

WARD: Central **CONTACT OFFICER:** Susannah Pettit
SITE ADDRESS: O & M Sheds Welsh Back Bristol BS1 4SL

APPLICATION NO: 16/00828/F Full Planning
EXPIRY DATE: 22 April 2016

Proposed retention and repair of the two historic buildings O & M sheds, including reconstruction of the northern gable wall of O Shed, provision of new roofs, and associated surrounding landscaping for the purpose of providing three restaurants (within A3 use class) and outdoor seating area to Welsh Back.

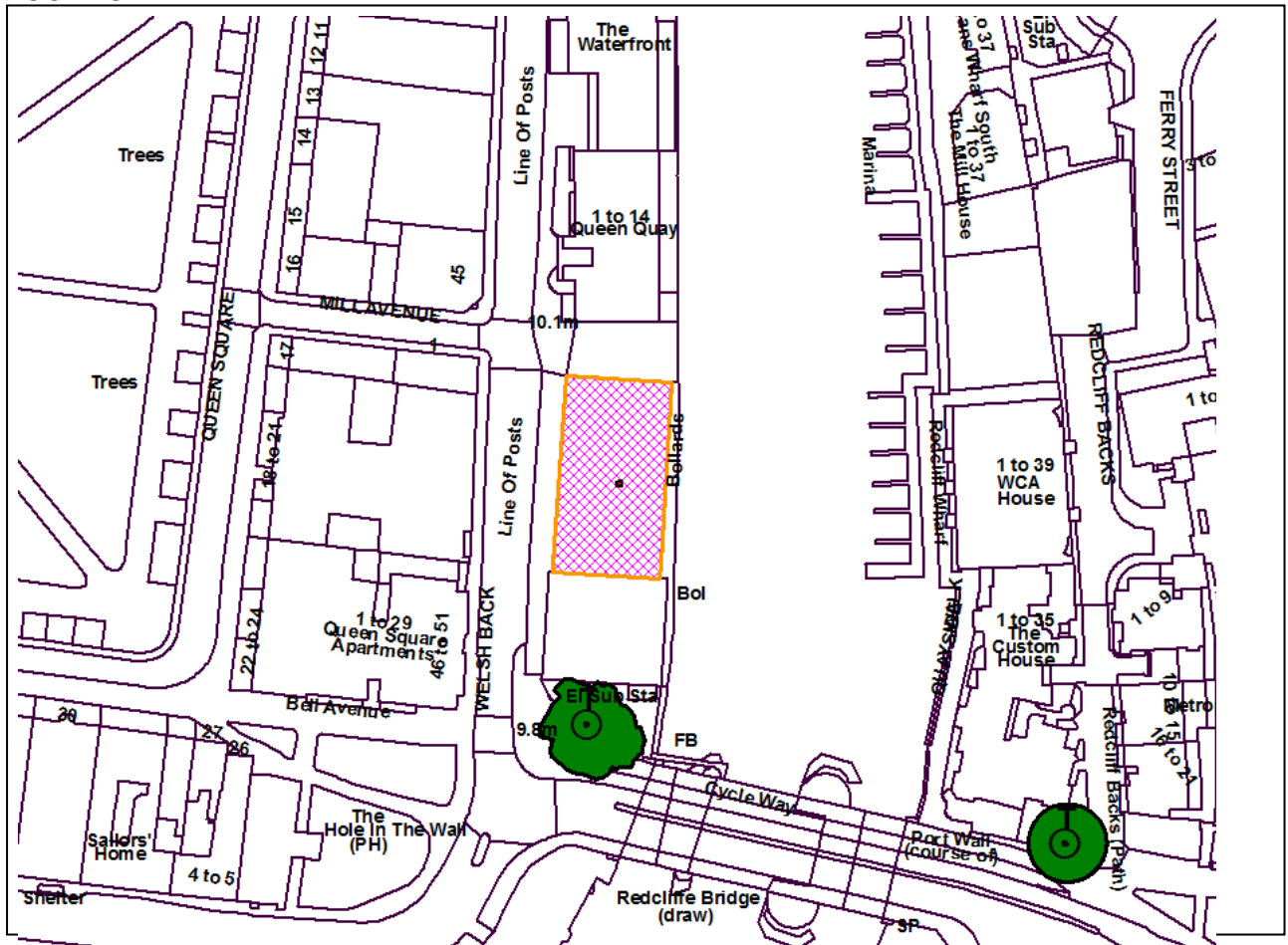
RECOMMENDATION: Grant subject to Condition(s)

AGENT: AHR Architects
 8th Floor Clifton Heights
 Triangle West
 Bristol
 BS8 1EJ

APPLICANT: Cordwell Property Group Limited
 2 Mill Pool
 Nash Lane
 Belbroughton
 Worcestershire
 DY9 9AF

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

LOCATION PLAN:



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Background

Members originally considered this application at the Development Control Committee A meeting which took place on 19 October 2016. At the meeting, Members raised a number of concerns which were discussed, and the case was deferred for the following reason:

A decision on the application be deferred for the proposals to be amended to accommodate the existing residential mooring, including removal of the proposed walkway and outdoor seating on the harbour side of the site, plus ensuring that the windows on this elevation are obscurely glazed.

Since this meeting, discussions between planning officers, Property Services and applicant have taken place. In terms of the houseboat adjacent to the site, (Ebenhaezer) this does not form part of the proposal. As stated in the previous report to committee, the Council, in its capacity as landlord, is in the process of re-locating Ebenhaezer to a nearby part of the Floating Harbour, however this is not a planning issue as it is a process being conducted by the Property team.

A condition is therefore recommended as follows in order to ensure that the amenity concerns, that would result if the change of use as proposed and the existing houseboat were co-located, would not occur:

Prior to implementation of the works hereby approved, Ebenhaezer houseboat immediately adjacent to the site shall be relocated away from the site.

Reason: In order to avoid a loss of amenity.

In the event that the houseboat IS relocated, officers do not consider it necessary to impose conditions controlling the proposed walkway and outdoor seating, or to require the restaurant windows on the Harbourside elevation to be obscurely glazed or fixed shut. The proposals as submitted (which are what the Committee have to consider on their merits) would not happen if the existing houseboat remained.

The proposal before Members, in their capacity as Local Planning Authority, is to determine the application before them, which will enable redevelopment of the site in accordance with the Bristol Local Plan.

For clarity, a complete list of conditions is set out below:

RECOMMENDED GRANTED 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. Details of Extract/Ventilation System - Not Shown

None of the A3 units hereby approved shall be occupied until details of the means of ventilation

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for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish for each unit respectively, have been submitted to and approved in writing by the Local Planning Authority. No plant or equipment shall be installed as to breach the ridge line of the finished building, and shall be contained within the roof as far as possible. The approved scheme shall be installed before each use hereby permitted commences and thereafter shall be permanently retained.

Reason: These details need careful consideration and formal approval and to safeguard the amenity of adjoining properties and to preserve the character and appearance of the conservation area.

3. Prior to occupation of each unit hereby approved, full details demonstrating how each respective unit has been future-proofed to connect to a district heat network, should it be feasible in the future to connect including:
- o Provision of a single plant room, located adjacent to the planned heat network route, producing all hot water, including engineering measures to facilitate the connection of an interfacing heat exchanger;
 - o Space identified for the heat exchanger;
 - o Provisions made in the building fabric such as soft-points in the building walls to allow pipes to be routed through from the outside to a later date; and
 - o External pipework routes identified and safeguarded.

Reason: In order to ensure a sustainable development, and to comply with policy BCAP21.

4. Prior to occupation of each of the restaurant units hereby approved, a post construction stage BREEAM 'shell only' certificate for each unit shall be submitted and approved in writing by the LPA demonstrating that BREEAM excellent rating has been aimed for. As a minimum a BREEAM very good rating score of 64.22% must be achieved.

Reason: In order to ensure a sustainable development.

5. Prior to occupation of each unit hereby approved, full details of the proposed water efficiency technologies to ensure potable water use is kept to a minimum shall be submitted and approved in writing, along with details of the proposed sustainable materials demonstrating that type, lifecycle and source of the materials have been considered so as to minimise environmental impact.

Reason: In order to ensure the development reduces water consumption and in the interests of water efficiency.

6. Prior to occupation of each of the restaurant units hereby approved, full details of the proposed energy efficiency and renewable energy technologies to be implemented within the fit-out of each unit respectively, shall be submitted to and approved in writing by the LPA. The measures proposed must perform as per (or better than) the details stated in the approved sustainability statement to achieve the CO2 emissions reductions stated within the approved sustainability strategy section 2.8 i.e. a 26.9% reduction in CO2 emissions below baseline emissions (Part L2B) through energy efficiency and a 28.3% reduction in CO2 emissions below 'residual emissions' through renewable energy. The proposed measures shall be installed in each unit in accordance with the approved details and thereafter maintained for the lifetime of the development.

Reason: In order to ensure a sustainable development.

7. Tree protection

No work of any kind shall take place on the site until a detailed arboricultural method statement for the development of the proposed paved areas and cantilevered decking has been

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submitted to and approved in writing by the LPA. The method statement shall include a program of Arboricultural supervision and monitoring, the number of site visits proposed and a site monitoring record to be made available on site. The approved details shall be implemented unless otherwise agreed in writing by the LPA.

Reason: To protect the tree from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the tree gives and will continue to give to the amenity of the area.

8. None of the restaurants hereby approved shall be occupied until there has been submitted to and approved in writing, by the Council, an Odour Management Plan for each restaurant respectively, setting out cleaning, maintenance and filter replacement policies. The plan should include a written recording system to record and demonstrate when all such work is carried out.

Reason: To safeguard the amenity of nearby occupiers.

9. 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 been 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
 arrangements for turning vehicles

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

10. No development shall take place until a revised site specific risk assessment has been completed to assess level of risk from contamination at the site following previous site investigations. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The assessment must be undertaken by competent persons and a written report of the findings must be produced.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

11. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

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Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

12. Land affected by contamination - Implementation of Approved Remediation Scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

13. Prior to commencement of development, 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. The lux contour plan should extend outwards to incremental levels of zero lux.

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

14. Further details of elevation treatment; before relevant element started

Detailed drawings at a scale of 1:10 or 1:25; of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) render junctions with existing roof;
- b) window and door frame sections showing how they relate to existing fabric

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

15. 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) Installation of footway along the frontage of the site along Welsh Back at 125mm of height with a minimum of 1.8m of usable footway.
- 2) The surface must be cobbled and fitted with an iron kerb to match existing.

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

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Reason: To ensure that all road works associated with the proposed development are planned and approved in good time to include any Highways Orders, and to a standard approved by the Local Planning Authority and are completed before occupation.

NB The provision of these works will require a legal agreement and contact must be made with the Highway Authority well in advance of commencing the works so that the agreement is complete prior to starting any works on the highway. See Advice Note 3.

Pre occupation condition(s)

16. Notwithstanding the Noise Assessment submitted with the application, none of the restaurant units hereby approved shall be occupied until an assessment on the potential for noise from each restaurant respectively, affecting residential or commercial properties in the area has been submitted to and approved in writing by the Council. The assessment shall include noise from:

Customers within the premises
 Customers in outdoor areas

If the assessment indicates that noise from the development is likely to affect neighbouring affecting residential or commercial properties then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Council prior to the commencement of the development.

The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development. The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of "Method of rating industrial noise affecting mixed residential and industrial areas" and of BS 8233: 2014 " Guidance on sound insulation and noise reduction for buildings".

The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: In order to protect the amenity of nearby occupiers.

17. None of the restaurants hereby approved shall be occupied until an assessment to show that the rating level of any plant & equipment, for each restaurant respectively, will be at least 5 dB below the background level has been submitted to and approved in writing by the Council.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the amenity of nearby occupiers.

18. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition ****, which is to be submitted to and be approved in writing by the Local Planning Authority.

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Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition ****.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

19. Completion and Maintenance of Cycle Provision - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

20. C26 Flood Evacuation Plan - Commercial Property

No building or use hereby permitted shall be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information:

- * command & control (decision making process and communications to ensure activation of FEP);
- * training and exercising of personnel on site (H& S records of to whom and when);
- * flood warning procedures (in terms of receipt and transmission of information and to whom);
- * site evacuation procedures and routes; and
- * provision for identified safe refuges (who goes there and resources to sustain them).

The FEP shall be reviewed at intervals not exceeding 3 years, and will form part of the Health & Safety at Work Register maintained by the applicant.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site

21. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

Post occupation management

22. The works to the pavement shall be relaid with cobblestones, and an iron kerb to match

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existing.

Reason: In order to preserve the character and appearance of the conservation area.

23. Servicing and deliveries associated with the uses hereby approved, the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall take place outside of peak highway hours (which are 8-9am and 4-6pm), and shall not take place between the hours of 10pm and 9am, and not at all on Sundays or Bank Holidays.

Reason: In order to maintain safe operation of the highway and to safeguard the amenity of neighbouring occupiers.

24. Use of Refuse and recycling facilities

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

Reason: To safeguard the amenities of nearby occupiers

25. Travel plans - submitted

The Interim Travel Plan shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Interim Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

26. Hours of operation of outdoor seating area;

The use of the outdoor seating area; shall not be carried out outside the hours of 9am to 9pm on any day.

Reason: To safeguard the residential amenity of nearby occupiers.

27. The development permitted by this planning permission shall only be carried out in accordance with the Flood Risk Assessment (FRA) by Ramboll, dated December 2015 and the following mitigation measures detailed within the FRA:

1. Finished floor levels are set no lower than 9.4 m above Ordnance Datum (AOD).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason To reduce the risk of flooding to the proposed development and future occupants.

28. The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

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Reason: In order to safeguard the amenity of nearby residents and occupiers.

29. Hours open to customers Monday - Sunday

No customers shall remain on the premises outside the hours of 8:00am; to 11pm; Sunday to Thursday, and on Fridays and Saturdays 8am; to 11:30pm;.

Reason: To safeguard the residential amenity of nearby occupiers.

30. 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.

Reason: In order to protect wildlife habitat in the area.

List of approved plans

31. 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.

SK-001 P02 Cantilever Decking Structural Drawing, received 14 September 2016
 AHR-AR-B01-PL-000_REV-01 Site survey plan, received 26 February 2016
 AHR-AR-B01-PL-001_REV-01 Location plan, received 26 February 2016
 AHR-AR-B01-PL-002_REV-01 Existing site plan, received 26 February 2016
 AHR-AR-B01-PL-003_REV-01 Demolition plan, received 26 February 2016
 AHR-AR-B01-PL-004_REV-01 Existing elevations, received 26 February 2016
 AHR-AR-B01-PL-005_REV-01 Existing streetscape, received 26 February 2016
 AHR-AR-B01-PL-010_REV-01 Proposed site plan, received 26 February 2016
 AHR-AR-B01-PL-011_REV-01 Proposed floor plan, received 26 February 2016
 AHR-AR-B01-PL-020_REV-01 Proposed sections, received 26 February 2016
 AHR-AR-B01-PL-030_REV-04 Proposed elevations, received 4 October 2016
 AHR-AR-B01-PL-050_REV-04 Proposed streetscape, received 4 October 2016
 AHR-AR-B01-PL-055_REV-04 Street level finishes, received 4 October 2016
 AHR-AR-B01-PL-060_REV-01 Artistic Impression, received 26 February 2016
 AHR-AR-B01-PL-061_REV-01 Perspective, received 26 February 2016

Reason: For the avoidance of doubt.

Advices

- 1 Traffic Regulation Order (TRO): In order to comply with the requirements of condition **** you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.

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- 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 9036852 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.
- 3 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 Transport Development Management Team (City Hall), PO Box 3176, Bristol, BS3 9FS 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.
- 4 This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Floating Harbour, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> .
- 5 Application for advertisement consent needed: You are reminded of the need to obtain separate consent under the Town and Country Planning (Control of Advertisements) Regulations 1992 for any advertisements requiring express consent which you may wish to display on these premises.
- 6 It is recommended that any flues for the dispersal of cooking smells shall either:
 - (a) Terminates at least 1 metre above the ridge height of any building in the vicinity, with no obstruction of upward movement of air or:
 - (b) Have a method of odour control such as activated carbon filters, electrostatic precipitation or inline oxidation.Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527.
<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>
- 7 Application for listed building consent needed: This permission does not act as listed building consent and you are accordingly advised of the need to submit a separate listed building consent application in respect of the works shown on the drawings hereby approved.
- 8 UXO - The report submitted identifies potential bomb damage from World War Two. Given the extent of bombing in this area of the city the applicants are advised to undertake a risk assessment prior to works commencing
- 9 Asbestos - Given the age of the existing building there is a high probability asbestos containing materials are present within the fabric of the building. Any asbestos containing materials present on site must be removed in accordance with the Control of Asbestos Regulations 2012

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SUMMARY

This proposal is being referred to Planning Committee due to in excess of 70 objections having been received.

The proposal relates to the O+M sheds on Welsh Back, for which Bristol City Council currently hold the freehold. The sheds are long-term vacant, and the proposal would result in them being retained, refurbished and brought into use as three restaurants. Despite the potential operators of the restaurant units not being known, the application includes as much detail as possible on external plant, ventilation and extraction methods that would be associated with the uses. It also includes a detailed sustainability response, which previous applications on this site lacked.

The site is an Allocated Site in the Central Area Plan, for which offices/workspace or leisure uses are cited as appropriate.

Objections are summarised in the report, but issues raised have included loss of amenity to nearby residents resulting from another late-night use in the area, restaurants being an inappropriate use for the sheds, increased traffic on Welsh Back, inadequate refuse storage, servicing, and relocation of the houseboat (Ebenhaezer) which is located next to the O+M shed on the Floating Harbour.

These objections are addressed in the report. In terms of the relocation of the houseboat, planning officers have taken advice from officers in the Council's Property team. The Council is in the process of exercising its ability to relocate this boat as the current mooring licence enables the Council to serve notice and pay for reasonable costs of relocation. If the boat were to remain in situ, planning conditions requiring obscure glazing to the restaurant windows facing the boat, as well as a separation fence would be imposed. This was how a previous application in 2008 was dealt with where planning permission was granted for a similar proposal. However in view of the fact that a legal process to re-locate the houseboat has now commenced, such conditions are not necessary here.

Officers are recommending approval with a number of pre-occupation conditions to ensure the final detail for matters such as kitchen extraction and sustainability measures is submitted for approval before the restaurants are occupied. Conditions on noise levels and hours of operation are also proposed.

The scheme would offer an acceptable response in view of the site's location within a conservation area, and adjacent to a Grade II listed structure (the Harbour Wall), and the re-use of the sheds (which are identified as Unlisted Buildings of Merit in the Conservation Area Appraisal) is considered to be a positive aspect of the scheme. The site's City Centre location means that the use as restaurants would introduce activity and vibrancy to this prominent corner site, and the use of conditions would ensure that the amenity of nearby residents is protected. The proposal would therefore result in an enhancement to the popular Floating Harbour visitor attraction which has an important leisure role for the City as a whole.

SITE DESCRIPTION

The application site comprises the O and M sheds located on the Floating Harbourside, on the piece of land bounded by Welsh Back and Redcliffe Bridge. The sheds are long-term vacant and are braced on the north side for stability.

The site is within the City and Queen Square Conservation Area, and also shares a boundary with the Redcliffe Conservation Area. The site is also allocated as a development site in the Central Area Plan (Site SA401 Disused transit sheds at Welsh Back / Redcliffe Way. Suggested uses: Offices/workspace/ leisure.) The site also includes a section of the listed harbour wall, grade II (listing name:

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Ferryboat Tempora Queen Quay).

The area contains a mix of uses, including evening leisure uses and residential. There are a number of boats moored along the harbourside at this location, containing a mix of business and residential uses. There are also residential flats on the west side of the site across Welsh Back, at Queen Square apartments and bars opposite the site (Hole in the Wall) and further along Welsh Back to the north.

The plane tree on the south edge of the site is protected by Tree Protection Order as of 14 April 2016.

RELEVANT HISTORY

Planning permission was granted by Committee on 4 March 2009 (BCC ref: 08/05153/F) for the 'Renovation of two harbourside transit sheds to provide three restaurants'. This permission was not implemented.

An application for a new planning permission to replace the above planning permission was refused on 19 April 2012 (BCC ref: 12/00135/R). The reason for refusal was as follows:

"The submitted application fails to provide a sustainability statement demonstrating that the proposed development would mitigate its own impact on climate change or minimise its energy requirements through improved energy efficiency of the building and the incorporation of on site renewable and low carbon energy development. It therefore fails to take account of the impact of climate change or include measures to minimise carbon dioxide emissions from energy use, thus minimising the environmental impact of the development and is contrary to National Planning Policy Framework 2012 and Policies BCS13, BCS14 and BCS15 of the Bristol Development Framework Core Strategy (June 2011)."

APPLICATION

The application proposes to refurbish the sheds and to bring them into use as three restaurants. There would be an outside seating area to the south end of the site, with an area of decking which would also extend over part of the harbour wall. The existing tree on the site would be retained, and refuse and cycle parking would be provided at the north end of the site. The end users of the restaurants are not yet known, as the application is seeking permission on the use as A3 restaurant with further details to be submitted for approval at a later date.

PRE APPLICATION COMMUNITY INVOLVEMENT

The applicant has submitted a Statement of Community Involvement, dated December 2015. A total of 80 direct mail letters were sent to nearby occupiers and stakeholders inviting comments on the scheme. There was a link to the website describing the scheme, which also contained a comments section. 74 responses were received.

Most of the responses agreed that the site needed to be redeveloped although a number of the responses were negative about the building being used as restaurants. Traffic and refuse storage were seen as important issues, as well as the retention of the tree on the site. The Civic Society submitted a letter of support which is included within the Statement of Community Involvement and is summarised below. Copies of the invitation letter and the responses are also submitted.

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RESPONSE TO PUBLICITY AND CONSULTATION

Letters were sent to 203 neighbouring occupiers on 14.03.2016, and site notice and press adverts were posted on 16.03.2016. 21 days were given to comment, with the final response date given as 04.04.2016. A second consultation also took place on 22.06.16 in view of additional and revised information received.

A total of 78 objections have been received and 8 letters of support. Objections have been received from both local residents as well as visitors to Bristol. The issues raised are summarised below, and the detailed responses can be found on the Council's website:

Use

Whilst the redevelopment of the sheds is welcomed, a better use of the space would be as residential buildings, shops or offices.

The finished units should only be for restaurants, not as a bar.

There is a lack of retail units in the area. The sheds should be developed for a mixed use retail and residential space as there are already enough restaurants in the area.

A better use for the building would be as a museum, workshops or as a tourist centre.

The proposal would see the loss of a house boat which has been moored at the location for 25 years. Bristol should be supporting houseboats in the harbour as they are a major asset to the appeal of the city as a tourist destination.

The use would add nothing to the area - the Old City and Quay themes must be protected wherever possible.

The site is one of the last opportunities for the City to enhance its maritime history around the floating harbour.

The site could become a Harbourside and Maritime resource centre and museum which could be part of the Treasure Island harbour trail (there is already a trail barrel outside the building); a performance space; indoor festival space; prop building space or circus education space.

An independent shop or restaurant should occupy the building, not a chain restaurant.

The space could be used as a creative small business hub like the Paintworks.

There is an opportunity for a museum or tourist information facility or craft or market space.

There has not been any public tender process for the O&M sheds.

Amenity

The restaurant and outside areas should have restricted opening hours (different objectors requested varying times between 10:30 and midnight). (Other licensing requirements were also suggested.)

The area currently has significant night time footfall and associated noise. There are a lot of residents on this part of Welsh Back.

The proposal would result in more noise (for residents of Custom House, Mill Avenue and Queen Quay), litter, smelly bins and anti-social behaviour on Welsh Back.

Concerns regarding privacy for residents in the Redcliff riverside apartments and the houseboats.

The kitchen extraction must include carbon filters.

No noise survey has been taken at the north end of the building as Queen Quay and the houseboats have not been identified as nearest noise receptors which they are, and air source heat pumps are planned for the north elevation of the restaurant which would create noise disturbance added to restaurant noise.

Restaurant-goers would be likely to drive, and this would lead to further air pollution in the area.

Light pollution would result from the large full height windows in the restaurant, which would stay open late.

The ventilation strategy is inadequate as it leaves the options wide open.

Overshadowing would result from new refuse store.

The windows to the restaurant should be obscure glazed to prevent overlooking to nearby residents.

Concerns about personal safety for people who work in the area and do not want to walk through areas with raucous drinking culture, the kind that this sort of place will encourage.

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Conservation

The development would be insensitive to the heritage of Bristol and once this is lost it will be impossible to replace.

These old transit sheds are the last such representations within the city, and should be retained as such. The large timber loading doors are a heritage feature and should be refurbished and operational. This would also help reduce light pollution at night.

Timber refuse shed is not in keeping with the building or the conservation area.

The proposed decking area is not really sufficient to allow a walkway around the building and it is likely it would be used for seating related to the restaurants in the future.

The south wall is architecturally significant and should be retained.

Transport related concerns

The proposal would increase traffic on Welsh Back, as well as parking which would spill over into Queen Square.

The road should not be made narrower as there would be limited space for the additional service vehicles.

Refuse could build up, and the smells would carry across to the Redcliff side.

The pedestrian footway along the waterfront should be opened out, and not used for tables and chairs related to the restaurant

The servicing area shown on the north side of the development would not be used as it is too far from the entrance to the M-shed. Instead vehicles are more likely to pull up outside the entrance on Welsh Back which would disrupt traffic and cause noise disturbance.

Similarly, large bins would have to be dragged along cobbles from the other end of the building to be placed in the refuse storage area and it is questioned whether this will be used. Refuse storage should be internal.

The refuse storage area would displace bins relating to another restaurant and these would have nowhere to go.

Making the road narrower will make it more dangerous for cyclists.

The proposal would result in the loss of 35-46 parking spaces - where would these be displaced to?

Tree

The Plane tree should be retained.

Bristol Tree Forum: There is an important tree close to the site and an expert needs to provide advice about works which might affect it.

Sustainability

No adequate response to sustainability has been proposed in the application.

Water heat exchange, (which is much more efficient than air), has not been considered.

Other comments

Moorage for boats should be maintained.

Future growth of bushes and green algae on the roof of the sheds should be prevented. The colony of rats on the wharf and in the building should be eliminated.

The development opportunity has never been put to tender.

If the authorities will relocate one resident for a development that is not for the greater good but for the benefit of large profit making commercial outfits, how secure are any of Bristol's permanent moorings? The boat has been moored there for 25 years and its enforced removal is inappropriate.

We (MB Tempora) were told by the Council that putting in sewerage connections and a potable water supply for boat owners would be part of the development and that it would be a condition for the developers that they carried out these works when redeveloping the premises. The developers were supposed to contact us to discuss how to put this in place but it isn't even mentioned in the application demonstrating a lack of commitment.

The developer has not fully involved the local community with the plans.

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Resident of Ebenhaezer (boat proposed to be relocated)

If for any reason I stay in this location I would have the following objections:

The development would deny me access to my boat.

The large restaurant windows would offer a direct view into my boat.

There is no agreement to move this vessel and any planning approval if granted should respect our residential amenity as in the previous 2008 application.

Friends of Queen Square

More restaurants in the area would have a wholly negative impact on the nearby residents and businesses. The environment around Queen Square is being ruined by alcohol sales, rubbish, noise, crime and anti-social behaviour. Traffic congestion and waste would also be exacerbated if the proposal were to go ahead. The buildings should instead be used as a community use. The proposal will result in the Council Tax payers of Bristol being pushed out of the City Centre.

OTHER COMMENTS

Bristol Civic Society has commented as follows:-

The Society supports the proposal to bring the sheds back into use, the retention of the Plane tree, and the proposed collaboration with the Council to improve the surfaces that surround both sheds to create a more unified and less fractured appearance.

However, certain things about the proposal could be improved, such as:

- metal framed windows should not be used, instead, a material more in keeping with the style of the sheds and the conservation area.
- refuse storage should occur inside the sheds.

Urban Design has commented as follows:-

The re-use of the sheds is welcomed. Adequate assessment has been carried out in terms of the impact of the proposed decking system on the listed harbour wall. These comments are expanded on in the Design section (Key Issue C) below.

Transport Development Management has commented as follows:-

There is no objection to the loss of car parking on site in view of the site's sustainable location. With the introduction of a footway, adequate highway width would be maintained. Transport comments are expanded upon in the Transport section (Key Issue D) below.

Nature Conservation Officer has commented as follows:-

This proposal includes demolition, repair and reconstruction works. There are crevices in the western wall and in the northern gable end of the O Shed building. The proximity of the buildings to the water in the Floating Harbour - Upper Reaches Wildlife Corridor site increases the probability the bats may be present. The dusk and dawn bat survey, confirms no emergence or re-entry activity was recorded during the bat surveys. A condition is therefore recommended to require details of lighting in order to protect this legally protected species. An informative is also recommended regarding the protection of nesting birds.

Pollution Control has commented as follows:-

No objection to the use provided adequate noise mitigation is provided for each unit, as well as details of extraction equipment. These issues are discussed in Key Issue (C) below.

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Flood Risk Manager has commented as follows:-

The finished floor levels will be above the design flood level of 9.4mAOD, for commercial development inclusive of climate change. This represents the 2060 0.5% tidal flood level recommended by the Environment Agency who has a responsibility for main river flooding, which the Floating Harbour is classified as. The raising of electrical sockets and use of resilient construction materials mentioned will enhance the buildings flood resilience. With these measures in place the flood risk posed to the site from tidal sources will be appropriately accounted for in its design.

Fluvial (river) flooding and groundwater flood risk are deemed as negligible.

To reduce the flood risk posed to occupants of the building flood evacuation plans should be in force and will require approval from Bristol City Council (BCC) Civil Protection Unit.

BCC Flood Risk Management Team holds a responsibility for surface water and drainage. The pluvial (surface water) flood risk posed to the site is low. For this development this aspect will not be significantly altered and there should be no impact on the existing drainage regime. Currently the site slopes towards the Floating Harbour which is also the intention for the proposed site layout. This enables a direct discharge to a watercourse via outfalls linking to the Floating Harbour. This is the next preference in the order of the SuDS hierarchy after infiltration, which is not a reasonable option since there is an existing drainage system in place to be utilised. Also this is largely a refurbishment with small scale redevelopment and retention of much of the original building structure so there should not be any significant changes. The existing area is entirely impermeable surfacing while the new proposals for decking will allow some permeability for surface water landing on the site. The proposals overall will therefore be acceptable.

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

Provided the measures and the finished floor levels as set out in the FRA are conditioned and adhered to, the Environment Agency have no objections.

Arboricultural Team has commented as follows:-

This is a preliminary report providing detail on the tree, constraints to development and general methodology for working in close proximity to the retained TPO tree.

A proposed level access paving, paved terrace and cantilevered decking is achievable within the root protection area of the large London Plane and a working methodology can be presented by the project arboriculturist.

Recommended conditions:

- o A detailed arboricultural method statement for the development of the proposed paved areas and cantilevered decking (section 9.0 Arboricultural Method Statement of the report).
- o A program of Arboricultural supervision and monitoring as outlined in Section 9.3 - 9.3.2 of the arboricultural report. This should include the number of site visits proposed and a site monitoring record to be made available on site.

Contaminated Land Environmental Protection has commented as follows:-

Since the report was produced the plans for the land have changed (therefore changing the receptors) as well as various screening criteria used when undertaking risk assessments for land contamination. We will expect the applicants to submit an updated risk assessment taking into account these changes.

The site itself is underlain with up to 5.5 metres of made ground followed by significant alluvial deposits to a depth of 15m. Groundwater was discovered at c11m with some infiltration in boreholes seeing the standing level at 3 metres below the surface.

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The report is heavily focused on geotechnical situation at the site and there are potential issues with the made ground and the harbour wall. It is recommended this is investigated and suitable foundation designs discussed with the applicant's building control engineers.

Historically the site was used as dock warehouses and transport depots, a substation is situated to the south of the site. The site investigation that was undertaken was limited to three trial pits and two boreholes. Considering the results with today's acceptable criteria for a commercial end use lead and potentially petroleum hydrocarbons are an issue at this site.

Leachates were proven however if the development is not to have permeable hard standing this should not cause issues with further leaching of contaminants (this will need to be confirmed).

A hydrocarbon resistant membrane is recommended within the report due to the hydrocarbon odours noted on site and the potential elevated hydrocarbons.

Overall a revised risk assessment is recommended is submitted taking into account the changes in the design and acceptable screening criteria since the report was produced. Therefore we recommend standard conditions B12, B13 and C1 are applied to any future planning consent accompanied with a non-standard condition.

RELEVANT POLICIES

National Planning Policy Framework – March 2012

Bristol Core Strategy (Adopted June 2011)

BCS2	Bristol City Centre
BCS7	Centres and Retailing
BCS10	Transport and Access Improvements
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
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
DM7	Town centre uses
DM10	Food and drink uses and the evening economy
DM23	Transport development management
DM26	Local character and distinctiveness
DM28	Public realm
DM30	Alterations to existing buildings
DM31	Heritage assets
DM32	Recycling and refuse provision in new development
DM33	Pollution control, air quality and water quality
DM35	Noise mitigation

Bristol Central Area Plan (Adopted March 2015)

BCAP15	Small scale retail developments and other related uses in Bristol City Centre
BCAP19	Leisure use frontages in Bristol City Centre
BCAP20	Sustainable design standards
BCAP21	Connection to heat networks

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BCAP22	Habitat preservation, enhancement and creation on waterways
BCAP29	Car and cycle parking
BCAP1	Mixed-use development in Bristol City Centre
BCAP44	The approach to Old City
BCAP SA4	Site allocations in Old City

Supplementary Planning Guidance

City and Queen Square Conservation Area Character Appraisal

KEY ISSUES

(A) LAND USE ISSUES

One of the key objectives of the Core Strategy is ensure that the city provides an enhanced cultural and tourism offer for residents and visitors, and that cultural and tourism facilities should be accessible by walking, cycling and public transport.

The Floating Harbour is an important and popular visitor attraction for Bristol. It brings many visitors to the city, which in turn, results in further economic advantages to the City as a whole. The application site is within the city centre, which is the focus new cultural and tourist facilities, and the proposed location of three restaurants would accord with one of the general objectives of the Core Strategy that seeks to enhance cultural and tourism facilities for both residents and visitors. It would also accord with Central Area Plan which states that the activity, vitality and vibrancy associated with the appropriate mix of restaurants and other leisure uses, particularly in the harbourside area where they create a strong evening economy presence and make a welcome and positive addition in the area.

Central Area Plan site allocation SA 401 sets out that development on this site should do the following:

i) secure the reuse of the existing transit shed buildings;

Officer assessment: The proposal would accord with this criterion

ii) provide an enhanced pedestrian route from the Quayside Walkway north of the site to Redcliffe Bridge;

Officer assessment: The policy allows for this not to be provided, if the buildings are to be retained. The retention of the buildings is seen as a positive aspect of the proposal which would accord with criteria iii) and iv).

iii) take account of the City and Queen Square conservation area;

Officer assessment: The sensitive adaptation of the buildings and public realm on the site accords with this criterion. This is further explored in Key Issue C below.

iv) preserve the setting of the Grade II listed harbour wall;

Officer assessment: The installation of the proposed decking would be carried out in a way which would preserve the setting of the listed harbour wall. This is further explored in Key Issue C below.

v) retain secure, independent access to existing residential moorings;

Officer assessment: the Council is in the process of exercising its ability to relocate the houseboat closest to the site ("Ebenhaezer"), as the current mooring licence enables the Council to serve notice and pay for reasonable costs of relocation. All other moorings along this part of the harbourside would still retain their access.

vi) be supported by a Flood Risk Assessment.

Officer assessment: The proposal is supported by a Flood Risk Assessment. The Environment

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Agency were consulted and have no objections. This issue is further explored in Key Issue F below.

LOSS OF EMPLOYMENT GENERATING FLOORSPACE

The long-term vacancy of the sheds as well as recent planning decisions have established the acceptability of moving away from an employment generating B use class on this site. The application would bring the sheds back into use, with a use that would be compatible with the City Centre location, also taking into account the fact that there are residential uses nearby, adjacent to which not all B use classes may be appropriate. The proposal complies with BCAP7 which allows sites within the City Centre which are vacant or underused due to their ability to meet modern business needs to be lost, where the proposed use would contribute positively to the mix of uses in the area.

In conclusion: The proposal accords with Site Allocation and key land use policies for this site.

(B) WOULD THE PROPOSAL SAFEGUARD THE AMENITY OF NEARBY OCCUPIERS?

Good design and protection and enhancement of the environment are critical components of central government guidance, as identified in the NPPF. Adopted Bristol Core Strategy Policy BCS21 expects development to safeguard the amenity of existing developments and create a high-quality environment for future occupiers.

Policy DM10 states that the development of food and drink uses will be acceptable provided that they would not harm the character of the area, residential amenity and /or public safety, either individually or cumulatively. This policy establishes a six point criteria to assess the impact of food and drink proposals, which includes:

- i) The number, distribution and proximity of other food and drink uses, including those with an unimplemented planning permission;
 Officer assessment: The closest evening food and drink premises are the Hole in the Wall pub and Severnshed. These are both open until 11pm. Also nearby further to the north of the site is The Apple pub and pubs along King Street which typically have later opening hours. Whilst there are other restaurants in the nearby vicinity, it is not considered that the introduction of three restaurants of the size proposed: to fit into the existing sheds, would add unacceptably to the concentration of such uses. The use of conditions will ensure adequate mitigation is provided for any undue noise or late night activity in the area. This issue is further explored below.
- ii) The impacts of noise and general disturbance, fumes, smells, litter and late night activity, including those impacts arising from the use of external areas;
 Officer assessment: The applicant has submitted a Noise report including background noise measurements taken at key points on the site. Conditions are proposed to ensure noise at these receptor locations remains within a reasonable level should the proposal go ahead. A condition is proposed limiting hours of operation to hours compatible with neighbouring restaurants, and would also be subject to an application via the licensing regime. The application also includes information on ventilation and extraction, albeit indicative at this stage, but sufficient to allow for a suitable assessment of the case to be made. The kitchens associated with the restaurants would be able to be fitted with equipment to efficiently deal with cooking fumes. Pre-occupation conditions are also proposed to ensure submission of full details prior to operators moving in for fit-out which would be assessed by pollution control and planning officers.
- iii) The availability of public transport, parking and servicing;
 Officer assessment: This issue is explored under Key Issue D below.
- iv) Highway safety;
 Officer assessment: This issue is explored under Key Issue D below.

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v) The availability of refuse storage and disposal facilities;

Officer assessment: Refuse arising from the development would be stored within the building. There would also be a refuse storage area built on to the northern end of the building. This issue is further explored under Key Issue D below.

vi) The appearance of any associated extensions, flues and installations

Officer assessment: As discussed, the end operator of each of the units is not confirmed, however the applicant has provided indicative information for each of the potential operators, along with the noise report. Conditions are attached to the recommendation to require final details of plant related to each unit to be submitted for approval, and also to ensure appropriate background noise levels are maintained. Finally, a condition shall also be imposed to require plant and equipment not to be installed any higher than the existing ridge line.

Restaurant Noise (including outdoor seating area)

The Noise report sets out background noise levels that have been measured at three key receptor points on the existing building. These levels have been used to inform conditions requiring noise levels emanating from the restaurants, as well as any associated mechanical equipment, to remain within an acceptable level. In recognition of the close proximity of the residential uses at Queen Square Apartments, the use of the outdoor seating area shall also be restricted in hours so that it may not be used after 9pm.

Hours of Operation

In line with similar uses in the immediate vicinity, a condition shall limit hours of operation to between 8am and 11pm.

Overlooking

It should be noted that the existing windows and openings on the buildings could be brought back into use at any time, without any planning control, therefore it is not considered that the proposal would result in harmful overlooking to properties around the site.

Impact on Neighbouring Houseboats

Concerns have been raised from nearby boats regarding the noise impacts of the development, privacy and access. The previous 2008 approval (08/05153/F listed above) was granted subject to a condition which sought to ensure restaurant windows facing the harbour were kept shut and obscure glazed, and officers had also sought the removal of the external seating area from the proposal. This was in the interest of protecting the amenity of the nearest houseboat, Ebenhaezer houseboat. These conditions are not necessary in this instance because, as reported above, the legal process has been commenced by the Property team to re-locate Ebenhaezer to a nearby part of the harbour in accordance with their contract. It is therefore not necessary to encumber the application with such conditions as the Ebenhaezer boat will not be present at this location. The other nearby boat, MB Tempora is in use by Floating Harbour Studios. This is accessed from an open area to the north of the site. The conditions already attached to the recommendation which seek to control noise aspects, would ensure no harmful effect on the amenity of this boat. Existing access to this mooring would remain unchanged.

Licensing within the Cumulative Impact Area

The site is within the City Centre Cumulative Impact Area. Whilst this is not a planning policy designation, members should be aware that this area has been designated a Cumulative Impact Area due to the large numbers of licensed premises within it and the associated problems caused by a large number of noise premises such as noise from people in the street. Within a Cumulative Impact

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Area applications for new premises licences or club premises certificates or material variations will normally be refused, unless it can be demonstrated that the operation of the premises involved will not add to the cumulative impact already. There are already a number of restaurants on the area and it is therefore possible that a licence would not be granted for these premises. Members will be aware though that this is a separate method of control and should not be given significant weight in the consideration of this planning application.

(C) DOES THE PROPOSAL OFFER AN ACCEPTABLE RESPONSE IN TERMS OF DESIGN AND CONSERVATION?

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 (harbour wall) and conservation area 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.133 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. Finally, Para 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

In addition, the adopted Bristol Core Strategy 2011 within Policy BCS22 and the adopted Site Allocations and Development Management Policies within Policy 31 seek to ensure that development proposals safeguard or enhance heritage assets in the city.

Listed Harbour Wall

The submitted Heritage Statement adequately assesses the importance of the listed harbour wall and the surrounding conservation area, in the context of the NPPF and DM31. Whilst there would be some harm inflicted on the harbour wall by obscuring it with the installation of decking, the applicant's statement and supporting drawings indicate that the decking would be installed with minimal intervention to the listed fabric, instead using steel beams which would be resin-fixed to the stone blocks on the edge of the harbour wall. This is considered to result in less than substantial harm which would be outweighed by the benefits of bringing the sheds into an acceptable City Centre use. It would also open up this section of the harbour, which is currently inaccessible due to its narrow width.

The works to the harbour wall would require an application for listed building consent, and since none has yet been forthcoming, the requirement for this shall be included as an advice note.

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Alterations to the Sheds and Impact on Conservation Areas

The site is within Area 6 (The Grove/Welsh Back) of the City and Queen Square Conservation Character Appraisal, and the sheds are identified as being Unlisted Buildings of Merit. The application proposes to retain both O and M sheds, and in itself, this complies with the policy DM31 requirement to preserve the character and appearance of the conservation area by securing the long-term use of the heritage asset (in this case, the sheds). Their retention would also preserve the setting of the nearby Redcliffe Bridge which is a landmark building identified in the City and Queen Square Character Appraisal.

The CA discusses the character of this part of the conservation area:

"With the development of the Mud Docks, the buildings were replaced with large Victorian warehouses, many of which survive to this day. Nowadays the buildings have been taken over by businesses that front on to Queen Square. The loss of active frontages has reduced the number of people in the area, but the conversion of the Granary to restaurant and flats has provided some limited activity in the street. With the exception of the River Station Restaurant and the Severn Shed, post war developments in this area are not very attractive. The River Station building, which is basically a conversion of the previous river police building, succeeds by being straightforward and unpretentious."

The proposal will therefore add activity to this prominent corner of the conservation area, which would be achieved with the sensitive restoration of the sheds.

On both long elevations large timber loading bay doors are proposed to be retained as a feature. New full height glazed openings would also be inserted on both elevations into existing window positions. Existing rooflights would also be replaced and enhanced to provide natural light into the building. Detailed drawings showing key elements of the elevation changes are to be required by condition.

Installation of Plant and Signage

Whilst some details of plant have been provided, as discussed above, the final details of kitchen ventilation and renewable energy plant will form the requirements of conditions. This will ensure the details submitted for further approval are able to be assessed in terms of both visual and amenity impacts. A further condition is proposed requiring plant not to breach the ridge line so that it would be contained within the roof as far as possible. For signage relating to each unit, the first occupier will need to set the bar in terms of consistency with signage, and subsequent operators will need to work their signage into the same parameters once these have been established. Internally illuminated signs in non-traditional materials will not be acceptable. The requirement to apply for advertisement consent shall be included as an Advice Note.

Street Paving

All new surfaces and entrances would be formed with re-laid cobblestones. The iron kerb used on the west side of Welsh Back shall be replicated for the new pathway.

(D) WOULD THE PROPOSAL PROVIDE AN ACCEPTABLE RESPONSE TO TRANSPORT AND HIGHWAYS MATTERS?

BCS10 requires proposals to create places and streets where traffic and other activities are integrated and where buildings, spaces and the needs of people shape the area. Where vehicular access is sought to a site for essential operational parking or servicing, BCAP26 states that the council will work with the applicant to identify the most appropriate access point having regard to any proposals for pedestrianisation or traffic management.

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DM23 expects developments to provide appropriate servicing and loading facilities which make effective and efficient use of land and be integral to the design of the development. DM32 requires the location of recycling and refuse provision to be integral to the design of the proposed development. In assessing recycling and refuse provision, regard will be had to the location of the provision of refuse storage, and to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles and operatives.

DM10 states that when assessing applications for food and drink uses, regard shall be had to public transport, parking and servicing; highway safety and refuse storage facilities.

In view of the proposed restaurant entrances opening out on to Welsh Back, officers have required the developer to provide a footway with a raised kerb along the western edge of the site fronting onto Welsh Back for pedestrian safety reasons. The cobbled surface in this area is proposed to be re-laid and this is shown on the ground floor layout drawing which is to be secured by condition.

The inclusion of a separated footway would achieve an adequate highway width, which is a minimum of 5.5m clear carriageway along the site's frontage, excluding the on-street parking along the sites frontage.

Waste Storage and Servicing

The proposed capacity and location of refuse storage on the north side of the shed is acceptable. There is also an area inside the shed for use by one of the restaurants. The Interim Travel Plan confirms that the restaurants would not be serviced within peak times on the highway network (8-9am and 4-6pm), and a condition is recommended to this effect.

Car Parking

The application proposes no car parking as part of the proposal, and it would result in the loss of 7 private car parking spaces. In view of the sustainable City Centre location the lack of parking provision is acceptable here. An informative shall be imposed so that occupiers would be unable to apply for car parking permits in the surrounding Residents Parking Scheme. A second informative is imposed to require an amendment to the Traffic Regulation Order in order to prevent cars from parking along the restaurant frontage. Whilst the proposal would result in the loss of private parking for up to 7 cars, this is not considered to have a harmful impact on displaced parking in surrounding streets.

Cycle Parking

Cycle parking for visitors and staff is provided on the northern edge of the building, there being space to park 12no. bicycles by means of 6x Sheffield stands. The appendix 2 of Site Allocations and Development Management Policies requires a minimum of 5 staff parking spaces for this type of development. The policy is therefore comfortably met. Whilst it would be preferable if the cycle spaces were covered and weatherproof, in the interests of the preserving the appearance of the conservation area this has not been required. The refuse storage adjacent to the cycle stands is within an enclosure and to enclose the cycle spaces in addition to this would result in an overly cluttered appearance on the north elevation. Users of the spaces are unlikely to require cycle parking for extended periods of time, unlike say, a residential use where weatherproof cycle parking would be more expedient.

Construction Management

A Construction Management Plan is required by condition. This is imperative on this site, as it would detail the safe movement of vehicular and pedestrian traffic, protection of workers and public from passing traffic, and traffic management.

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(E) DOES THE APPLICATION PROPOSE A POLICY-COMPLIANT SUSTAINABILITY RESPONSE?

Sustainability should be integral to all new development in Bristol. BCS13 encourages developments to respond pro-actively to climate change, by incorporating measures to mitigate and adapt to it. BCS14 expects development to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%. BCS15 requires developments to demonstrate through a Sustainability Statement how they have addressed energy efficiency; waste and recycling; conserving water; materials; facilitating future refurbishment and enhancement of biodiversity.

DM31 also states that in conservation areas, energy efficiency measures will be permitted provided that the works are the minimum required to achieve the energy efficiency improvements, prioritizing low-impact measures over invasive measures.

The application is accompanied by a Sustainability Strategy as required by policy, and this document details the improvements that are proposed to the building envelope to improve performance against the Building Regulations in terms of improvements to the building fabric and U Values. The document also sets out Energy Efficiency measures that have been considered. The report concludes that Air Source Heat Pumps are the most appropriate and energy efficient way of making the savings, and that this method would result in a 28.3% reduction in residual carbon emissions. Water Pumps have also been considered, and whilst these could be used, it would be down to the individual operators of the restaurants to propose this. Consent from the Harbour Master would also be required.

The report recognises that the building may wish to connect to a district heating network in the future, and could therefore be adapted to allow future connection to be made. This is seen as a positive aspect of the scheme and a condition is included to ensure this is enabled.

The Sustainability Strategy sets out that the building could achieve at least a Very Good BREEAM rating, with potential for this score to be increased once the final fit-out is known. This shall be secured by a condition for each tenant or operator to comply with individually once the fit-out is known.

The sustainability report contains sufficient detail at this stage to provide adequate assurance on the sustainability response. The proposal would comply with the above policies and would also address the reason for refusal of the previous application (12/00135/R described in the History section above). Due to the fact that the final requirements of the restaurant operators are not yet known, conditions are imposed to require the further details to be submitted for approval prior to occupation of the units.

In conclusion, the scheme is acceptable on sustainability grounds.

(F) IS THERE AN APPROPRIATE FLOOD RISK RESPONSE?

The site is located in Flood Risk Zone 2, and as such, the Environment Agency's standing advice must be applied. The application has been accompanied by a Flood Risk Assessment which has been referred to the Environment Agency for comment. As stated above the EA have no objection to the scheme and have required the submitted FRA to be secured by a condition. The Council's flood risk team also commented, and required evacuation plans to be submitted for approval - this is included as a condition.

(G) WOULD THE PROPOSAL SAFEGUARD NEARBY TREES AND ECOLOGY?

Policy BCS9 states that individual green assets should be retained wherever possible, and that development should incorporate new or enhanced green infrastructure of an appropriate type, standard and size. Policy DM19 seeks to protect habitat, features and species which contribute to

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nature conservation, and developments are expected to be informed by appropriate surveys.

The Plane tree on the southern part of the site is protected by Tree Protection Order, and as such the application is accompanied by an appropriate tree survey setting out protection measures that are proposed during the works. This is a preliminary report providing an acceptable level of detail at this stage, but a full Arboricultural Method Statement shall be required by condition.

Conditions are also proposed to ensure conservation of legally protected wildlife such as bats, and the impact of site clearance on nesting birds.

CONCLUSION

Given the central and sustainable location, the proposed use of the site for the uses proposed is acceptable in strict land use terms and is in accordance with the Council's aims for this Allocated Site. Furthermore, the proposals would result in bringing the vacant sheds back into active use and as a result the proposal would enhance the vitality of this part of the Harbourside from the existing vacant situation. Issues regarding amenity, sustainability, ecology, highways, design and conservation have been adequately addressed as set out above and through use of conditions. Significant weight should also be given to the previous planning permission for the conversion of the buildings into three restaurants.

COMMUNITY INFRASTRUCTURE LEVY

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

Development of less than 100 square metres of new build that does not result in the creation of a new dwelling; development of buildings that people do not normally go into, and conversions of buildings in lawful use, are exempt from CIL. This application falls into one of these categories and therefore no CIL is payable.

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. Details of Extract/Ventilation System - Not Shown

None of the A3 units hereby approved shall be occupied until details of the means of ventilation for the extraction and dispersal of cooking smells/fumes, including details of its method of construction, odour control measures, noise levels, its appearance and finish for each unit respectively, have been submitted to and approved in writing by the Local Planning Authority. No plant or equipment shall be installed as to breach the ridge line of the finished building, and shall be contained within the roof as far as possible. The approved scheme shall

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be installed before each use hereby permitted commences and thereafter shall be permanently retained.

Reason: These details need careful consideration and formal approval and to safeguard the amenity of adjoining properties and to preserve the character and appearance of the conservation area.

3. Prior to occupation of each unit hereby approved, full details demonstrating how each respective unit has been future-proofed to connect to a district heat network, should it be feasible in the future to connect including:

- o Provision of a single plant room, located adjacent to the planned heat network route, producing all hot water, including engineering measures to facilitate the connection of an interfacing heat exchanger;
- o Space identified for the heat exchanger;
- o Provisions made in the building fabric such as soft-points in the building walls to allow pipes to be routed through from the outside to a later date; and
- o External pipework routes identified and safeguarded.

Reason: In order to ensure a sustainable development, and to comply with policy BCAP21.

4. Prior to occupation of each of the restaurant units hereby approved, a post construction stage BREEAM 'shell only' certificate for each unit shall be submitted and approved in writing by the LPA demonstrating that BREEAM excellent rating has been aimed for. As a minimum a BREEAM very good rating score of 64.22% must be achieved.

Reason: In order to ensure a sustainable development.

5. Prior to occupation of each unit hereby approved, full details of the proposed water efficiency technologies to ensure potable water use is kept to a minimum shall be submitted and approved in writing, along with details of the proposed sustainable materials demonstrating that type, lifecycle and source of the materials have been considered so as to minimise environmental impact.

Reason: In order to ensure the development reduces water consumption and in the interests of water efficiency.

6. Prior to occupation of each of the restaurant units hereby approved, full details of the proposed energy efficiency and renewable energy technologies to be implemented within the fit-out of each unit respectively, shall be submitted to and approved in writing by the LPA. The measures proposed must perform as per (or better than) the details stated in the approved sustainability statement to achieve the CO2 emissions reductions stated within the approved sustainability strategy section 2.8 i.e. a 26.9% reduction in CO2 emissions below baseline emissions (Part L2B) through energy efficiency and a 28.3% reduction in CO2 emissions below 'residual emissions' through renewable energy.

The proposed measures shall be installed in each unit in accordance with the approved details and thereafter maintained for the lifetime of the development.

Reason: In order to ensure a sustainable development.

7. Tree protection

No work of any kind shall take place on the site until a detailed arboricultural method statement for the development of the proposed paved areas and cantilevered decking has been

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submitted to and approved in writing by the LPA. The method statement shall include a program of Arboricultural supervision and monitoring, the number of site visits proposed and a site monitoring record to be made available on site. The approved details shall be implemented unless otherwise agreed in writing by the LPA.

Reason: To protect the tree from damage during construction, including all ground works and works that may be required by other conditions, and in recognition of the contribution which the tree gives and will continue to give to the amenity of the area.

8. Notwithstanding the Noise Assessment submitted with the application, none of the restaurant units hereby approved shall be occupied until an assessment on the potential for noise from each restaurant respectively, affecting residential or commercial properties in the area has been submitted to and approved in writing by the Council. The assessment shall include noise from:

Customers within the premises
 Customers in outdoor areas

If the assessment indicates that noise from the development is likely to affect neighbouring affecting residential or commercial properties then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Council prior to the commencement of the development.

The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development. The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of "Method of rating industrial noise affecting mixed residential and industrial areas" and of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings".

The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: In order to protect the amenity of nearby occupiers.

9. None of the restaurants hereby approved shall be occupied until there has been submitted to and approved in writing, by the Council, an Odour Management Plan for each restaurant respectively, setting out cleaning, maintenance and filter replacement policies. The plan should include a written recording system to record and demonstrate when all such work is carried out.

Reason: To safeguard the amenity of nearby occupiers.

10. None of the restaurants hereby approved shall be occupied until an assessment to show that the rating level of any plant & equipment, for each restaurant respectively, will be at least 5 dB below the background level has been submitted to and approved in writing by the Council.

The assessment must be carried out by a suitably qualified acoustic consultant/engineer and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: To safeguard the amenity of nearby occupiers.

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11. 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 been 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
arrangements for turning vehicles

Reason: In the interests of safe operation of the highway in the lead into development both during the demolition and construction phase of the development.

12. No development shall take place until a revised site specific risk assessment has been completed to assess level of risk from contamination at the site following previous site investigations. The contents of the scheme should be submitted to and be approved in writing by the Local Planning Authority. The assessment must be undertaken by competent persons and a written report of the findings must be produced.

This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

13. Land affected by contamination - Submission of Remediation Scheme

No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

14. Land affected by contamination - Implementation of Approved Remediation Scheme

In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

15. Prior to commencement of development, 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. The lux contour plan should extend outwards to incremental levels of zero lux.

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

16. Further details of elevation treatment; before relevant element started

Detailed drawings at a scale of 1:10 or 1:25; of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) render junctions with existing roof;
- b) window and door frame sections showing how they relate to existing fabric

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

Pre occupation condition(s)

17. Land affected by contamination - Reporting of Unexpected Contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of Condition and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition ****, which is to be submitted to and be approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition ****.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

18. Completion and Maintenance of Cycle Provision - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

Reason: To ensure the provision and availability of adequate cycle parking.

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19. C26 Flood Evacuation Plan - Commercial Property

No building or use hereby permitted shall be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information:

- * command & control (decision making process and communications to ensure activation of FEP);
- * training and exercising of personnel on site (H& S records of to whom and when);
- * flood warning procedures (in terms of receipt and transmission of information and to whom);
- * site evacuation procedures and routes; and
- * provision for identified safe refuges (who goes there and resources to sustain them).

The FEP shall be reviewed at intervals not exceeding 3 years, and will form part of the Health & Safety at Work Register maintained by the applicant.

Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site

20. Implementation/Installation of Refuse Storage and Recycling Facilities - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the refuse store, and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans. Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the public highway or pavement, except on the day of collection.

Reason: To safeguard the amenity of the occupiers of adjoining premises, protect the general environment, and prevent obstruction to pedestrian movement, and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.

Post occupation management

21. The works to the pavement shall be re-laid with cobblestones, and an iron kerb to match existing.

Reason: In order to preserve the character and appearance of the conservation area.

22. Servicing and deliveries associated with the uses hereby approved, the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall take place outside of peak highway hours (which are 8-9am and 4-6pm), and shall not take place between the hours of 10pm and 9am, and not at all on Sundays or Bank Holidays.

Reason: In order to maintain safe operation of the highway and to safeguard the amenity of neighbouring occupiers.

23. Use of Refuse and recycling facilities

Activities relating to the collection of refuse and recyclables and the tipping of empty bottles into external receptacles shall only take place between 08.00 and 20.00 Monday to Saturday and not at all on Sundays or Bank Holidays.

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Reason: To safeguard the amenities of nearby occupiers

24. Travel plans - submitted

The Interim Travel Plan shall be implemented in accordance with the timescales specified therein, to include those parts identified as being implemented prior to occupation and following occupation, unless alternative timescales are agreed in writing with the Local Planning Authority. The Interim Travel Plan shall be monitored and reviewed in accordance with the agreed Travel Plan targets to the satisfaction of the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.

25. Hours of operation of outdoor seating area;

The use of the outdoor seating area; shall not be carried out outside the hours of 9am to 9pm on any day.

Reason: To safeguard the residential amenity of nearby occupiers.

26. The development permitted by this planning permission shall only be carried out in accordance with the Flood Risk Assessment (FRA) by Ramboll, dated December 2015 and the following mitigation measures detailed within the FRA:

1. Finished floor levels are set no lower than 9.4 m above Ordnance Datum (AOD).

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason To reduce the risk of flooding to the proposed development and future occupants.

27. The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the pre-existing background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.

Reason: In order to safeguard the amenity of nearby residents and occupiers.

28. Hours open to customers Monday - Sunday

No customers shall remain on the premises outside the hours of 8:00am; to 11pm; Sunday to Thursday, and on Fridays and Saturdays 8am; to 11:30am.

Reason: To safeguard the residential amenity of nearby occupiers.

29. 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.

Reason: In order to protect wildlife habitat in the area.

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List of approved plans

30. 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.

SK-001 P02 Cantilever Decking Structural Drawing, received 14 September 2016
 AHR-AR-B01-PL-000_REV-01 Site survey plan, received 26 February 2016
 AHR-AR-B01-PL-001_REV-01 Location plan, received 26 February 2016
 AHR-AR-B01-PL-002_REV-01 Existing site plan, received 26 February 2016
 AHR-AR-B01-PL-003_REV-01 Demolition plan, received 26 February 2016
 AHR-AR-B01-PL-004_REV-01 Existing elevations, received 26 February 2016
 AHR-AR-B01-PL-005_REV-01 Existing streetscape, received 26 February 2016
 AHR-AR-B01-PL-010_REV-01 Proposed site plan, received 26 February 2016
 AHR-AR-B01-PL-011_REV-01 Proposed floor plan, received 26 February 2016
 AHR-AR-B01-PL-020_REV-01 Proposed sections, received 26 February 2016
 AHR-AR-B01-PL-030_REV-04 Proposed elevations, received 4 October 2016
 AHR-AR-B01-PL-050_REV-04 Proposed streetscape, received 4 October 2016
 AHR-AR-B01-PL-055_REV-04 Street level finishes, received 4 October 2016
 AHR-AR-B01-PL-060_REV01 Artistic Impression, received 26 February 2016
 AHR-AR-B01-PL-061_REV01 Perspective, received 26 February 2016

Reason: For the avoidance of doubt.

Advices

1. Traffic Regulation Order (TRO): In order to comply with the requirements of condition; you are advised that the implementation of a TRO is required. The TRO process is a lengthy legal process involving statutory public consultation and you should allow an average of 6 months from instruction to implementation. You are advised that the TRO process cannot commence until payment of the TRO fees are received. Telephone 0117 9036846 to start the TRO process.
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 9036852 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.
3. 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.

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4. This development may require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency for any proposed works or structures, in, under, over or within eight metres of the top of the bank of the Floating Harbour, designated a 'main river'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. A permit is separate to and in addition to any planning permission granted. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.
5. Application for advertisement consent needed: You are reminded of the need to obtain separate consent under the Town and Country Planning (Control of Advertisements) Regulations 1992 for any advertisements requiring express consent which you may wish to display on these premises.
6. It is recommended that any flues for the dispersal of cooking smells shall either:
 - (a) Terminates at least 1 metre above the ridge height of any building in the vicinity, with no obstruction of upward movement of air or:
 - (b) Have a method of odour control such as activated carbon filters, electrostatic precipitation or inline oxidation.Guidance on the above can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527.
<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>
7. Application for listed building consent needed: This permission does not act as listed building consent and you are accordingly advised of the need to submit a separate listed building consent application in respect of the works shown on the drawings hereby approved.
8. UXO - The report submitted identifies potential bomb damage from World War Two. Given the extent of bombing in this area of the city the applicants are advised to undertake a risk assessment prior to works commencing
9. Asbestos - Given the age of the existing building there is a high probability asbestos containing materials are present within the fabric of the building. Any asbestos containing materials present on site must be removed in accordance with the Control of Asbestos Regulations 2012

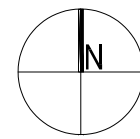
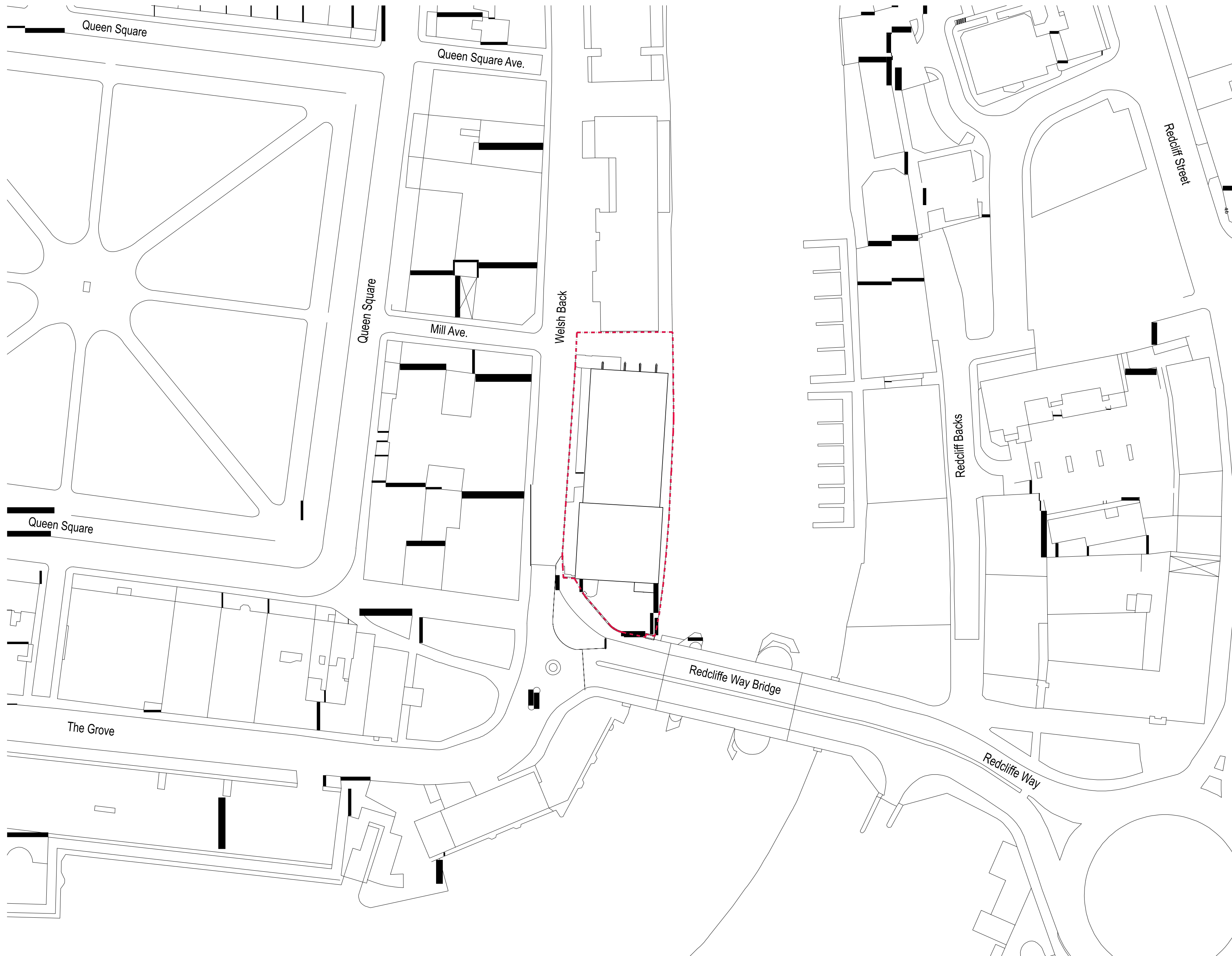
BACKGROUND PAPERS

Landscape	18 May 2016
Urban Design	30 March 2016
Flood Risk Manager	22 March 2016
Environment Agency (Sustainable Places)	22 April 2016

Supporting Documents

3. O & M Sheds Welsh Back

1. Site location plan
2. Floor plans
3. Artistic impression
4. Perspectives
5. Photographs



Location Plan
Scale 1:500 @ A1

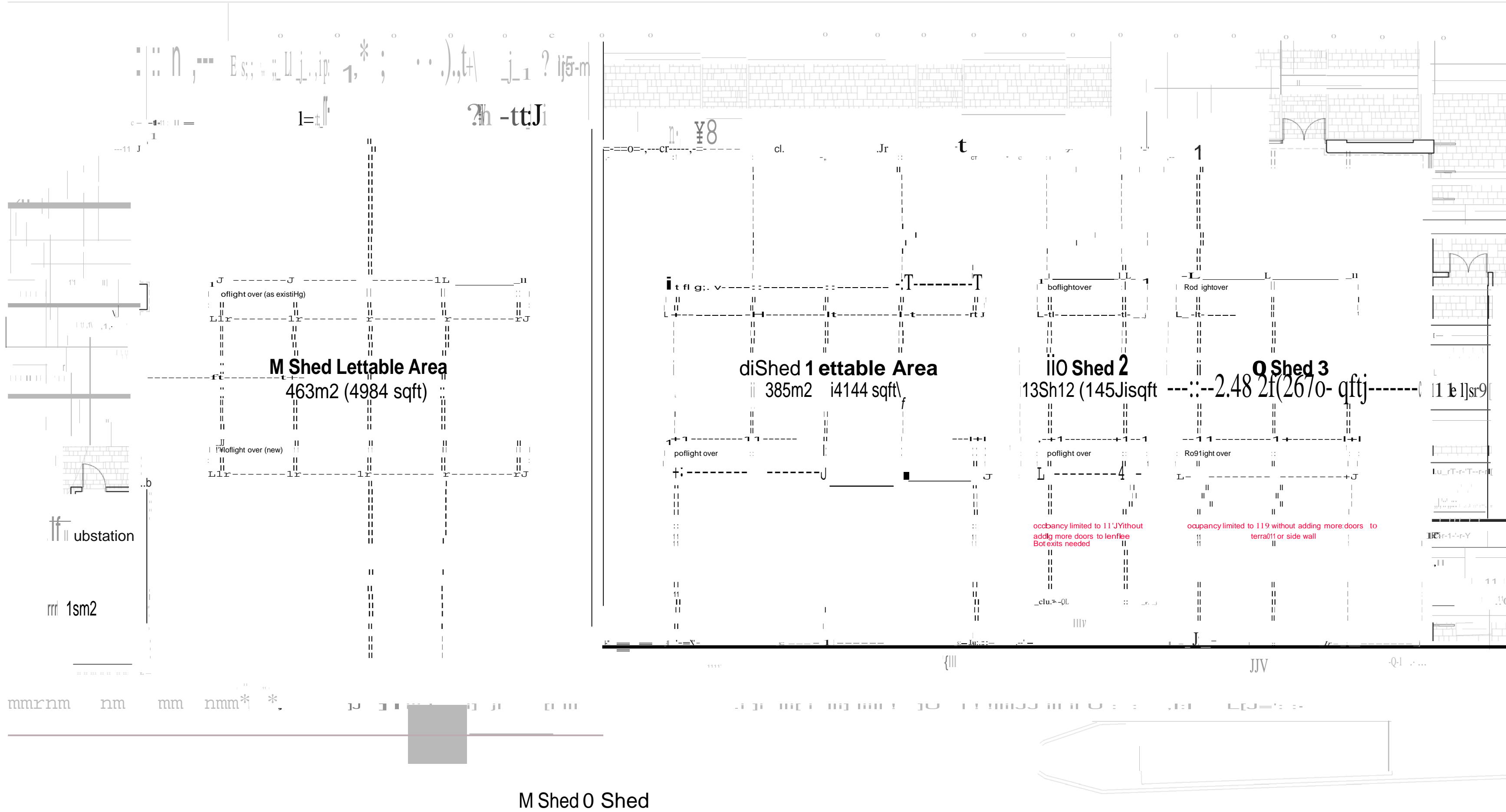
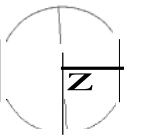
Rev	Description	Date	Dr by	App by
original		date created		Approved by
LS		02.02.15		MC

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client	Cordwell Property Group Limited		
project	O & M sheds Welsh Back Bristol		
drawing	Location Plan		
project number	2014_00948_000	scale	1:500 @A1
drawing number	AHR-AR-B01-PL-001	rev	01
		issue status	Planning

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O & M Sheds
Scale: 1:100 @ A1
1m 2m 3m 4m 5m 6m 7m 8m

3	Scalebar added to sheet	14/06/2016	SB	MC
2	updated to include pathway to front. Unit added	10/06/2016	SB	MC
R	Description	Date	De by	Appby
original by	data created by			
LS		02.12.15		MC

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client	Cordwell Property Group Limited
project	O&M Sheds Welsh Back Bristol
drawing	Proposed Floor Plan

project number	2014.00948 .D00	scale	1:100	sheet	@A1
drawing number	AHR-AR-B01-PL 11	date	03	issue status	Planning

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View from Redcliffe Way Bridge

Rev	Description	Date	Dr by	Appr by
original		date created		
1		02.12.15	LS	MC

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client
Cardwell Property Group limited

project
**O & M sheds
 Welsh Back Bristol**

drawing
Artistic Impression

project number	scale	
2014.00948.000		@A1
drawing number	rev	issue status
AHR-AR-B01-PL-060	01	Planning

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Perspective from Redcliffe Way Bridge



Perspective from The Grove



Perspective from Welsh Back

original by	date created	Dr by	App by
LS	27.06.15		MC



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client
Cardwell Property Group Limited

project
O & M sheds
Welsh Back Bristol

Perspectives

project number	sheet	total
2014.00948.000	01	9
AHR-AR-B01-PL-061		

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