritage assets, however it is our view that there has been a reasonable attempt through the design process to keep these impacts to a minimum.

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Where there are physical impacts to the heritage assets these will be minor, but as agreed in the submitted documents a watching brief should be maintained during the works to ensure that these features are preserved by record.

I would also recommend that a programme of archaeological recording is undertaken prior to any works so that features that will be lost or obscured through the works are suitably recorded.

These archaeological works can be secured through attaching conditions B28, B30 and C18 to any consent.

**Transport Development Management** has commented as follows:-

The pedestrian and cycling link is acceptable in principle providing an improved pedestrian and cycle link across Junction Lock Bridge meeting Local Plan policies BCS1, BCS2, BCS10, BCS13, DM22 and DM23.

The bridge must make provision for access for maintenance works and inspection with these details sought by condition.

Detailed plans for the reconstruction and widening of the footways on Junction Lock bridge and the footways including repositioning lighting columns, railings, walls and other existing footway structures require to be provided sought via condition.

It is recommended that the 'toby' bollards on the footway between Junction Lock bridge and the entrance to the Pump House are removed as these are likely to be unnecessary for footway protection from vehicles and only create a hazard on the footway to both pedestrians and cyclists. In addition the bollards at either end of the widened footway over the fixed bridge south of Junction Lock Bridge are recommended to be removed for the same reason.

Further details of the proposed indicative parking layout and pedestrian/cycle access through the car park of the Pump House. Details of construction to achieve an adoptable standard need to be submitted prior to development.

A construction management plan will be sought by condition prior to works commencement to ensure highway safety.

**English Heritage** has commented as follows:-

We have commented on similar proposals at pre-application stage, when we did not object to the principle but commented on some of the details; chiefly concerns regarding the quality of the design for widening Junction Lock South and the need to demolish the unlisted wall to the Pump House entrance.

We welcome the revised design for Junction Lock South, which is considerably improved from that previously proposed. We previously commented that the unlisted wall was indicative of the general character of the historic docks; and it is unclear whether it is essential for it to be reduced in height. (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).

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

## 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
BCS9	Green Infrastructure
BCS10	Transport and Access Improvements
BCS16	Flood Risk and Water Management
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
DM14	The health impacts of development
DM19	Development and nature conservation
DM26	Local character and distinctiveness
DM27	Layout and form
DM28	Public realm
DM30	Alterations to existing buildings
DM31	Heritage assets
DM23	Transport development management
DM22	Development adjacent to waterways
DM35	Noise mitigation

**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?**

As with the related planning application further along the Quayside Walkway at Merchants Dock, 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

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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 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

The proposals seek to remove the area as a 'pinch-point' and allow free movement along the footway as well as through the Pump House car park.

Widening the path will undoubtedly allow faster movement of both cyclists and pedestrians, 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 3m would give adequate space for cyclists and pedestrians to negotiate safe movement and replicates other shared routes where similar pavement widths are used for cycling and pedestrians when highway widths are narrow and restrictive for cycle use, for example sections of Coronation Road and the Chocolate Path.

It is recommended that the 'toby' bollards on the footway between Junction Lock bridge and the entrance to the Pump House are removed as these are likely to be unnecessary for footway protection from vehicles and only create a hazard on the footway to both pedestrians and cyclists. In addition the bollards at either end of the widened footway over the fixed bridge south of Junction Lock Bridge are recommended to be removed for the same reason. This can be dealt with by a variation condition. Further details of a complete car parking layout for the Pump House car park would also be sought in the interests of highway safety and to prevent friction between car park users and pedestrians/cyclists.

This width is considered to maintain safety and reduce conflict among users and 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

In order to ensure satisfactory access for maintenance and inspection works, final details including the relocation of railings and other street furniture, lighting and any further structures or features

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necessary for maintenance can be secured by condition. The widened junction lock bridge and footways north and south of the bridge will become adopted highway infrastructure and details should be submitted prior to commencement of works that demonstrate the development will be of adoptable standard.

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 the pavement and the majority of the structures affected by the proposals are not listed, the proposals will have an impact on heritage assets, including Junction Lock itself and surrounding listed building. Also, part of the Grade II listed harbour wall is directly affected by proposals to install a protective cap and the Junction Lock entrance. It is therefore recognised that the application site offers a valuable historic contribution to the amenity of the 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.

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) identifies both Junction Lock and the swing bridge as key features of the conservation area. 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. The scheme proposes reuse the existing railings and to match and reuse where appropriate existing materials. Although it is accepted that there will be an impact on several heritage assets, it is your officers' view that there has been a reasonable attempt through the design process to keep these impacts to a minimum. Where there are physical impacts to the heritage assets these will be minor, but as agreed in the submitted documents a watching brief should be maintained during the works to ensure that these features are preserved by record. The proposed development will not replace the existing, only extend what is there, and so the character of Junction Lock and the swing bridge will be fundamentally retained.



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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.

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.

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 nearby 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, which can be secured by condition.

Part of these measures includes the submission of a satisfactory landscape plan, to include details of the existing tree planter. While it is not expected that the trees here will be adversely impacted by the proposed development, consideration should be given to how they connect with the wider scheme.

A condition 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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**APPLICATION (A) 14/04812/F:**

**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. Approval of road works necessary

No development shall take place until details of the following works to the highway have been submitted to and approved in writing by the Local Planning Authority:

1. Details of footway works

The building hereby permitted shall not be occupied until these works have been completed in accordance with the approved details.

Reason: To ensure that all road works associated with the proposed development are to a standard approved by the Local Planning Authority and are completed before occupation.

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 and footway widening works

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 bridge and footway works and repositioning lighting columns, railings, walls and other existing footway structures)

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- (ii) lighting,
- (iii) adoption,
- (iv) maintenance,
- (v) car park layout

Reason: To ensure that all works are to a satisfactory standard for use by the public and in the interest of the highway safety before development starts

5. Variations to the scheme

No development shall take place until detailed drawings showing the following modification to the scheme shall be submitted to and approved by the Local Planning Authority.

- (i) The removal of the 'toby' bollards on the footway between Junction Lock bridge and the entrance to the Pump House
- (ii) The removal of the bollards at either end of the widened footway over the fixed bridge south of Junction Lock Bridge

This part of the development shall be completed only in accordance with the modification thus approved.

Reason: The proposal is considered unsatisfactory in the form shown on the drawings submitted to date and this aspect of the scheme should be modified to ensure an acceptable form of development.

6. Sustainable urban drainage system (SUDS)

No development shall take place until a detailed design of surface water drainage for the site using sustainable drainage methods has been submitted to and approved in writing by the Local Planning Authority. The approved development shall be implemented in accordance with the approved detailed design prior to the use of the building commencing.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.

7. 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.

8. Submission and approval of landscaping scheme

No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and hedgerows on the land, and details of any to be retained,

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together with measures for their protection, in the course of development. The approved scheme shall be implemented so that planting can be carried out no later than the first planting season following the occupation of the building(s) or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: To protect and enhance the character of the site and the area and to ensure its appearance is satisfactory.

9. To ensure implementation of a programme of archaeological works

No development shall take place until the applicant/developer has secured the implementation of a programme of archaeological work, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

The scheme of investigation shall include an assessment of significance and research questions; and:

- \* The programme and methodology of site investigation and recording
- \* The programme for post investigation assessment
- \* Provision to be made for analysis of the site investigation and recording
- \* Provision to be made for publication and dissemination of the analysis and records of the site investigation
- \* Provision to be made for archive deposition of the analysis and records of the site investigation
- \* Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation.

Reason: To ensure that archaeological remains and features are recorded prior to their destruction.

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

No redevelopment or refurbishment 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)**

11. 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.

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12. To secure the conduct of a watching brief during development groundworks

The applicant/developer shall ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the council and in accordance with the Written Scheme of Investigation approved under condition.

Reason: To record remains of archaeological interest before destruction.

**Post occupation management**

13. 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.

14. The development permitted by this planning permission shall only be carried out in accordance with the approved Junction Lock Bridge Cycle Path Flood Risk Appraisal dated July 2014 and the mitigation measures detailed within section 5 of the FRA.

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

15. 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.

16. Prior to the installation of the bridge or associated ramps/railings, details for any proposed external lighting shall be submitted and agreed in writing by the Local Planning Authority. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries in accordance with paragraph 125 (page 29) of the National Planning Policy Framework (2012), 'By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.'

Reason: To conserve legally protected bats and other nocturnal wildlife.

**List of approved plans**

17. 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.

TCP-1 Tree constraints plan, received 9 October 2014

110 P2 Existing bridge and extended for cycle walkway, received 9 October 2014

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111 P3 Plan view of bridge in swing, received 9 October 2014  
 001 P2 Block plan, received 9 October 2014  
 002 P1 Junction lock South proposed footway extension, received 9 October 2014  
 003 P2 Junction lock, lock island/car park access footway widening extension interfaces, received 9 October 2014  
 004 P2 Junction lock North footway extension and Pump House car park, received 9 October 2014  
 005 P1 Junction lock - Quay build out, received 9 October 2014  
 006 P1 Junction lock - footway widening, received 9 October 2014  
 Archaeological Statement, received 9 October 2014  
 Flood Risk Appraisal, received 9 October 2014  
 Ecology Report, received 9 October 2014  
 Preliminary Tree Schedule, received 9 October 2014  
 Conservation Statement, received 9 October 2014  
 Design and Access Statement, received 9 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. Works on the public highway: The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking work on the highway you must enter into a formal agreement with the council which would specify the works and the terms and conditions under which they are to be carried out. You should contact City Development, Wilder House, Wilder Street, Bristol, BS2 8PH or telephone 0117 903 6846, allowing sufficient time for the preparation and signing of the agreement. You will be required to pay fees to cover the councils cost's in undertaking the following actions:
  - 1) Drafting the agreement
  - 2) A monitoring fee equivalent to 15% of the planning application fee
  - 3) Approving the highway details
  - 4) Inspecting the highway works.
3. Highway to be adopted: All or part of the highway to be constructed in accordance with planning approval hereby granted is to be constructed to an adoptable standard and subsequently maintained at public expense. It is necessary for the developer to comply with the Highway Engineer's specification and terms for the phasing of the development, in accordance with section 38 (Adoption of highway by agreement) or section 219 (the Advance Payments code) of the Highways Act 1980. You must also contact the Engineering Design and Main Drainage Design section of City Transport to discuss the requirements for adopted roads or sewers and in due course submit a separate application in respect of these works. You are reminded of the need for early discussions with statutory undertakers to co-ordinate the laying of services under highways to be adopted by the Highway Authority. Telephone 0117 9222100.
4. 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](mailto: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

**Development Control Committee B – 17 December 2014****Application No. 14/04812/F: The Pump House Merchants Road Hotwells Bristol BS8 4PZ**

Management measures to be agreed.

5. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. No site clearance or tree or hedge removal shall be carried out on site between 1st March and 30th September inclusive in any year, unless a check has been carried out beforehand by a qualified ecologist as agreed with the local planning authority.
6. Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws, the prior written consent of the Agency is required for any proposed works or structures in, under, over or within 8 metres of the top of the bank of the Floating Harbour, designated a 'main river'. The need for Flood Defence Consent is over and above the need for planning permission. To discuss the scope of our controls and to obtain an application form please contact Colin Taylor on 01278 484610.

**APPLICATION (B) 14/04813/LA:****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. Approval of road works necessary

No development shall take place until details of the following works to the highway have been submitted to and approved in writing by the Local Planning Authority:

1. Details of footway works

The building hereby permitted shall not be occupied until these works have been completed in accordance with the approved details.

Reason: To ensure that all road works associated with the proposed development are to a standard approved by the Local Planning Authority and are completed before occupation.

**List of approved plans**

3. 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.

TCP-1 Tree constraints plan, received 9 October 2014

110 P2 Existing bridge and extended for cycle walkway, received 9 October 2014

111 P3 Plan view of bridge in swing, received 9 October 2014

**Development Control Committee B – 17 December 2014**

**Application No. 14/04812/F: The Pump House Merchants Road Hotwells Bristol BS8 4PZ**

001 P2 Block plan, received 9 October 2014

002 P1 Junction lock South proposed footway extension, received 9 October 2014

003 P2 Junction lock, lock island/car park access footway widening extension interfaces, received 9 October 2014

004 P2 Junction lock North footway extension and Pump House car park, received 9 October 2014

005 P1 Junction lock - Quay build out, received 9 October 2014

006 P1 Junction lock - footway widening, received 9 October 2014

Archaeological Statement, received 9 October 2014

Flood Risk Appraisal, received 9 October 2014

Ecology Report, received 9 October 2014

Preliminary Tree Schedule, received 9 October 2014

Conservation Statement, received 9 October 2014

Design and Access Statement, received 9 October 2014

Reason: For the avoidance of doubt.

**BACKGROUND PAPERS**

Archaeology Team

5 November 2014

Transport Development Management

10 November 2014

English Heritage

5 November 2014

Environment Agency (Sustainable Places)

17 November 2014

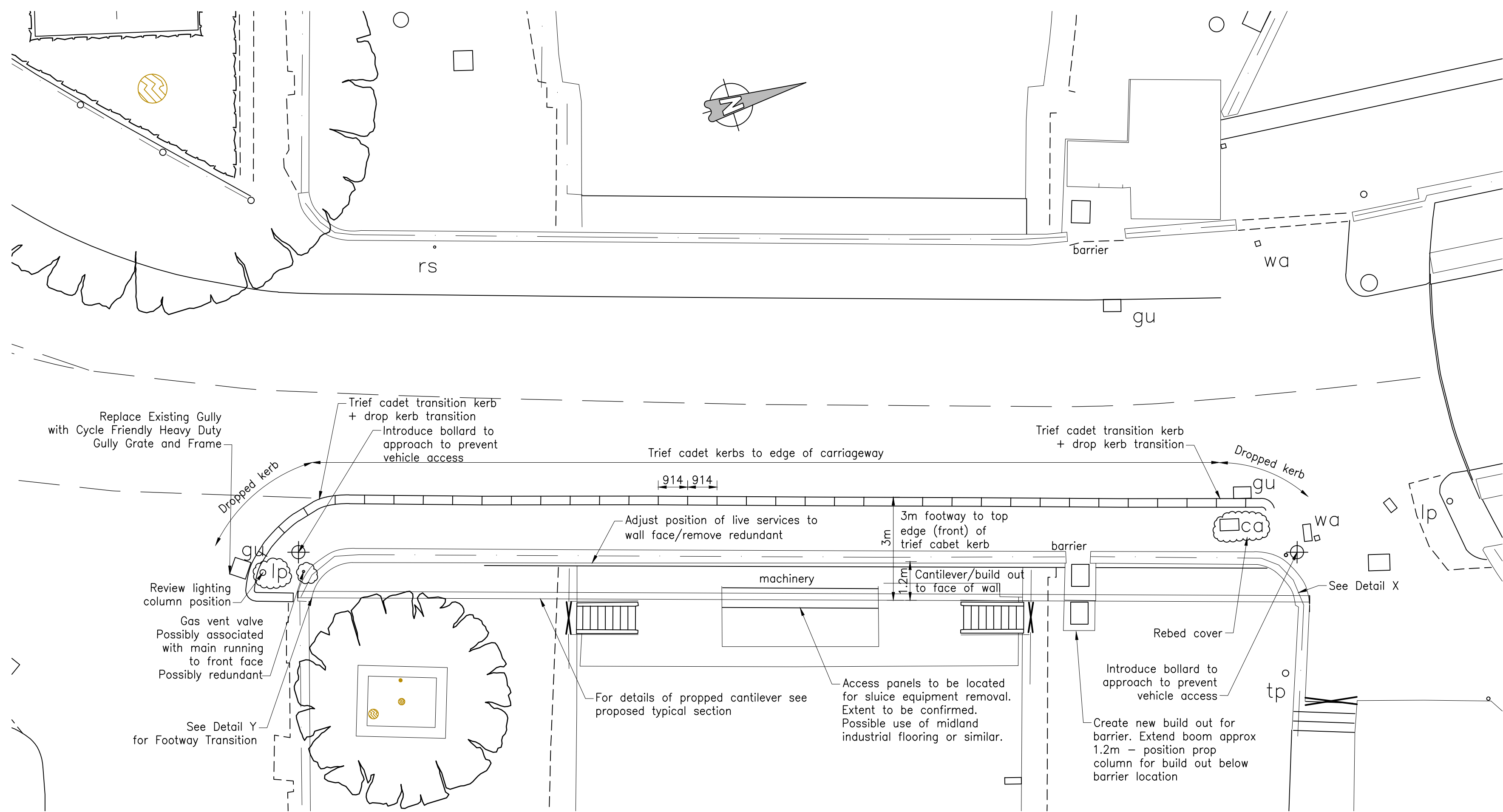
Nature Conservation Officer

3 November 2014

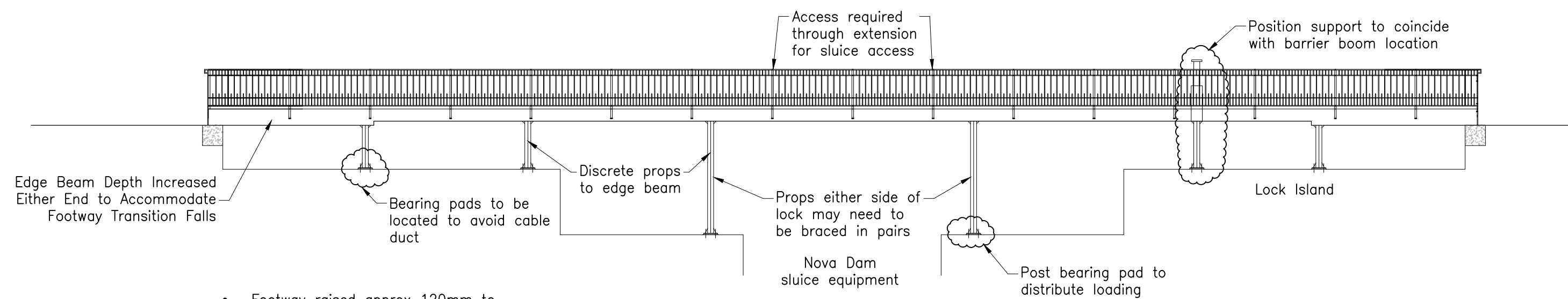




JUNCTION LOCK SOUTH - NOVA DAM  
PROPPED CANTILEVER FOOTWAY EXTENSION

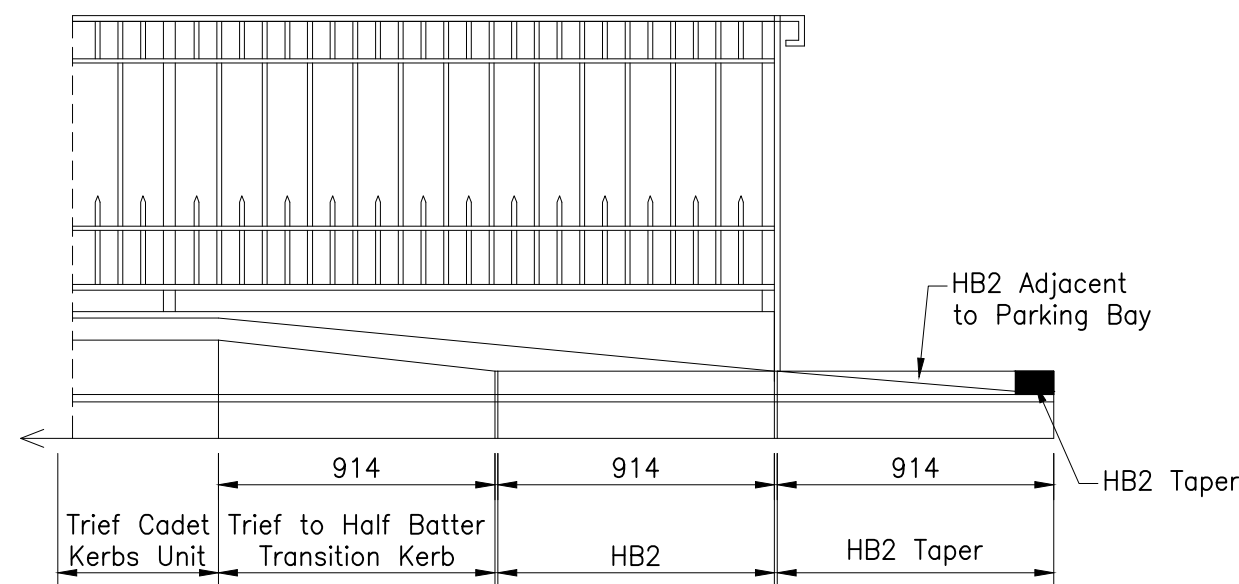


PLAN ON BRIDGE  
Scale 1:100

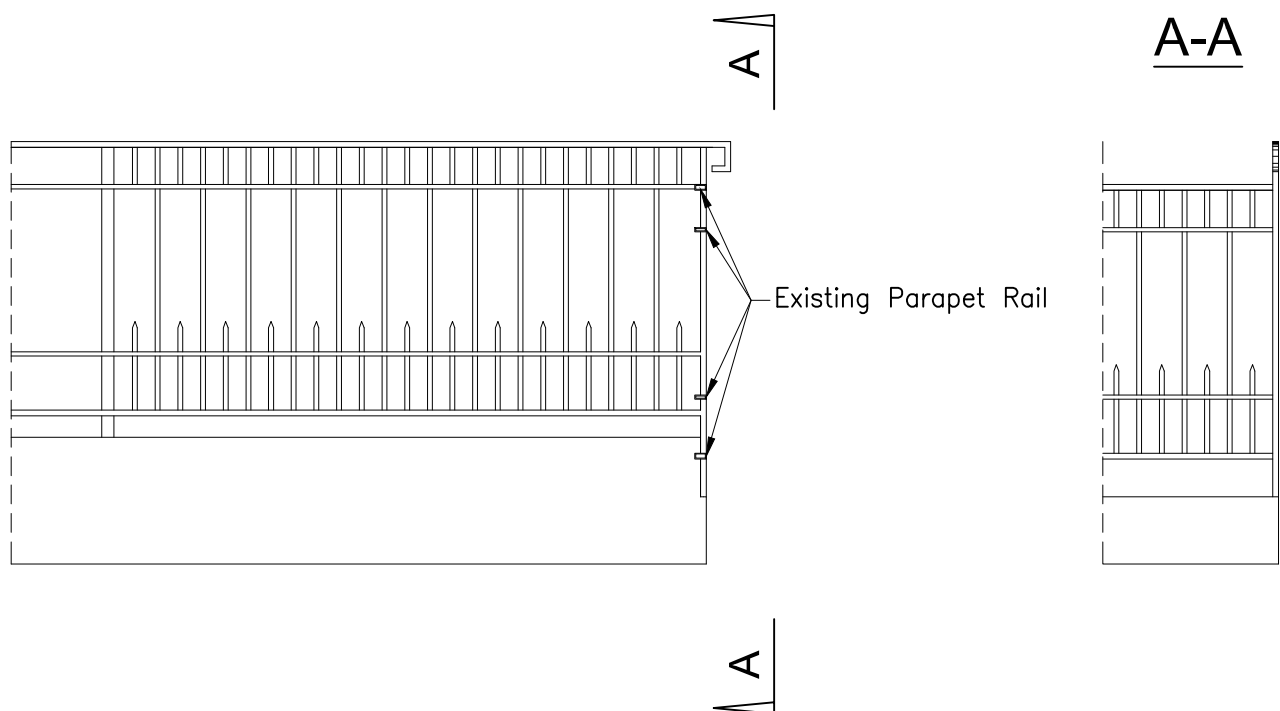


- Footway raised approx 120mm to accommodate trief cadet type kerb
- Propped cantilever designed for footway loading only
- Removable section required over sluice equipment
- Tapers required to kerb line either end
- Drop taper detail required for parapet tie in

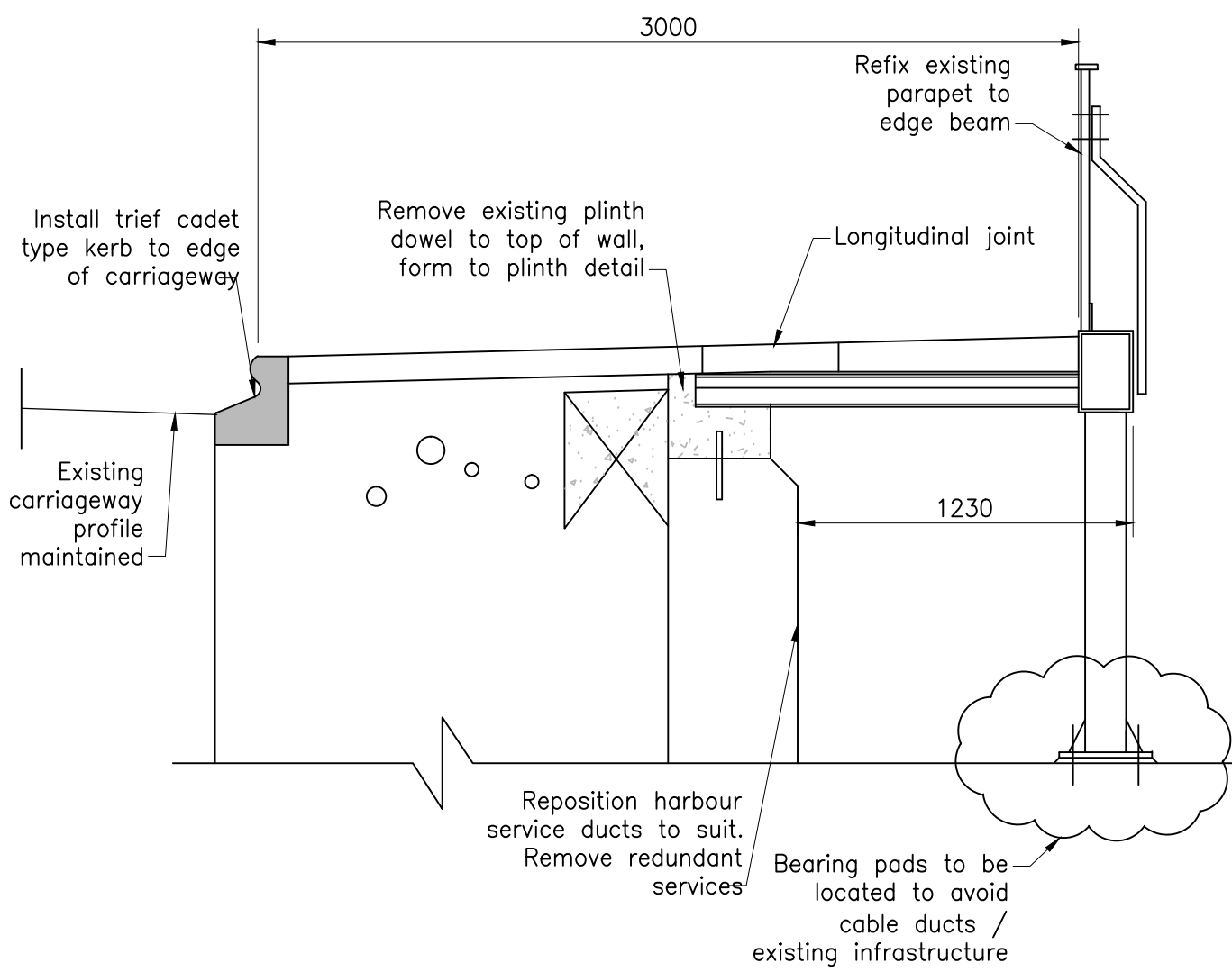
EAST ELEVATION OF PROPOSED FOOTWAY EXTENSION TO NOVA DAM  
Scale 1:100



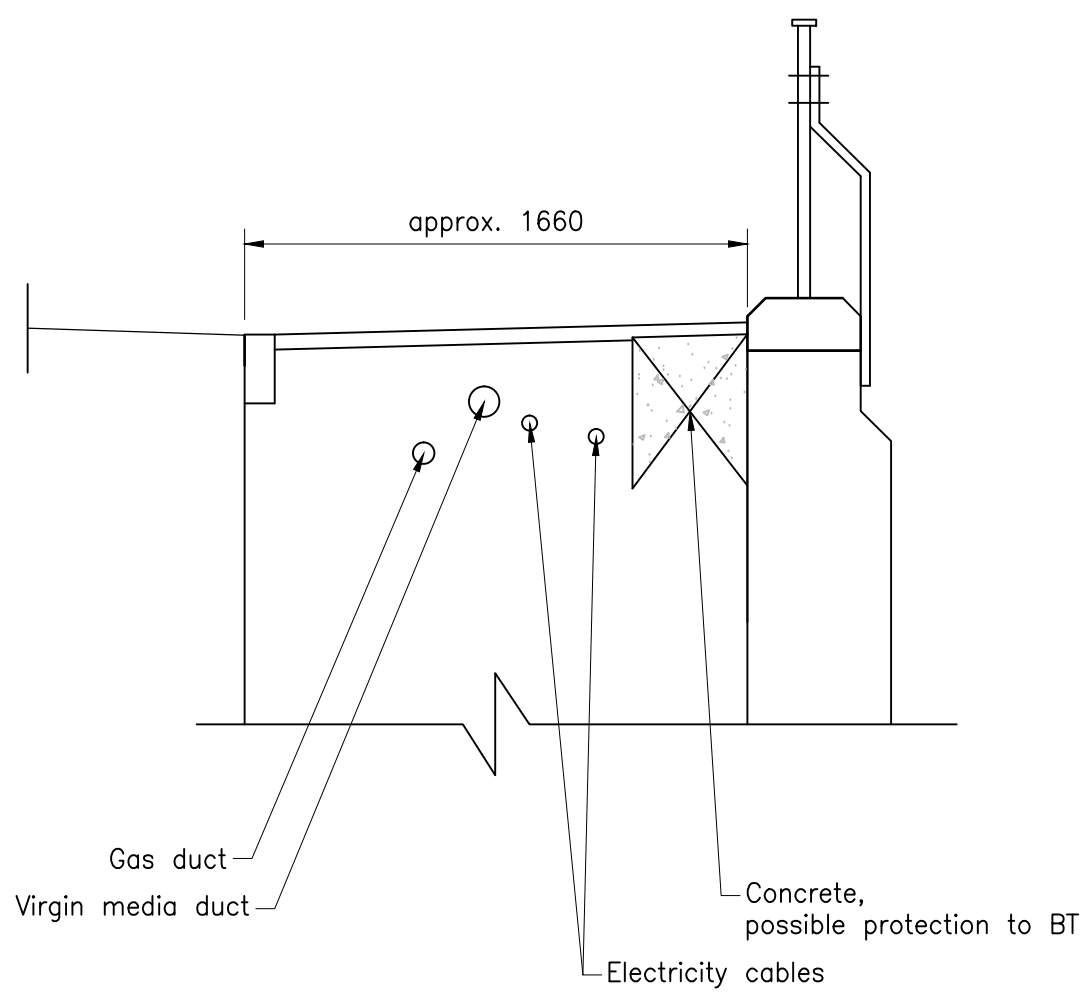
DETAIL Y - TYPICAL FOOTWAY TRANSITION DETAIL  
AT SOUTH END OF FOOTWAY EXTENSION  
Scale 1:25



DETAIL X - PARAPET TYPICAL DETAIL  
AT NORTH END OF FOOTWAY EXTENSION  
Scale 1:25



PROPOSED TYPICAL SECTION  
Scale 1:25



EXISTING TYPICAL SECTION  
Scale 1:25

Notes:

- All dimensions are in millimeters unless stated otherwise.

Rev	By	Chkd	Apprvd	Date	Description
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Client



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Project

**BRISTOL CITY COUNCIL  
CYCLING AMBITION FUND**

Drawing

**JUNCTION LOCK SOUTH  
PROPOSED FOOTWAY  
EXTENSION**

Drawn by: S.Czechowicz

Date: 8/14

Checked by: A.Rich

Date: 8/14

Approved by: A.Rich

Date: 8/14

Drawing No.

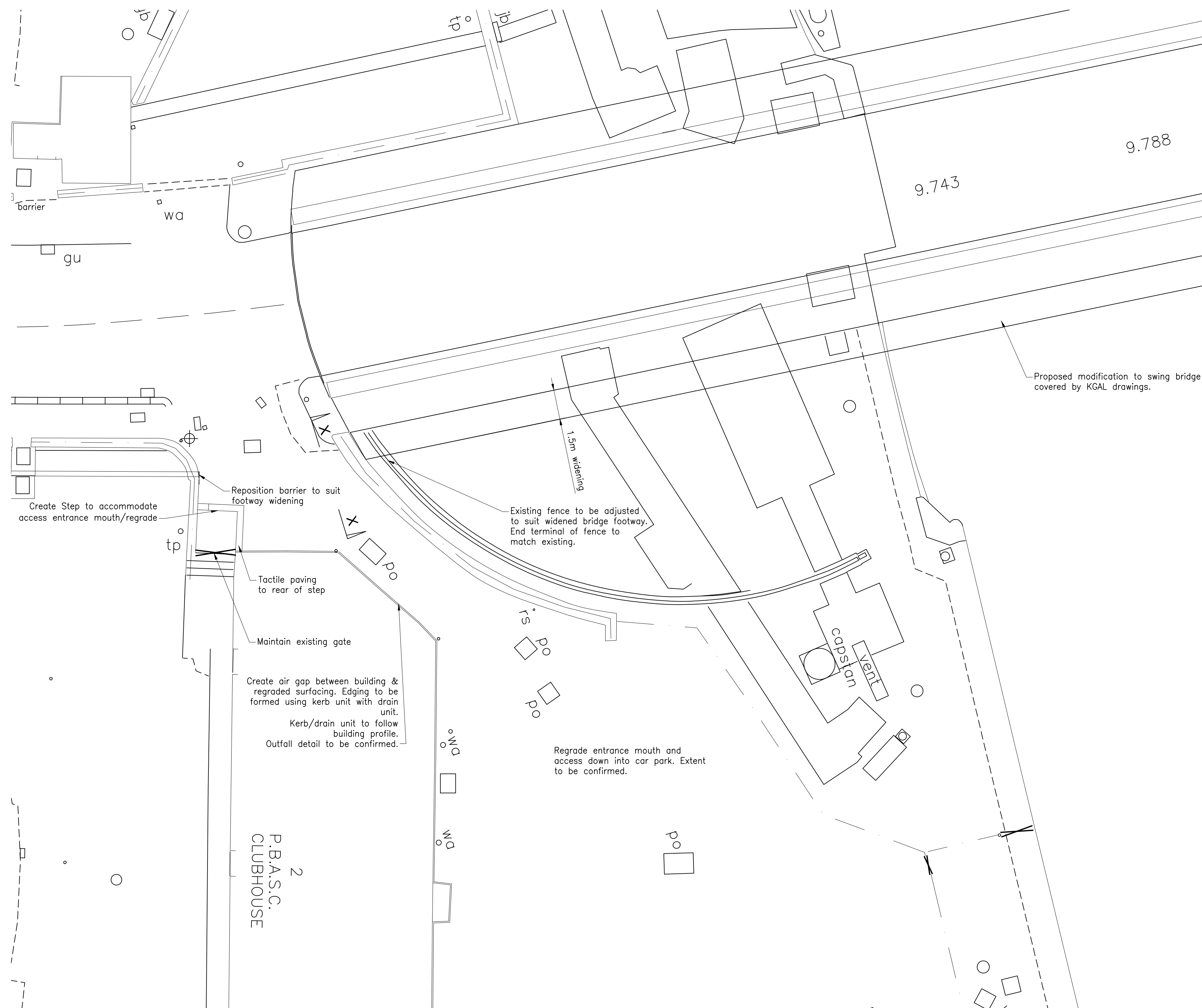
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**P1**

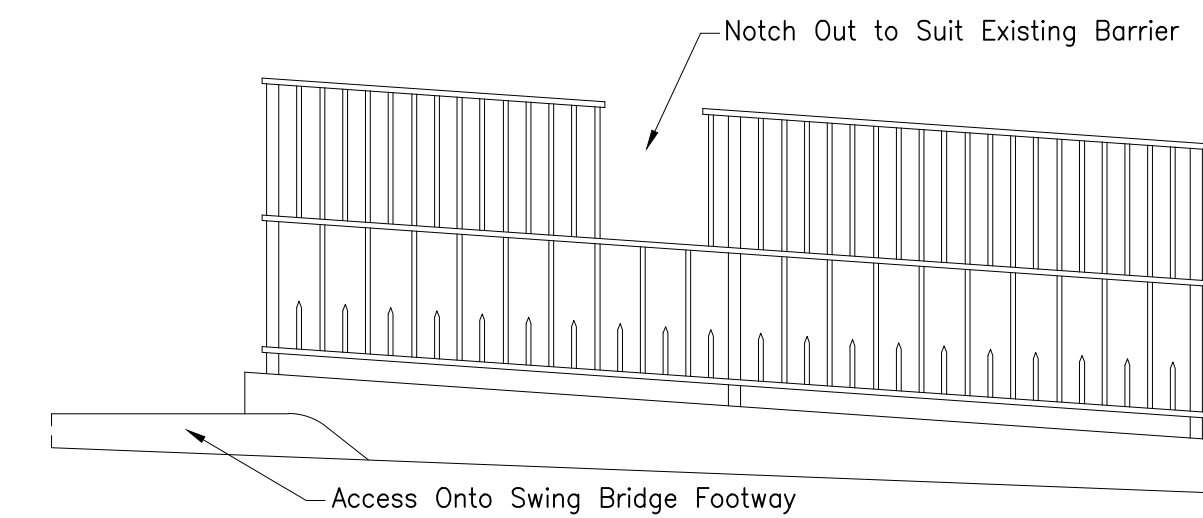
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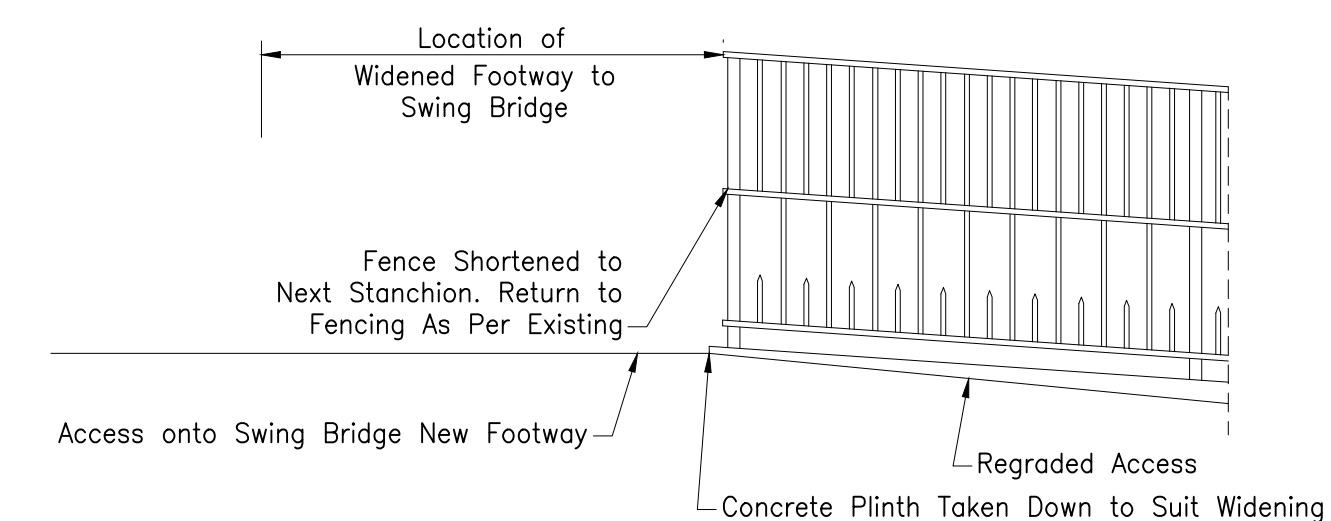




**JUNCTION LOCK - NORTH - LOCK ISLAND - CAR PARK ACCESS**  
**FOOTWAY WIDENING EXTENSION INTERFACES**  
 Scale 1:100



**VIEW ON X-X EXISTING ELEVATION TO FENCE**  
Scale 1:25



**PROPOSED ELEVATION TO ACCOMMODATE  
WIDENED FOOTWAY TO SWING BRIDGE**  
Scale 1:25

Notes:

1. All dimensions are in millimeters unless stated otherwise.

Rev	By	Chkd	Apprvd	Date	Description
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Project

Project

**BRISTOL CITY COUNCIL  
CYCLING AMBITION FUND**

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Drawing

awing

JUNCTION LOCK  
LOCK ISLAND/CAR PARK  
ACCESS  
FOOTWAY WIDENING  
EXTENSION INTERFACES

Drawn by: S. Czechowicz Date: 8/14

Checked by: A Rich Date: 8/14

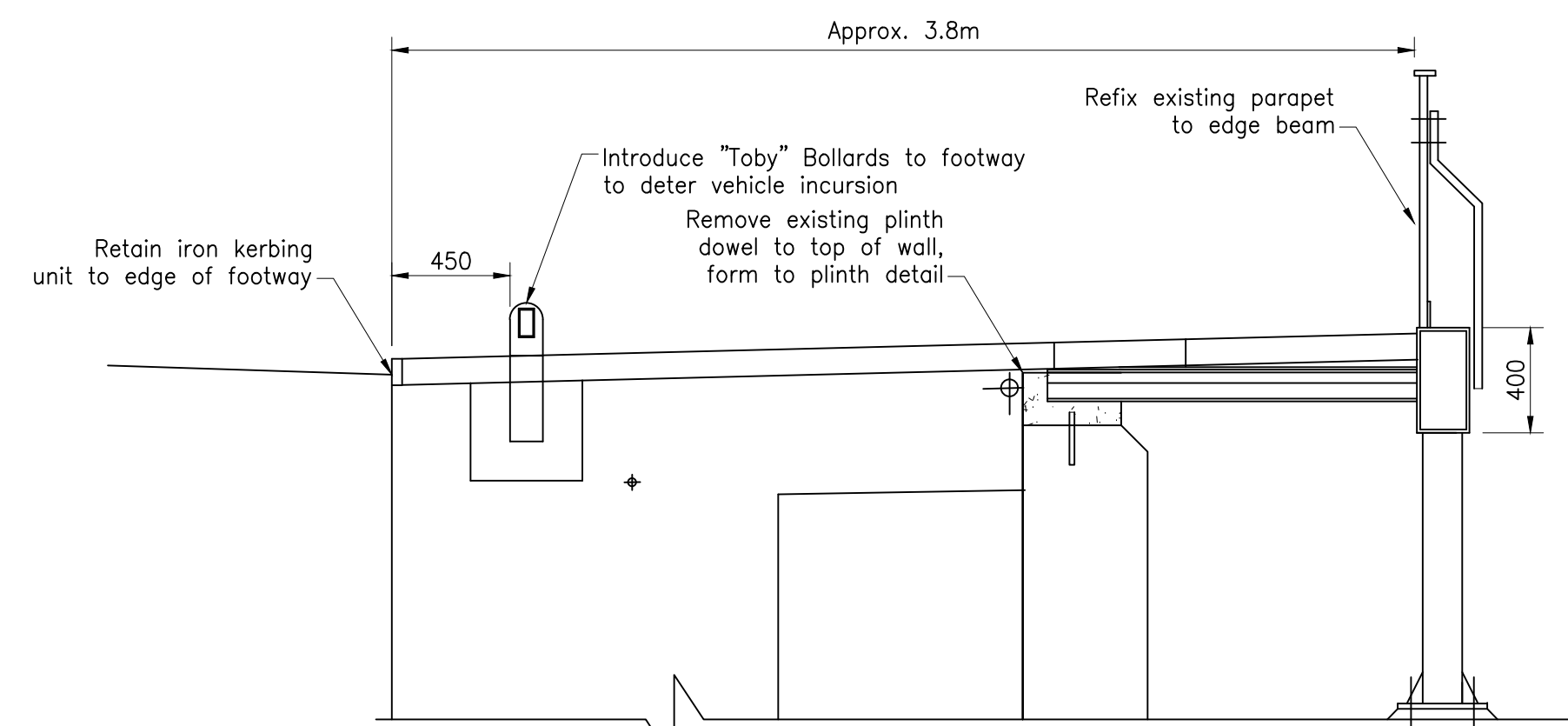
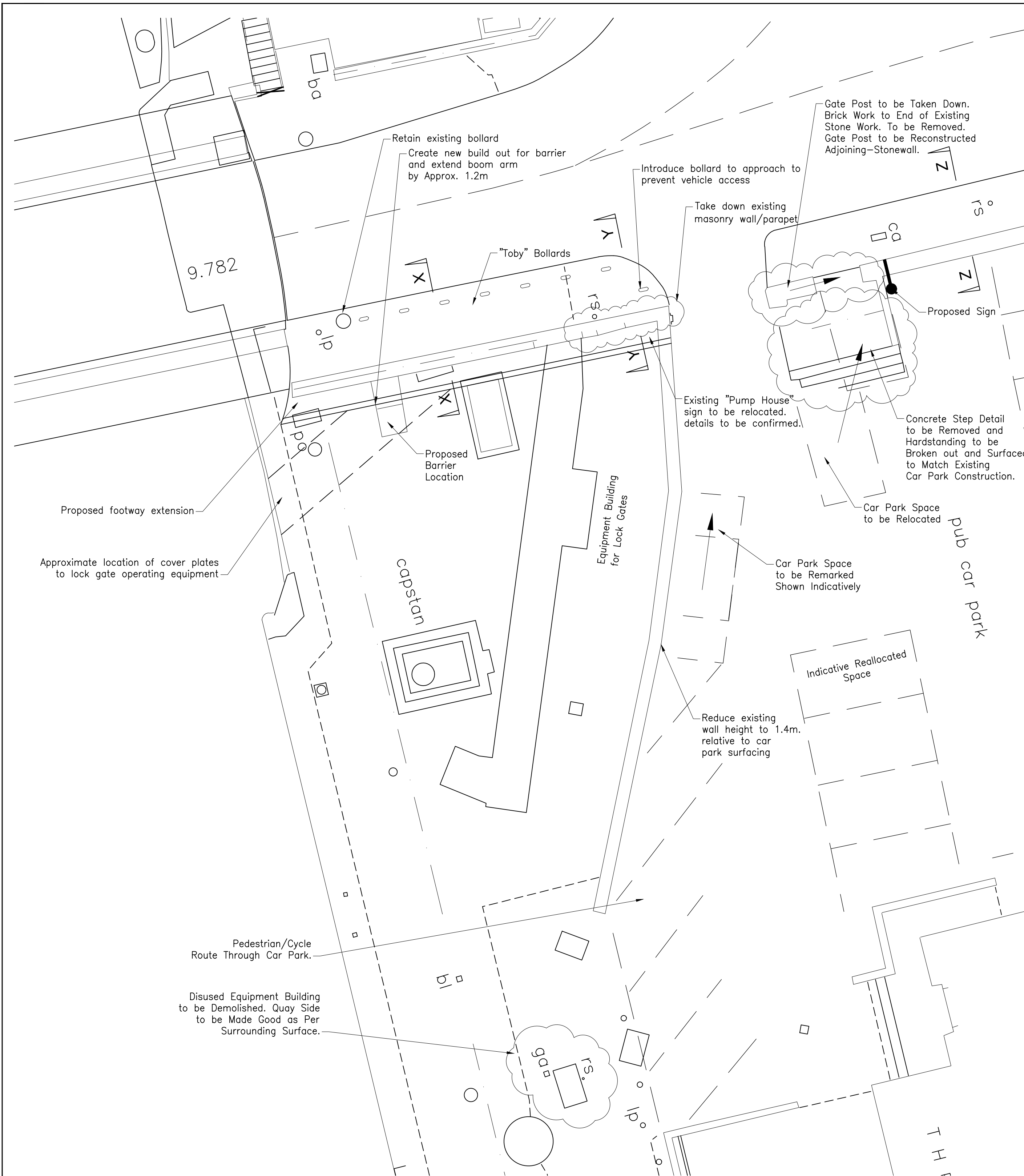
Approved by: A Rich Date: 8/14

Decision No.	Decision
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Drawing No.	Revision
203742.BW.00.47-003	P2

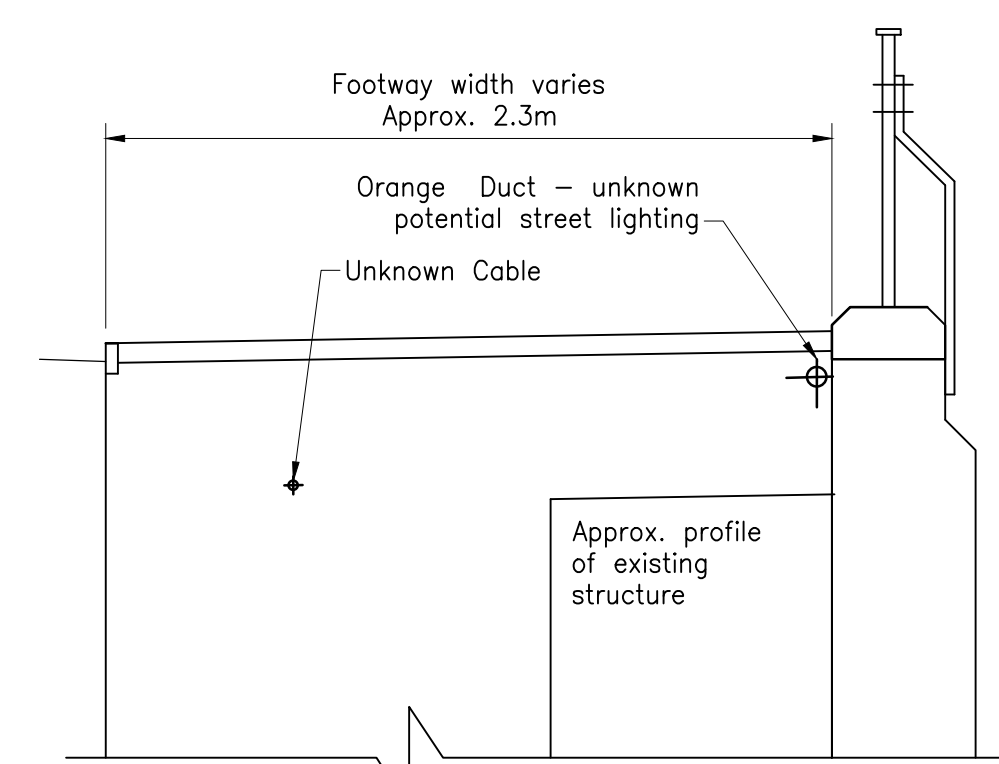
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### TYPICAL PROPOSED CROSS-SECTION

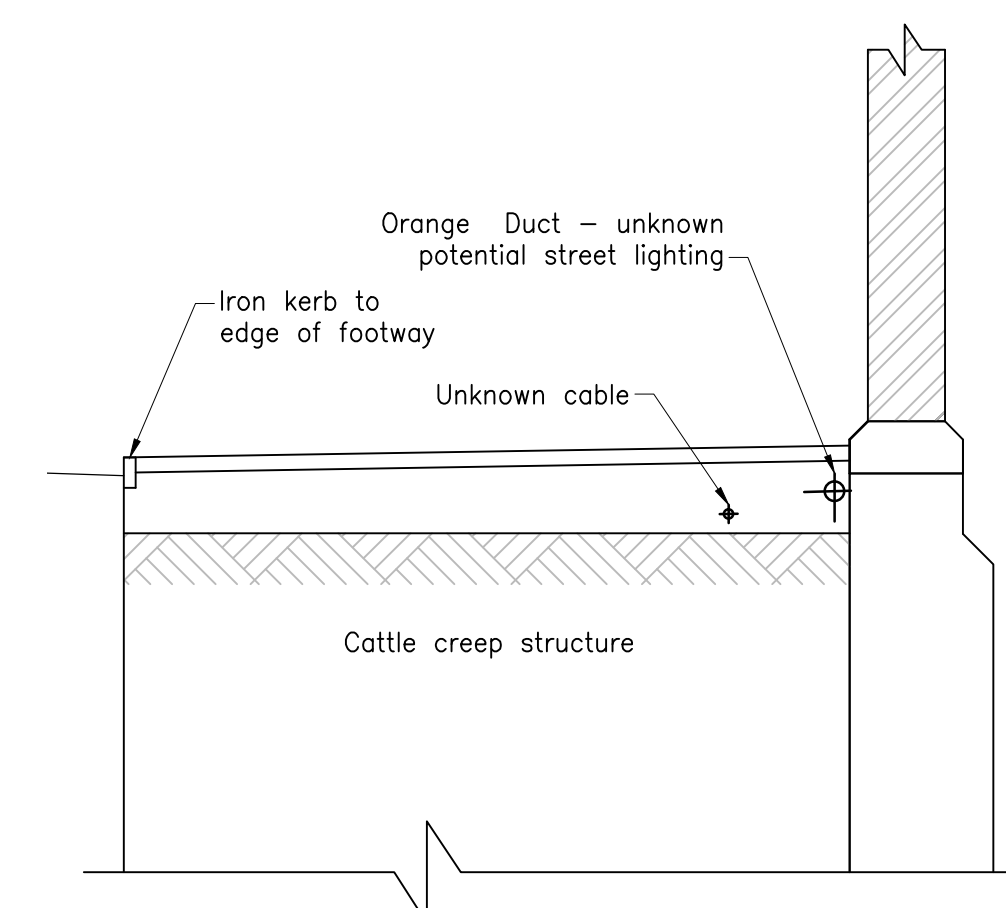
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### TYPICAL SECTION X-X

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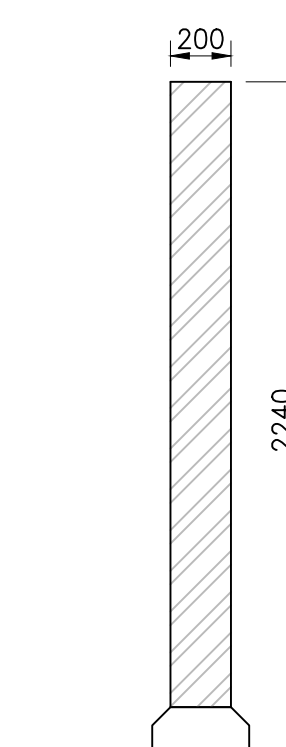
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**TYPICAL SECTION Y-Y**

(EXISTING)

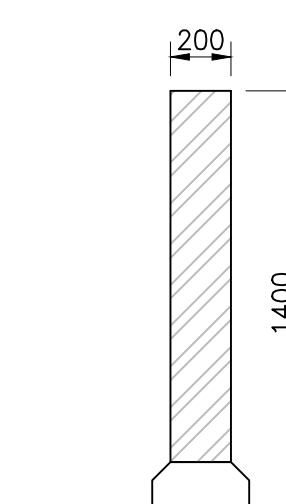
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**VIEW ON END OF CAR PARK WALL**

(EXISTING)

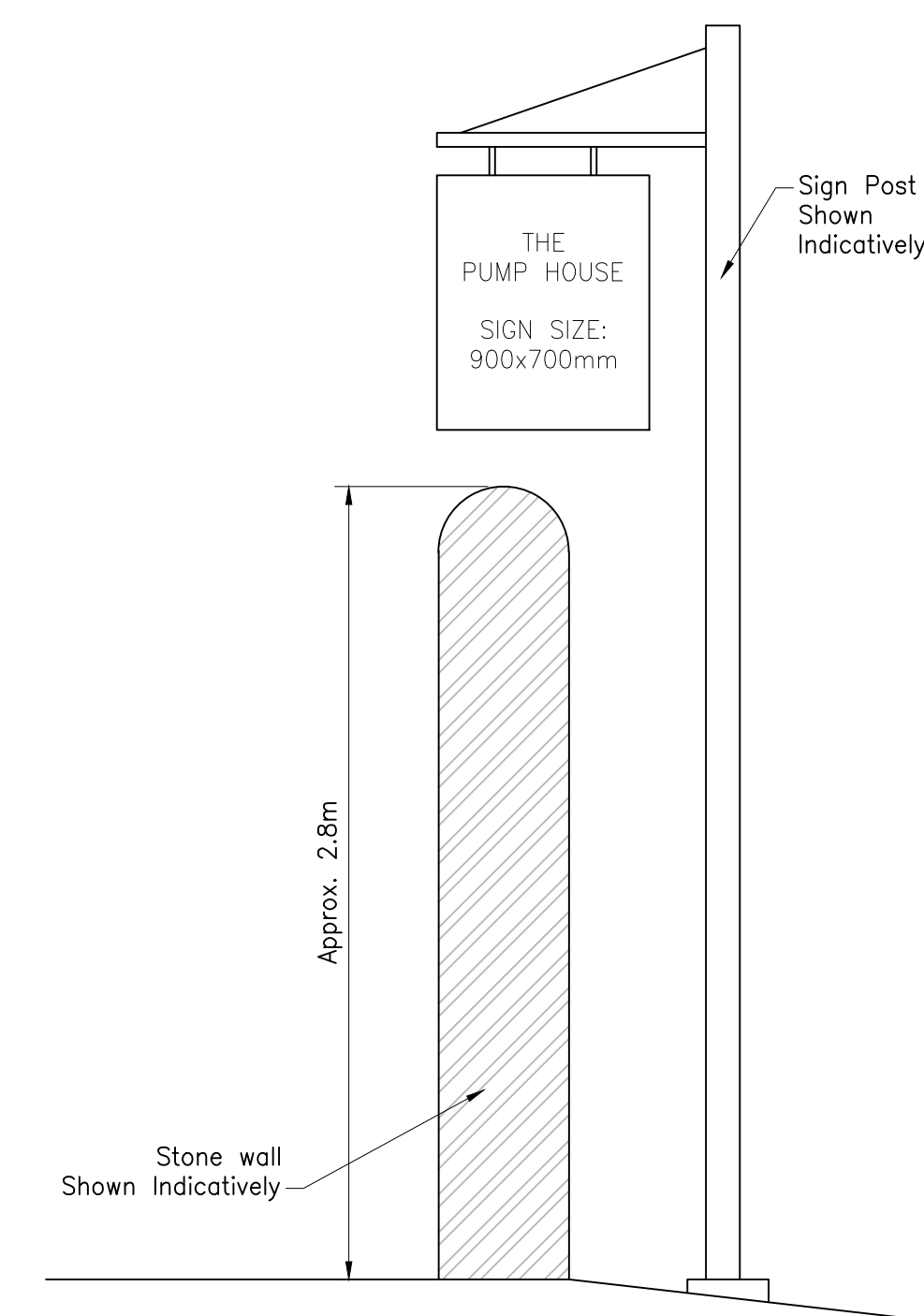
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**VIEW ON END OF CAR PARK WALL**

(PROPOSED)

Scale 1:25



### SECTION Z-Z (PROPOSED)

NEW ILLUMINATED SIGN-ADVERTISING CONSENT  
APPLIED FOR SEPARATELY

Notes:

1. All dimensions are in millimeters unless stated otherwise.

Rev	By	Chkd	Apprvd	Date	Description
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Client



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Project

Project

BRISTOL CITY COUNCIL  
CYCLING AMBITION FUND

Drawing

Drawing

JUNCTION LOCK NORTH  
FOOTWAY EXTENSION &  
"PUMP HOUSE"  
CAR PARK

Drawn by: S. Czechowicz

Date: 9/14

Checked by: A Rich

Date: 9/14

Approved by: A Rich

Date: 9/14

\_\_\_\_\_  
Developer No.

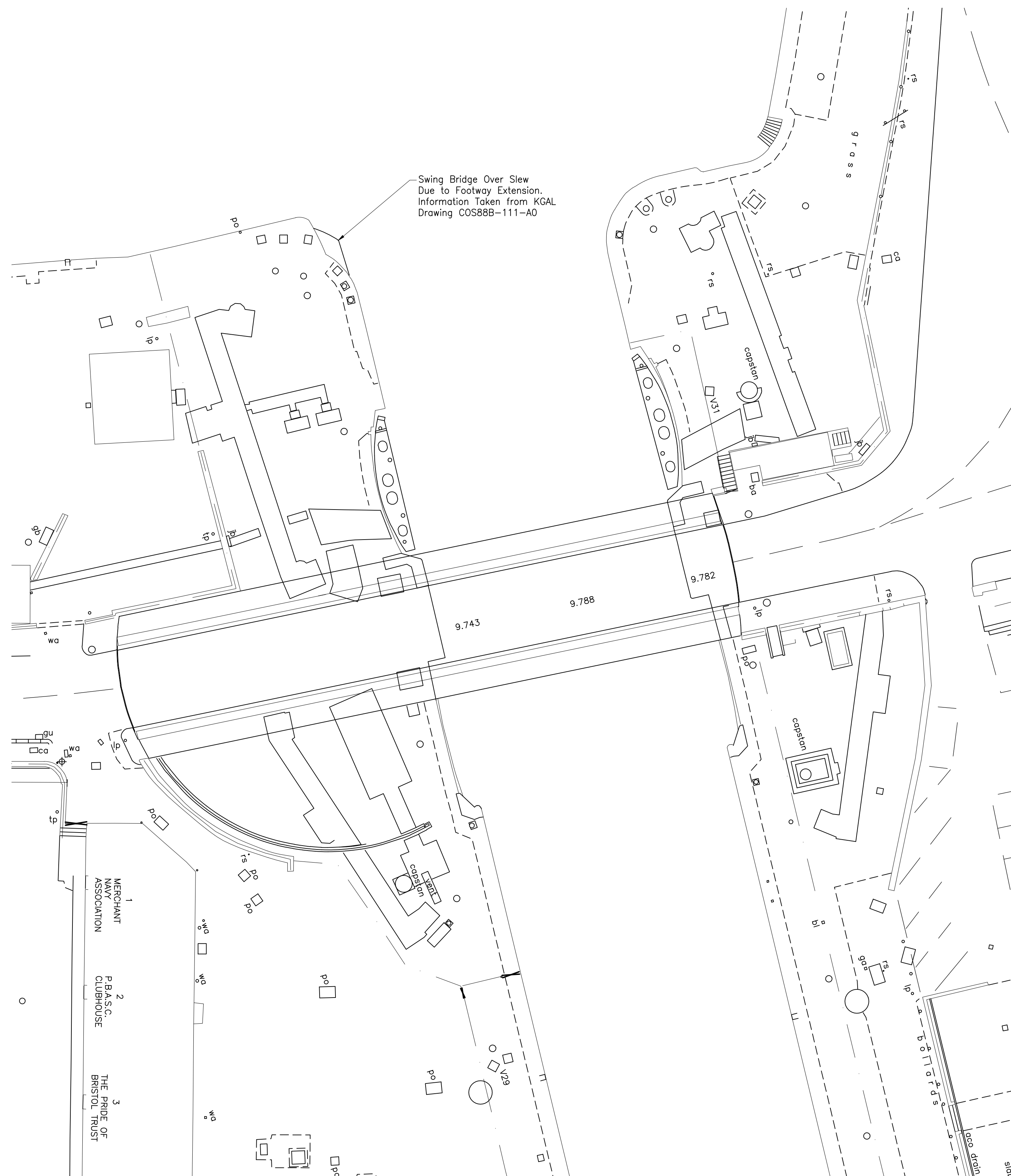
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Developer

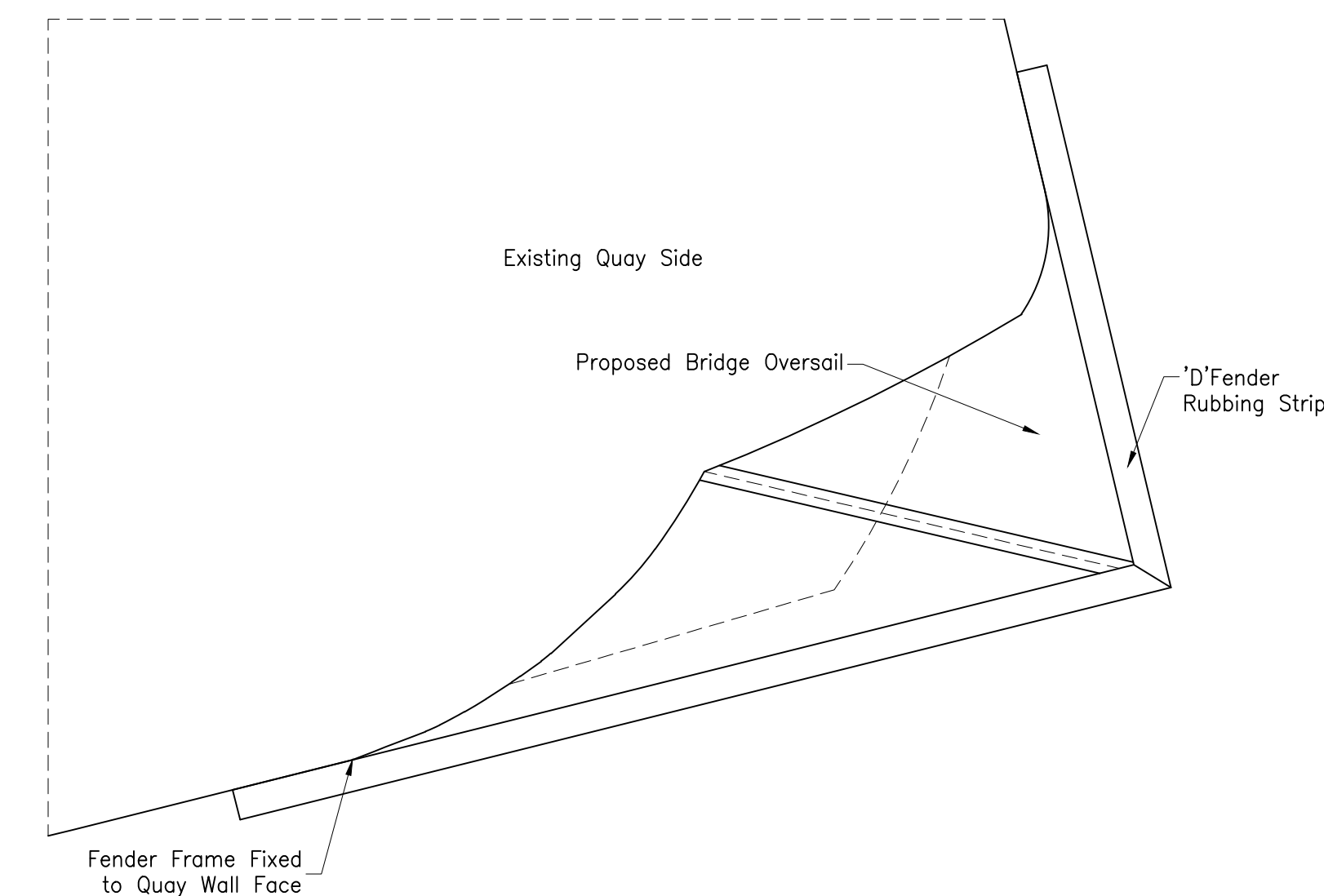
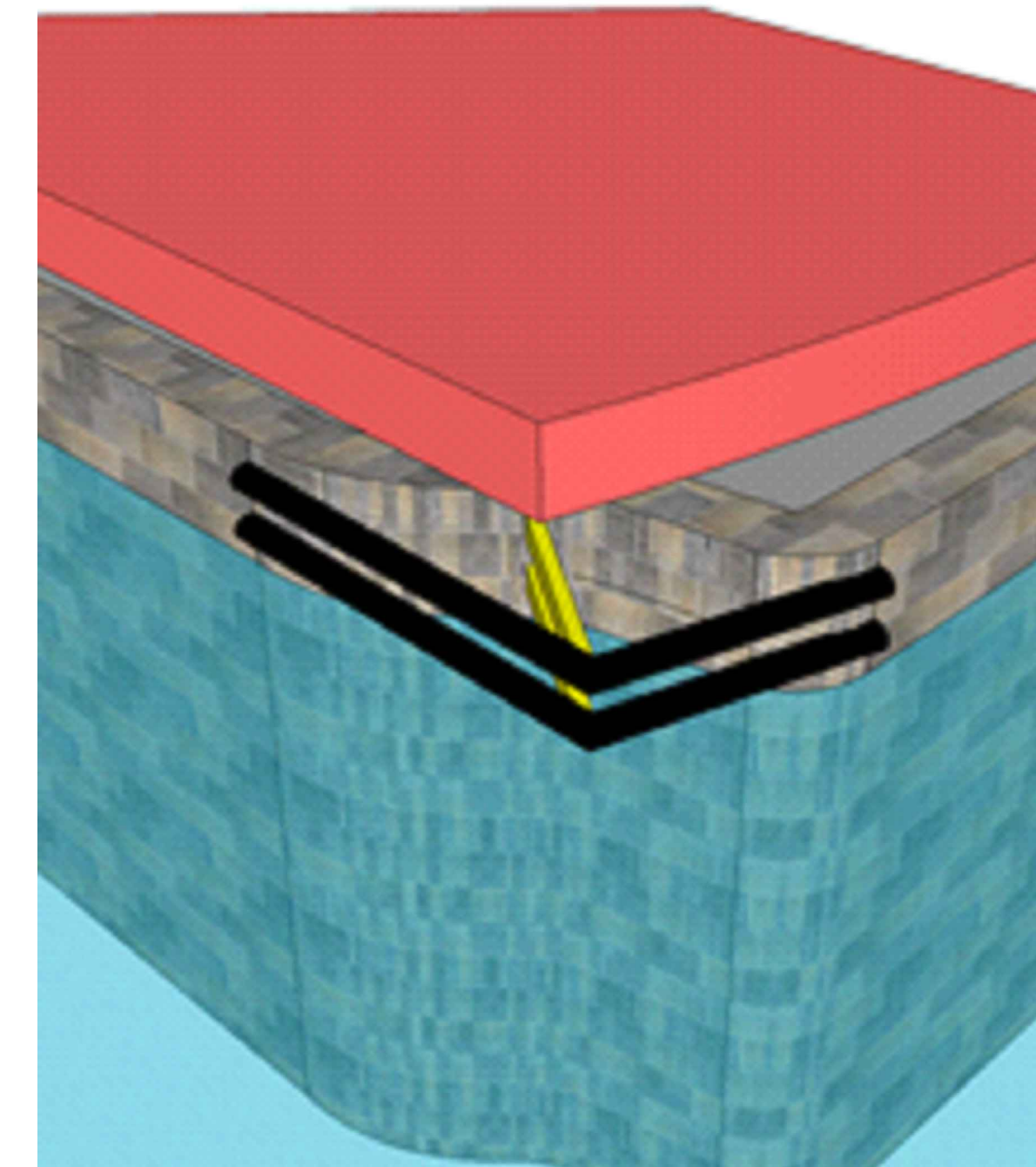
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Drawing Scale: As shown @ A1





**JUNCTION LOCK (NORTH)**  
**PROPOSED QUAY BUILD OUT**  
 Scale 1:200



**PLAN ON PROPOSED BUILD OUT TO QUAY**  
(SHOWN INDICATIVELY)  
Scale 1:50

Notes:

1. All dimensions are in millimeters unless stated otherwise.

Rev	By	Chkd	Apprvd	Date	Description
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---

Project

Project

**BRISTOL CITY COUNCIL  
CYCLING AMBITION FUND**

Drawing

JUNCTION LOCK -  
QUAY BUILD OUT

Drawn by: S.Czechowicz

Date: 9/14

Checked by: A.Rich

Date: 9/14

Approved by: A.Rich

Date: 9/14

Drawing No.

203742.BW.00.47-005

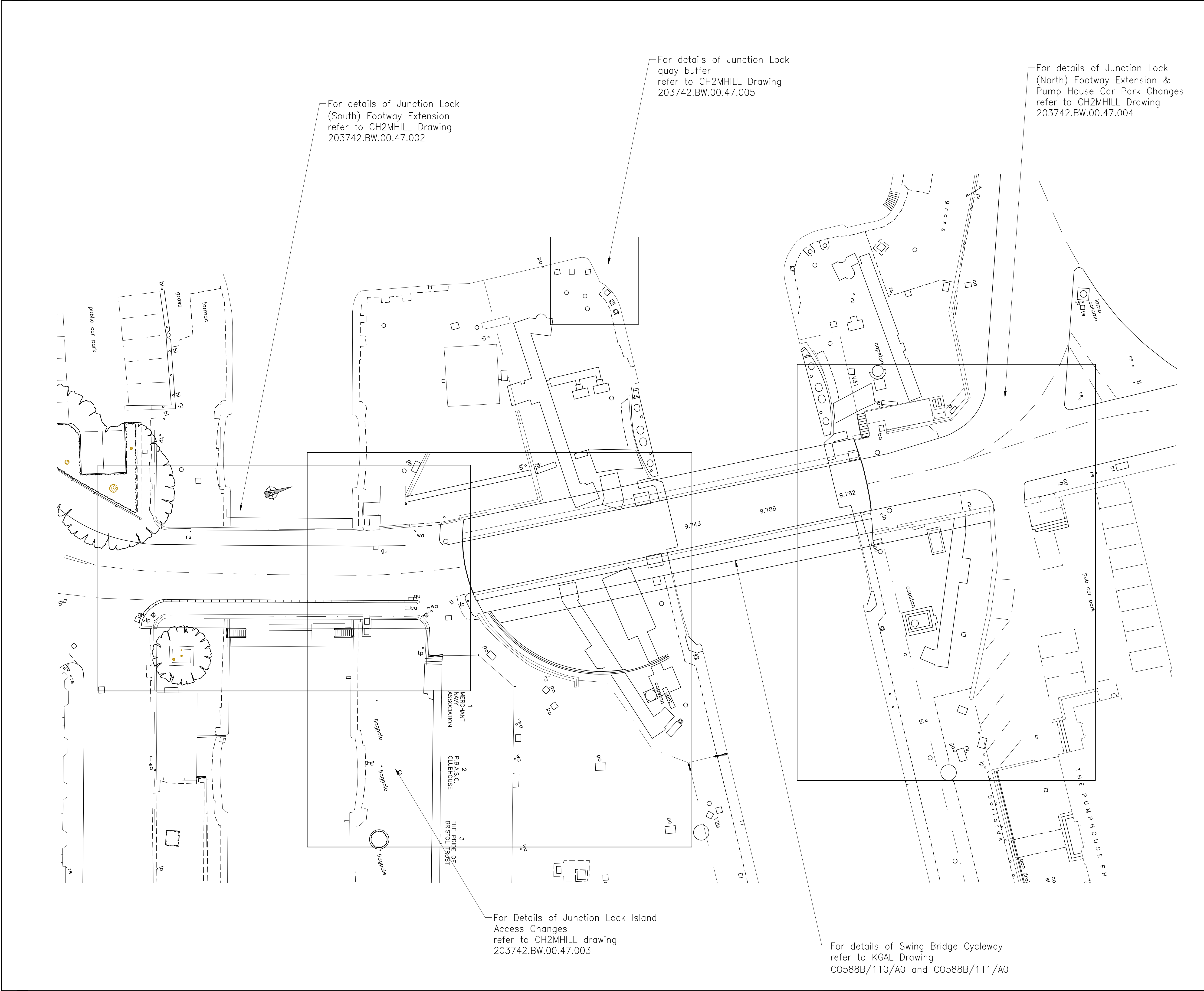
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P1

Drawing Scale: As shown@A1

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- Notes:
1. All dimensions are in millimeters unless stated otherwise.

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Client					
					
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Project <b>BRISTOL CITY COUNCIL CYCLING AMBITION FUND</b>					
Drawing					
<b>JUNCTION LOCK</b>					
Drawn by: S.Czechowicz Date: 9/14					
Checked by: A.Rich Date: 9/14					
Approved by: A.Rich Date: 9/14					
Drawing No. <b>203742.BW.00.47-001</b>					Revision <b>P2</b>
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