

WARD: Hotwells & Harbourside **CONTACT OFFICER:** Susannah Pettit
SITE ADDRESS: Former Gas Works (West Purifier House) Lime Kiln Road Bristol BS1 6UN

APPLICATION NO: 16/05329/F Full Planning
16/05330/LA Listed Building Consent (Alter/Extend)

DETERMINATION DEADLINE: 28 April 2017

Erection of building to provide residential accommodation (Class C3), associated parking, landscaping and boundary treatment. Internal and external alterations to West Purifier House and the Engine House to facilitate conversion into 58 residential units (Class C3). Alterations to boundary wall to provide access (Major Application)

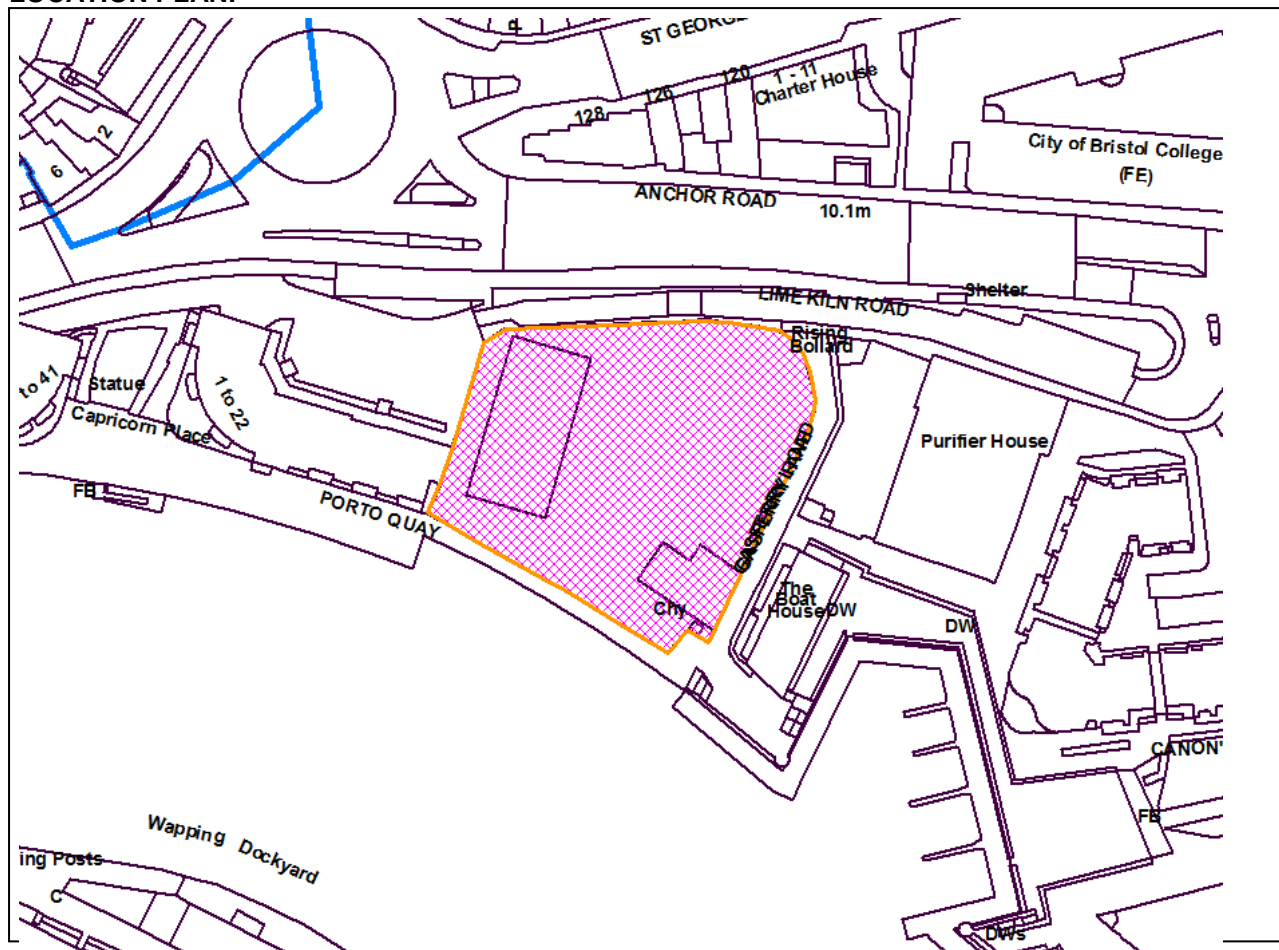
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: GVA
St Catherine's Court
Berkeley Place
Bristol
BS8 1BQ

APPLICANT: Square Bay (Anchor) LLP & Anchor
Road (Bristol) Ltd
c/o Agent

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

LOCATION PLAN:



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This application relates to one of the last remaining pieces of land on the Bristol Harbour side to be developed, which is an allocated site within the Bristol Central Area Plan. It contains several listed buildings (including the West Purifier House). It is being brought to committee for a decision due to the prominence of the site and the level of public interest.

The application proposes a redevelopment of the site to form a purely residential development, which is a change away from the last approval that existed on this site (the Soil Association scheme) which proposed commercial uses (detailed below). This application proposes 58 residential units spread over West Purifier House, a new 6-storey building in the north-eastern area of the site, and two houses in the Engine House. The retention of the iconic chimney is also proposed as well as a landscaping scheme in the centre of the site. The Harbour Walkway (which currently has a temporary tarmac surface) would be re-paved and details of this are included in the application.

Officers have undertaken the required assessments in terms of the scheme's impacts on the heritage assets, and this has been done in the context of an objection from Historic England. The conclusion reached is that the benefit of bringing this site and the listed buildings back into beneficial use, outweighs any harm that would be inflicted on the heritage assets.

A Section 106 agreement, the basis on which permission would be granted, would secure an off-site affordable housing contribution of £364,182, in addition £34,488 towards public transport improvements, and £9,300 towards Travel Plan monitoring. The land-use, design, amenity, transport, sustainability, ecology and flood implications are found to be acceptable and are assessed within the report below.

SITE DESCRIPTION

The site is located on the northern side of the Floating Harbour. The site is approximately 0.4 hectares in size and is bounded to the north by Lime Kiln Close with Anchor Road beyond. To the east is the site of the Grade II Listed East Purifier House and to the west is the residential development known as Capricorn Quay.

The site was formerly used as a gas works and accommodates the Grade II listed West Purifier House and Engine House and is bounded to the east and north by curtilage listed rubble stone walls. The site previously held a large gas holder which has now been removed and the site has become vacant with the listed buildings remaining as building shells only. Some remediation work has already been carried out on the site.

The site is within the Bristol City Centre, City Docks Conservation Area, and Harbourside neighbourhood area.

It is also an allocated site in the Central Area Plan, reference SA103 - Purifier House West, Anchor Road. This is allocated for office/residential development, and the development criteria for the site state that development should:

- Reuse the existing gasworks buildings and integrate other surviving heritage assets such as stone walls and setts into its design;
- Deliver a significantly improved Quayside Walkway to replace the present temporary surface as shown on the Policies Map;
- Provide any vehicular access from Lime Kiln Road;
- Take account of the City Docks conservation area;
- Be supported by a Flood Risk Assessment.

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There are four Grade II listed buildings / structures on the site as follows: Retort House; Former Engine House; Former Engine House chimney; Gateway and Boundary Wall around the site, along Gasferry Road (alternatively known as Gasworks Lane).

RELEVANT HISTORY

11/03266/F & 11/03267/LA (Soil Association)

Refurbishment and conversion of West Purifier House to provide commercial floorspace (Class B1), the Engine House (Class A3); erection of four storey building to provide commercial floorspace (Class B1), associated disabled parking, cycle parking, landscaping and boundary treatment.

A number of pre-commencement conditions were also discharged for this development.

Pre-Application Enquiry

A pre-application enquiry (reference 16/02662/PREAPP - for Refurbishment of West Purifier House and Engine House (Grade II Listed) for residential use; erection of new building for residential use; creation of access through boundary wall (Grade II Listed); and associated works, including the provision of parking, landscaping and infrastructure) was dealt with by officers, with formal advice issued on 10 August 2016.

APPLICATION

Planning permission is sought to redevelop the site for 58 residential flats, and would involve the refurbishment and conversion of the Grade II listed West Purifier House and the Engine House, and the construction of a new build block (called Block A) which would be mainly 6 storeys in height, with a 3 storey element fronting Anchor Road towards the north end of the site. The site would also be landscaped and the existing harbourside walkway (which is included within the application site and demarcated by the red line plan) would be upgraded. A new vehicular entrance of 8m wide would be formed in the wall facing Lime Kiln Road, and parking would be available in an undercroft to Block A, for 25no. cars.

PRE APPLICATION COMMUNITY INVOLVEMENT

Due to its size, the application is required to be accompanied by a Statement of Community Involvement. Guidance and good practice examples exist to inform the choice of appropriate methods in order to help ensure effective, efficient, transparent and accountable community involvement. Those responsible for undertaking community involvement are expected to reflect such good practice to ensure inclusive, fair and effective initiatives. Failure to do so may limit the validity and relative credibility of the involvement undertaken.

The applicant prepared a statement of community involvement (dated September 2016) which is summarised below:

i) Process

A large number of stakeholders and organisations were engaged within the process, and these are listed in the document. A number of meetings were held with individuals and organisations, with a public exhibition having taken place on 13 September 2016.

Concerns were raised which related to traffic, but many people liked the architectural style.

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ii) Outcomes

The applicant's statement clearly sets out what the responses were to the consultation, and how the scheme was amended to respond to concerns.

The statement concludes that on the whole, there was local support for the redevelopment of the site.

EQUALITIES ASSESSMENT

During the determination of this application, due regard has been given to the impact of the schemes in relation to the Equalities Act 2010 in terms of impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. There is no indication or evidence (including from consultation with relevant groups) that different groups have or would have different needs, experiences, issues and priorities in relation these particular proposed developments. Overall, it is considered that neither the approval nor refusal of this application would have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

RESPONSE TO PUBLICITY AND CONSULTATION

The application was advertised by letter sent to 919 neighbours on 24.10.2016, a site notice and press advert were also both displayed on 02.11.2016. The 21 day period for comment expired on 23.11.2016.

15 replies were received: 5 in support and 10 objections.

Issues raised are summarised below, and the full responses can be found on the Council's website.

Land Use objections:

- Objection to the proposed residential use of the site due to the proposed density

Amenity objections:

- The development would impact on Capricorn Place in terms of daylight and sunlight, as well as privacy. Some north facing rooms in Capricorn Place are habitable rooms, contrary to what is reported in the developer's Daylight and Sunlight Amenity Study. Additional opaque glazing needs to be proposed to the first floor and dormer windows in Block B's west elevation
- The VSC study is also incorrect as it concludes that none of the windows in Capricorn Place relate to habitable rooms, whereas some do
- Residents in The Boat House would suffer a loss of privacy and a loss of light. Block A would be very close to flats on the north side of The Boat House
- The height and mass would overshadow the East Purifier House

Design and Conservation objections:

- The height and massing of the new building would not be subservient to the historic buildings and would be out of scale and character
- Breath-taking views, particularly from SS Great Britain would be lost

Transport objections:

- It is unrealistic to create a new development with only 29 car parking spaces for this many units
- Lime Kiln Road would not be able to cope with this many extra vehicles as well as construction traffic
- Lime Kiln Road is not safe for the level of vehicular and pedestrian activity that would occur, and has

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poor street lighting

- The site access is inadequate and unsafe
- Sight lines from the site (particularly to the west towards Capricorn Place) are inadequate
- Manoeuvrability from the site onto Lime Kiln Road is extremely tight as demonstrated by the swept path analysis
- There appears to be no provision for emergency vehicles or HGVs to access the site, so they would have to wait outside. Similarly, such vehicles would not be able to turn around so would have to reverse up Lime Kiln Road
- The access would function better if it were to be moved to the north-eastern corner of the site
- Any permitted scheme should include the repositioning of the bollards on Gasworks Lane so that they are moved further back to allow vehicles to turn around
- Cars should be able to turn right out of Lime Kiln Road towards the centre, and not have to go through the busy Jacobs Wells roundabout
- The public transport system needs to be improved if this very low number of car parking spaces is to be permitted

Construction objections:

- The buildings should be shrouded during construction to prevent toxic substances from being transferred to nearby residential buildings
- The proposed works could weaken the old wall on (The Boat House's) side of Gasworks Lane as they will be neglected and potentially damaged by construction work

SS Great Britain

- The site was first captured in a Fox Talbot photograph of the SS Great Britain in front of the Gasworks and Brandon Hill in 1884
- The Trust objects to the planning application because of the design, scale and external treatment of the new build block which it considers will seriously damage the local amenity, the character of the Conservation Area, and the setting of the ss Great Britain herself. The building is totally out of character and scale with the listed buildings all around, will diminish their character and setting, and will not enable the historic buildings to stand out as they currently do. The building is a random mixture of materials showing no rhythm and makes no historic reference to its Harbour setting or its immediate neighbours. The massing is all wrong and very clumsy, and the building is significantly taller than it should be to the point that it will detract from the listed buildings all around, and across the water.
- There should be a pitched roof

Bristol Civic Society

The Society supports the long-delayed development of this important derelict site but regrets that it cannot support the proposed design. The cluster of the two purifier sites and Gas Ferry Lane are a major heritage asset. Together with Capricorn Quay the developments relieve the bland Crest Nicholson apartment blocks. The Society supports the construction of a new building to the east of the site.

However, the mass and height of the proposed new building is out of scale with the other buildings in the group. The proposed new building would divide the two halves of the site, which should read as a whole. The 2011 planning permission 11/03266/F is a material consideration as is the design of the completed development of the East Purifier House.

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If the Council accepts the developer's submission that residential use is more suited to the site than the current undeveloped commercial use, the Society supports that use.

Height and mass

- i. The Grade II listed Purifier House West - The Society supports the proposal to redevelop the listed building if it follows the example of the redeveloped Purifier House East. There is a strong argument that the alterations to two listed structures should be similar.
- ii. The Engine House - The Society supports the proposal for the conversion of the Engine House but the proposed new building would overbear it. The Society assumes that the Council will require the developer to submit a management programme to include the future maintenance of the stack.
- iii. New building. The Society objects to this aspect of the scheme, which appears to remain unaltered; the mass and height of the block are oversized for the site. The unsympathetic mass and scale of the proposed new building significantly exceeds that of the previous consent. The proposed new building would be an overdevelopment of the site which would harm the historic fabric. The office block in the unbuilt permission was for three floors above a ground floor plus a pitched roof. The current application is for five floors above the ground floor. The proposal substitutes for the gable and pitched roof of the consented scheme a full floor of accommodation plus a penthouse floor on top.

The Society supports the advice of the Bristol Urban Design Forum given to the developer's architect on the 21st June 2016 that the mass and height of the proposed new building would harm the 'reading' and setting of the whole of the former industrial site. The listed Purifier House West would become subsidiary to the new building. The new building should be subsidiary to the listed Purifier House. The western extension of the new building would encroach on the listed Purifier House West. The height, mass and design of the proposed new building would conflict with the planning guidance given by Historic England for development within the setting of a listed building and to the Council's design guide - responding to local character. The height of the consented scheme 11/03266/F should determine the envelope of the new building. The height and mass of the Boat House beside the Purifier House East is a material planning consideration. That building is three floors above a ground floor and is subsidiary to the listed structure.

Design

The Society suggests that a pitched roof, similar to the roof included in permission 11/03266/F would improve the scheme. In this setting BCS21 requires high quality design, which implies a design informed by the dominant local architectural characteristics; the pitched roofs of the two Purifier Houses. The Society would prefer to see a greater set-back between the building frame and the glazed elements of the façade to create greater articulation and visual interest.

The Society has questions about the housing mix. The development would add to the oversupply of small flats in the centre of the city. A larger proportion of bigger flats would reduce the car parking requirement. The Society does not support the developer's argument to support an exception to the Council's affordable housing policy.

Materials

The Society suggests that when the design is developed it should include materials of the same quality as those included in permission 11/03266/F to reflect the quality of the materials in the surrounding heritage buildings. The quality of the materials used to pave the courtyard area are equally important.

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The landscape

The Society supports the comments about the landscape made by the Bristol Urban Design Forum in its advice letter to Bilfinger GVA dated the 21st December 2016. The Society proposes that there should be a condition in the planning permission to retain and repair the former gateway into Gas Ferry Road, which is grandly constructed with monumental gateposts and wrought iron gates. The entrance is a heritage asset.

OTHER COMMENTS

Historic England has commented as follows:-

Whilst there have subsequently been minor changes to the proposals, since the pre-application, the scale and massing of the proposals remains, and therefore those previous objections remain relevant to this proposal. The advice letter [relating to the pre-app scheme] sets out the heritage assets affected by the proposals, the potential impacts and the relevant legislation and guidance. The West Purifier House, the former Engine House and the East Retort House, including their boundary walls, etc., form one of the few surviving historic industrial complexes in this part of the City Docks Conservation Area. They are also seen in the context of the SS Great Britain (itself on the Register of National Historic Ships), and the listed structures around it, on the opposite side of the Floating Harbour.

The proposals, by virtue of their excessive scale, materials and articulation, are at odds with the smaller scale listed structures in the immediate vicinity, and will harm the strong relationships between the listed group. They will also harm the character of the Conservation Area, and impact on views up to (and from) Brandon Hill.

Historic England recommends that the current application be refused because it fails to meet the requirements of the Planning (Listed Building & Conservation Areas) Act 1990 and guidance, relating to the historic environment, as set out in the National Planning Policy Framework (2012)

Flood Risk Manager has commented as follows:-

We have no objections in principle to the unrestricted discharge of surface water runoff to the floating harbour, putting in place water quality mitigation requirements where necessary. We also note that the principle of a new surface water outfall in the harbour has been agreed by the city docks engineer and harbour master. We therefore have no objections to the proposals provided our standard pre-commencement drainage condition is applied. Please also note that at the detailed design phase it will be necessary to fully examine and demonstrate the effectiveness of the drainage system under the following two scenarios:

Extreme rainfall event with outfall submerged to normal harbour level

1:2 year rainfall event with outfall submerged to 1:200 year tidal flood level in the floating harbour

We suggest that the applicant contacts us to discuss the full requirements of the detailed drainage design prior to commencement of this phase of work.

Transport Development Management has commented as follows:-

No objection to level of car and cycle parking, and the access to the site is acceptable subject to certain conditions. The full Transport assessment is provided at Key Issue D of this report.

Urban Design has commented as follows:-

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The design and heritage aspects of the scheme have been subject of much discussion during pre-app and during the course of the application. There is no objection in this regard. Full design and heritage considerations are set out at Key Issue (C) of this report.

The Coal Authority has commented as follows:-

The application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application. The Coal Authority records indicate that the site is likely to have been subject to historic unrecorded underground coal mining at shallow depth.

The applicant has obtained appropriate and up-to-date coal mining information for the proposed development site; including a Coal Authority Mining Report, BGS geological mapping and BGS borehole data. This information has been used to inform the Coal

Protecting the public and the environment in mining areas

2

Mining Risk Assessment (September 2016, prepared by Clarkebond (UK) Ltd), which accompanies the planning application.

Based on this review of existing mining information, the Report concludes that coal mining is not a risk at this site.

The Coal Authority considers that the content and conclusions of the Coal Mining Risk Assessment are sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development.

BCC Air Quality:-

No comments received.

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

We have no objection to the proposal subject to the inclusion of the conditions and informative in any grant of planning consent. (The conditions are included in the recommendation.)

Crime Reduction Unit has commented as follows:-

Comments were made recommending specific security measures should be put into place within the development (such as security windows, lockable cycle storage etc). These recommendations have been passed to the applicant as they are not measures that would need planning permission.

BCC Nature Conservation Officer has commented as follows:-

This proposal includes the refurbishment of existing buildings, which principally consist of walls. Whilst a site visit on 24 May 2016 suggests that the buildings, which lack roofs, have low potential to support roosting bats, there is nevertheless the possibility that crevice-dwelling bats are present, for example in crevices in the walls of the buildings. This is also acknowledged in the extended phase one habitat survey dated 21st September 2016. Accordingly the following planning condition is recommended. As a planning condition, prior to commencement of development a precautionary method statement shall be submitted to and approved by the Local Planning Authority to minimise impacts on legally protected bats in case they are found to be roosting on site. The methods

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employed shall include the checking of crevices before repointing works. These precautionary methods shall be carried out under the supervision of a suitably qualified ecologist. The development shall be carried out in accordance with the approved method statement or any amendment to the statement as approved in writing by the local planning authority. Please note that all species of bats and their roosts are legally protected.

There is some vegetation on site, including ivy on walls and chimneys and buddleia. All species of wild birds, their eggs, nests and chicks are legally protected until the young have fledged. Planning conditions to address these matters are recommended.

BCC Pollution Control has commented as follows:-

Officers are content with the acoustic report which makes a number of recommendations with regards to glazing and ventilation. The recommendations within this report should be secured by a condition. The report also mentions plant at the site and gives plant noise limits but says that no details of plant to be used are known at present. Conditions are therefore recommended to ensure noise does not creep above the British Standard level.

RELEVANT POLICIES

City Docks Character Appraisal

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework – March 2012

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocation and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2015.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES**(A) IS THE PROPOSAL ACCEPTABLE IN LAND-USE TERMS?****(a) Is the lack of office provision acceptable?**

The site is capable of delivering a commercial use, and the Soil Association application (described in the History section, above) proposed 2,980 sqm commercial floorspace. Whilst this scheme has not been delivered, the site allocation has been made since the Soil Association scheme and residential use is one of the uses required by the criteria, as well this use being established by recent planning history. As such, the absence of such a use in any new proposal needs to be weighed against Local Plan policies which encourage employment generating uses within the City Centre.

The NPPF states that the planning system should do all it can to promote sustainable economic growth. Core Strategy policy BCS8 defines employment land as being sites, premises and floorspace which are used, were last used or are allocated for employment uses, and seeks to protect employment land. This site is allocated for employment uses (as well as residential).

BCAP6 Discusses the delivery of employment space within the Central Area. This policy states that for sites outside of Temple Quarter, development will be encouraged to include a proportion of office or other employment floorspace of a scale and type appropriate to the site and its context, except

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where land is allocated or designated specifically for other uses. This site is allocated for office / residential use. The applicant has made a response to this issue in their supporting statement, and this is summarised as follows:

The grant of planning permission for the Soil Association office scheme in 2011 was closely followed by the recession, and it was deemed inappropriate for the Association (which is a charity) to progress a major fund raising campaign at the time. Efforts were made in 2013 to extend the period of consent for the office scheme (from the approved 3 years, to 5 years) and to seek a development partner to enable it to be developed, however it became clear that the proposals were not viable. The site was marketed in 2015, and many developers concluded that the scheme consented in 2011 presented too high a risk to pursue commercial uses due to uncertainty in levels of demand for office in the city centre.

It is considered that in view of the history of the site, as well as the fact that residential use is one of the uses listed in the site allocation criteria, a purely residential scheme is acceptable in this case.

(b) Mix of Dwellings

Section 6 of the NPPF reflects the need to significantly boost the supply of housing and to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. Policy BSC18 of the adopted Core Strategy reflects this guidance and states that "all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities" Paragraph 4.18.5, with reference to the evidence provided by the Strategic Housing Market Assessment, also notes that 'developments should contribute to a mix of housing types and avoid excessive concentrations of one particular type'. The policy wording states that development 'should aim to' contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists.

Analysis of the city's general housing needs and demands has identified a number of indicative requirements for each of 6 city zones. The zones reflect sub-market areas used in the Strategic Housing Market Assessment (SHMA). The intention is to provide a strategic steer for all sizes of residential scheme within each zone. Within the Inner West Zone, 2 bed and 3 bed flats are considered appropriate. However, a more local area-based assessment is required to assess the development's contribution to housing mix. A smaller scale will not provide a proper understanding of the mix of that area; a larger scale may conceal localised housing imbalances. As a guide the neighbourhood is defined as an area equivalent to the size of a Census Lower Level Super Output Area (average of 1,500 residents).

The application site is located within the Spike Island LSOA within the Hotwells and Harbourside Ward and is also very close to the boundary with The Centre LSOA. A picture of the range of housing types in the LSOA can be obtained by consulting the 2011 Census data. The Spike Island LSOA has a ratio of flats to houses at: 81% : 15.1%. The Centre LSOA has a ratio of flats to houses at 6.6% : 93%. For the ward as a whole, the ratio is 20.8% : 78%.

It can be seen that accommodation in this part of the city is predominantly in small flatted units, and there is a lack of family sized housing (5 x 3-bed flats, and 2 x 2 bed duplexes). New residential development is therefore expected to seek to redress the balance, and in this area therefore, to provide larger units. This is commensurate with the BCAP3 policy requirement to provide more family sized homes (flats with 3 or more bedrooms, or houses with 2 or more bedrooms) throughout the City Centre. The policy also states that in defining the proportion of family sized homes that will be sought, regard will be had to the existing housing profile of the area, including local housing requirements and the characteristics of the site, including its suitability for different housing types. The policy also says the proportion of family sized housing will also be proportionate to the scale of development.

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The scheme proposes 58 units, and 7 of these would be family-sized accommodation as defined in BCAP3. Across the scheme this equates to 12%. In order to bring the scheme up to a level that is commensurate with the current provision of family sized housing in the area (20.8%), a further 4 units (11 in total) would need to be family-sized. This is the minimum that would be required to balance the offer, however, more should ideally be provided in order to provide a true mix, as this would start to tip the balance towards providing more family sized units within the city centre. The applicant has been asked to provide more, for example, by looking at creating larger units on the ground floor of Purifier House where there are currently 4 no. large two-bedroom units. These would be ideal for families as they have access to private external space. The applicant has considered this, and the application in its original form showed smaller 1 bed flats in this location. Since the application was submitted they have revised the scheme to provide the two-bed flats in Purifier House (but no larger.) Additional larger units have also been added in Block A. For viability reasons, the offer remains at 7 family sized units. Officers have considered this, and in doing so have looked at the neighbouring East Purifier House. This scheme was approved with 5% family-sized units. It was recognised in this scheme, that there were constraints with the existing building which limited the ability to provide family sized units, and in the interests of bringing the site into use, it is considered that the same argument may be applied here. In the light of the considerations above, the mix is therefore accepted.

(B) IS THE PROPOSED DEVELOPMENT VIABLE, AND WOULD IT PROVIDE AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING?

The proposed development falls within Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies. It comprises 58 dwellings and therefore it is required to comply with Core Strategy Policy BCS17, which requires the provision of up to 40% affordable housing subject to scheme viability.

Government policy and guidance is very clear that scheme viability is a key consideration in determining the level of affordable housing that a development can provide, and that Council's should not require a level of affordable housing that would render a development unviable. The government's Planning Practice Guidance states as follows:

Where affordable housing contributions are being sought, obligations should not prevent development from going forward. (Para 004 Reference ID: 23b-004-20140306)

In simple terms, a development is considered to be viable if the Residual Land Value (RLV) of the development is greater than the Site Value.

The RLV is calculated by ascertaining the value of the completed development, and subtracting from this all the costs involved in bringing the development forward (eg build costs, professional fees, legal costs, financing costs etc) and the developers profit. All inputs are based on present day costs and values.

The applicant has claimed that, to remain viable in planning terms, the proposed scheme is unable to provide any affordable housing. A detailed viability appraisal and supporting commentary has been submitted in support of this claim.

Officers have commissioned DVS (the property arm of the Valuation Office Agency) to assess the viability information and advise the Council as to whether the applicants claim is reasonable. DVS have assessed the values and costs associated with the development, and liaised with the applicant to resolve areas of dispute. They conclude that whilst the scheme could not provide the full 40% affordable housing, it would be able to make a financial contribution of £364,182 towards the provision of affordable housing.

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The DVS appraisal inputs can be summarised as follows:

Residential sales values	In line with the highest sales values currently being achieved at Bridge Quay, Finzels Reach and Huller House, all of which contain dwellings that are currently being marketed or have been sold in the past year.
Base Build Costs	Base Build Costs are reflective of industry norms (as identified by the Build Cost Information Service (BCIS) though they do take account of the higher costs and design standards required when developing in and around listed buildings
Abnormal costs	There are very significant abnormal costs associated with this site. These include contamination, flood remediation, replacement of the current bracing of the listed buildings, and removal and reconstruction of part of the site boundary wall. In total, these abnormal costs add over £2.6 million to the costs of developing the scheme
Fees	Reflective of industry norms
Finance costs	Reflective of current returns required by lenders
Developers profit	Reflective of industry norms

Whilst the site is in a very desirable location, there are a range of factors that make it difficult and expensive to develop, which are as follows:

- The location of the listed buildings means that it is not possible to maximise the potential of the site
- The site remains contaminated, and the costs of removing and treating all the waste created from digging foundations, are high
- The need to protect the listed buildings during construction significantly increases costs

It should also be noted that this site has lain empty for fifty years (since 1967), and that whilst it has had a number of consents for various uses, none of them have been brought forward. This would suggest that the constraints of the site make it simply unviable, unless it comes forward for residential development at the top of an economic cycle.

As far as the Site Value is concerned, the site is one acre in size and a Site Value of £2 million has been agreed. From both DVS research and advice received from the Service Director – Property, it is clear that land in and around Harbourside is regularly valued at significantly in excess of £2 million per acre. Even with the abnormal costs associated with this site, it is not considered that a Site Value of less than £2 million could be sustained, as the desirable location and evidence of other land sales in the area, mean that a “willing land owner” would not consider anything less than £2 million as a competitive return.

The concept of a willing land owner is set out in Paragraph 173 of the National Planning Policy Framework, which states:

To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

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When the scheme is appraised as a wholly open market scheme, it shows a RLV of £2,364,182, meaning that the sum of £364,182 is available for affordable housing. This would equate to less than two dwellings on this site, and therefore the Housing Delivery Team have indicated that they would prefer the sum to take the form of an off-site financial contribution.

Consequently, it is recommended that the scheme is approved with an off-site affordable housing contribution of £364,182 (index linked) payable on occupation of the 10th residential dwelling contained in the scheme.

In addition it is recommended that if the development is not commenced within 18 months of planning consent being granted, a viability review is undertaken to ascertain if the scheme is able to provide any additional affordable housing.

(C) WOULD THE PROPOSAL OFFER AN ACCEPTABLE DESIGN RESPONSE, AND WOULD IT RESULT IN ANY HARM TO THE HERITAGE ASSETS?

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 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. BCS21 requires new development in Bristol to deliver high quality urban design, by contributing positively to an area's character and identity, creating or reinforcing local distinctiveness. DM26 requires developments to respect, build upon or restore the local pattern and grain of development, including the historical development of the area, and to respond appropriately to height, scale, massing, shape, form and proportion of existing buildings, building lines and set-backs from the street, skylines and roofscapes.

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Officers have undertaken the assessment required under the Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and have given special regard to the desirability of preserving the assets, their setting and features of special architectural or historic interest which they possess. This has been given considerable importance and weight. The assessment is provided below, and is a balanced view taking into account an objection from Historic England.

Historic England has commented as follows: "Whilst there have subsequently been minor changes to the proposals [since the pre-app], the scale and massing of the proposals remains, and therefore those previous comments remain relevant to this proposal. That letter sets out the heritage assets affected by the proposals, the potential impacts and the relevant legislation and guidance. The West Purifier House, the former Engine House and the East Retort House, including their boundary walls, etc., form one of the few surviving historic industrial complexes in this part of the City Docks Conservation Area. They are also seen in the context of the SS Great Britain (itself on the Register of National Historic Ships), and the listed structures around it, on the opposite side of the Floating Harbour. The proposals, by virtue of their excessive scale, materials and articulation, are at odds with the smaller scale listed structures in the immediate vicinity, and will harm the strong relationships between the listed group. They will also harm the character of the Conservation Area, and impact on views up to (and from) Brandon Hill."

Officers' reflection on these comments, and in the context of National and Local policy is set out in the following paragraphs:

The Purifier House, Engine House, and curtilage wall are protected as Grade II Listed structures, and are within the Docks Conservation Area. The buildings are a significant example of the robust and characterful industrial architecture of the late C19th period in Bristol, and closely comparable to other examples of "Bristol Byzantine" styled buildings around the city.

The SS Great Britain and Wapping Dock are on the opposite side of the harbour to the site, and are both listed Grade II*. The SS Great Britain site and dock contains Bristol's nationally important maritime heritage and it is recognised that any development affecting the setting of the listed assets needs to be considered closely.

The listed assets on the application site enjoy an extremely prominent location within the Conservation Area, being on the dockside, opposite the SS Great Britain, and immediately below Brandon Hill. The tourism and leisure activities around the docks have thrived since the 1970s and now attract thousands of visitors a year.

The buildings on the site are part of a former gas works established in the first decades of the C19th. The works continued on the east side of Gas Ferry Lane, and a second purifier house has recently been restored in this area. They have considerable group value as a series of industrial buildings designed to a broadly similar appearance.

Both the purifier house and the engine house have been abandoned for in excess of thirty years. Neither building retains its roof, internal floors, windows, or other timber fabric, and each stands only as external walls, largely retained and supported by an independent temporary steel structure. The existing boundary wall is in a relatively good condition, but areas are suffering from failing mortar and are unstable.

The immediate setting of the buildings is currently characterised by open and barren gravel surface everywhere within the boundary walls. This has been the result of extensive decontamination works within the former gas works setting, and has resulted in the loss of the majority of other associated industrial structures.

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The proposed development of this site seeks to retain the historic structures and bring them into a new viable use as residential flats. The purifier and engine houses are to receive replacement roofs, new windows and doors, and have extensive new internal structure which would re-stabilise the external walls. An additional storey would be added into the attic of the new purifier roof and closely match the conversion of neighbouring East Purifier House. The Engine house would be similarly refurbished for residential use and spaces incorporated within the existing footprint. Restoration work to the existing brick chimney and walls will also be of benefit.

The proposal also seeks to introduce a 6 storey residential block to the east side of the site. This will incorporate car parking at basement level and flats in an L-form building over the floors above. The proposed external treatment of this block is intended to be sympathetic to the industrial setting, and designed to ensure the proposed height does not interfere with the silhouette of Brandon Hill when viewed from key locations on the south side of the Floating Harbour, including from the ss Great Britain. The existing stone boundary wall is identified as having some structural issues in the north section and the proposal is to dismantle, and reconstruct some elements. A new opening will be inserted into the same side to provide vehicle and pedestrian access into the site.

b) Design of Block A

The Harbourside area is highly visible from surrounding parts of the city and there are a number of identified key long and panoramic views into and out of the area, as well as local and glimpsed views within and around the site. The applicant has undertaken a full Townscape and Visual Impact Assessment in order to identify and understand the key townscape features around the site. This assessment has been used to inform the proposed development including the reduction in the height of the new building proposed on the site since the pre-app.

Development adjacent to the Floating Harbour is expected to be of a scale and design appropriate to its setting, reflecting the special interest and visual prominence of quayside areas and character and setting of the surviving historic buildings and the ss Great Britain, and fabric and preserving and enhancing views to and from the Floating Harbour.

The need to reflect a coherent design rationale based on local building patterns, and this site's unique history, were also key guidelines during pre-application discussions on this site, and these aims are the focus of policies DM26 and DM29. As a result of pre-application advice, Block A was designed to be no taller than the previously consented building on this part of the site and is 6 storeys, which includes a set-back top floor. Block A has a contemporary design with a brick frame, shutters, inset glazing to balconies, and zinc screens, and this combination of depth and textures successfully reflects the industrial heritage within a modern response to this part of the site. Conditions are proposed to secure large scale details and materials, in order to ensure a quality development.

Officers consider that the proposed new-build development (Block A) will lead to less than substantial harm to the character of the Conservation Area and the setting of the listed buildings. The scale exceeds that of the existing listed structures on site, and is likely to dominate views across the harbour. Following design development however, the impact on the skyline of Brandon Hill has been minimised, and the design has been adapted - through use of materials and articulation - to redistribute accommodation in less harmful areas; however it is acknowledged that this section of the proposals still represents a degree of harm.

The proposals to form new residential uses within the shell of the listed buildings is supportable in principle. There is no direct harm posed to the significance of the assets, and their declining condition halted and reversed. Some new openings will be introduced to least significant parts of the building in a fashion that is both complementary and demonstrates an honesty in design. It is therefore considered there is a strong public benefit in bringing these buildings into reuse for a sustainable new purpose.

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The proposed restoration of the failing walls and structures is welcomed. Similarly the retention and restoration of the boundary wall is supported, although specific conditions are proposed to ensure that rebuilt fabric retains the existing fabric and character. It is recognised that there is a need for an opening through the boundary wall to provide access, and ongoing discussions with the applicant have ensured that the gap (in the scheme as-constructed) would be minimised as far as possible (to a maximum width of 8m) to maintain the integrity of the site's perimeter. It is also recognised however, that the wall will need to be dismantled to allow for access of construction vehicles, and that the intention to rebuild it as-is, can be conditioned. This issue is covered in more detail in the accompanying recommendation for listed building consent (16/05330/LA).

Officers consider that the public benefit in retaining and repairing the listed structures outweighs the less than substantial harm posed by the new block. The applicant's approach to try and minimise this harm is recognised, and the previous consent on this site is a material consideration which sets a degree of precedent for the scale of new elements. The proposed adaptation of the listed buildings and the erecting of the new structure are supportable in order to ensure the continued survival of the historic buildings. This application is therefore acceptable in heritage terms, and conditions are recommended to secure the design and material quality of the development and ensure it remains in keeping with the historic setting; and also to ensure that the appropriate conservation and restoration techniques are applied during works.

c) Impact on City Docks Conservation Area

The application site sits within Character Area 5 - Canons Marsh, of the City Docks Character Appraisal which was adopted in 2011. The Former Gasworks Buildings on the application site, as well as the walls to Gasferry Road, are classed as key buildings and features of this Character Area. Some of the strengths of this area, as set in the character appraisal, are seen to be the robust large-scale buildings and the re-use of heritage structures and buildings; there are opportunities to improve the continuous pedestrian walkway and restore historic gasworks buildings (which this proposal would do). Weaknesses are seen to be bland, over-scaled facades to modern buildings and sterilisation of character, and lack of trees and landscaping. This proposal would restore the listed buildings, retain the iconic chimney on the site, and would provide an enhancement to the site in the form of hard and soft landscaping. Block A is seen by officers to be of an acceptable scale which would not harmfully interrupt Key Views, and would incorporate suitably textured and robust facades which are considered to be appropriate to the industrial character of the site. The development is seen to both preserve and enhance this site, which forms part of the special character and appearance of this part of the City Docks Conservation Area, and would not harmfully detract from key views.

d) Landscaping

Policy DM27 requires development to contribute to a sense of place, and use trees and other plants appropriate to the character of the site and its context. The site would have a central communal garden, which would be accessible by the public, although designed primarily as an intimate space for use by residents. In view of the site's gasworks history, the landscaped area has been designed using coal seams and Isolux contours (the gaslight contours that once illuminated the City) to inform the layout of "seamed" areas of hard and soft landscaping. Officers initially considered that two prominent trees planned to be positioned close to the harbour, would have been out of context due to the site's industrial character. Whilst trees are encouraged elsewhere within the site, the two next to the harbour have been removed from the scheme.

The Harbourside walkway would be paved with a mix of slabs and stone setts, and there would be a low stone wall to delineate the boundary between the Brandon Yard development and the walkway. The details showing these works have been submitted and are acceptable. A condition shall be included to require the works to be undertaken as per the approved plan. Details of planting (perennial and shrub planting, and taller planting) have been submitted. A Landscape Lighting

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Statement also accompanies the submission. These are acceptable and shall be conditioned.

e) Public Art

BCS21 requires new development (particularly Majors) to deliver a high quality urban design, and one of the ways in which it is expected to do this is to enable the delivery of permanent and temporary public art, through a multi-disciplinary approach to commissioning artists in the design process. The applicant has been informed of this during the pre-application process and discussions have taken place on how this part of the policy could be met. The applicant has indicated a willingness to provide an historical interpretation of the site's historical use within the landscaping scheme, however no formal response to public art has been provided against policy BCS21. Conditions are therefore imposed to secure submission of a Public Art Strategy prior to implementation.

(C) WOULD THE PROPOSAL RESULT IN ANY HARMFUL AMENITY IMPACTS?

Good design and protection and enhancement of the environment are critical components of central government guidance, as identified in the NPPF. In addition, Policy BCS21 expects development to safeguard the amenity of existing developments and create a high-quality environment for future occupiers. Furthermore, Core Strategy Policy BCS15 requires development to address issues of flexibility and adaptability, allowing future modification of use or layout, facilitating future refurbishment and retrofitting.

The nearest residential properties are at The Boat House (to the east of the site), East Purifier House, to the north-east of the site and Capricorn Place to the site's west. Impacts on these properties due to the proximity of new development, in terms of amenity, are assessed below.

(a) Is there potential for Overlooking?

The closest neighbouring properties are Capricorn Place (to the site's west) and The Boat House (to the site's east). Habitable rooms of The Boat House are located opposite the south-east corner of the proposed Block A, which would be constructed 9.6m away from the nearest corner (although angled away at greater distances). The scheme has been arranged so that habitable rooms in this section of Block A have sections of metal cladding instead of windows in order to prevent views into properties in The Boat House. The drawings demonstrate that these relate to secondary windows only, and that the installation of the metal panels would not unreasonably restrict light from flats in the proposed Block A building. Officers therefore consider there would be no harmful overlooking from the proposed building to properties in The Boathouse.

There are no windows in the flank elevation of Capricorn Place, however at the upper levels there are 2 set-back roof terraces, and these would be 6m and 9m away respectively from the rear windows of the refurbished West Purifier House. Because of the arrangement of these terraces (they have differing floor levels to those proposed in the W Purifier House scheme), the angles at which views could be possible mean that no direct views would be possible. Whilst views would be possible, they would be oblique, and therefore not significantly harmful. This has been demonstrated on a section drawing submitted by the applicant.

Due to the distance that would remain between East Purifier House and Block A, (27m), it is not considered that harmful overlooking could occur between these properties.

(b) Overshadowing/Daylight and Sunlight

Block A would introduce a new relationship, bringing 6 storeys of built development closer to neighbours at The Boat House and East Purifier House. This would result in a noticeable impact on daylight and sunlight received by occupiers of these properties. In order to explore how severe this

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relationship would be, the application is accompanied by a BRE Daylight and Sunlight Assessment. Windows in Capricorn Place have also been assessed, however, due to the fact that the height of West Purifier House in its current position would not be amended through this proposal, it would not significantly worsen the light received by north facing windows in Capricorn Place. There are no habitable room windows in the flank (east) elevation of Capricorn Place, (the windows relate to stair cores). The report concludes that there would be no harmful effect here.

(i) Vertical Sky Component (VSC)

The VSC is a measure of light falling on a window, and the target for a good level of light is 27% - meaning a ratio of direct sky luminance falling on the surface of the window. 40% is the maximum possible VSC score, and would mean that if one had a view from a window which was totally unobstructed by buildings, 40% of the total hemisphere would be visible. If a development would reduce the VSC from a given window to less than 27%, AND to less than 0.8 times its former value, then according to the BRE guidelines it is likely that the loss of light would be harmful.

(ii) East Purifier House

This property was converted to residential use in 2015. Of the 26 windows assessed, 21 are reported to meet the target BRE values. The windows that would fail the test are on the ground floor, and these windows relate to two flats in total. The new development at Block A would maintain a distance of 27m away from East Purifier House, therefore despite the low BRE scores, the development would maintain a sufficient gap such that it would not be overbearing.

(iii) The Boat House

This building was constructed in 2013 and contains dual aspect maisonettes, with commercial uses on the ground floor facing onto the Porto Quay development. Of the 23 windows assessed, 16 windows would meet the target BRE values. It is reported that of the windows that would fail the tests, some are on the ground floor and already fail the test due to the presence of the large boundary wall, and also many of the windows relate to rooms which have secondary windows, or other windows which face in an opposing direction (ie relating to an open plan living/dining/kitchen area.) The report concludes that whilst some of the individual windows would not meet the assessment criteria, each of the rooms would still have adequate levels of daylight with the proposal in place.

Conclusion on Daylight and Sunlight

The tests show that some of the windows assessed would fall below the levels recommended in the BRE guidelines. This means that whilst the proposed development would affect daylight and sunlight received by surrounding properties, and the loss would be noticeable, for most of the windows tested there is no quantifiable reason to uphold a reason for refusal in this regard due to the largely positive results and conclusions that have been set out in the Assessment. Whilst neighbours would notice a reduction in daylight and sunlight received, it is not considered that these impacts would be significantly harmful as to warrant a refusal. It must be borne in mind that the BRE tests are guidelines only, and not planning policy, however they are a useful tool for assessing the impacts of developments on light received by neighbouring windows. They are intended to be applied flexibly, and the background sets out that in some areas (for example city centres and high density areas,) developments may not always achieve optimum levels of daylight or sunlight.

The site is within a central location where densities sought are typically the highest in the City, and residents currently enjoy a more open aspect due currently vacant site. The development itself does not breach established building heights in the area. The existence of the consented Soil Association scheme, which proposed a building of an identical size in the same location, is a material consideration here. It is not therefore considered that a refusal on the basis of loss of daylight and

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sunlight could be supported.

(c) Quality of Accommodation

Policy BCS18 makes specific reference to residential developments providing sufficient space for everyday activities and to enable flexibility and adaptability by meeting the appropriate space standards. The National Space Standards came into effect on 1 October 2015 and the proposed 17 x 1 bed flats, 36 x 2 bed flats (including 2 duplex units), and 5 x 3 bed flats all comfortably exceed the this Standard. DM29 states that new residential development should provide dual aspect where possible, particularly where one of the aspects is north-facing. Two of the family-sized units within Block A would have only a single aspect, however in this case neither of these two units are north facing. They are generously sized and each has a private outdoor terrace, therefore there is considered to be no harm arising from them having only single aspect.

To conclude the amenity Key Issue, the scheme would acceptably safeguard the amenity of nearby neighbours and would offer an acceptable standard of accommodation.

(D) WOULD THE PROPOSAL MAINTAIN SAFE OPERATION OF THE HIGHWAY AND OFFER AN ACCEPTABLE LEVEL OF PARKING?

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. DM23 expects development to provide a safe secure, accessible and usable level of parking provision having a regard to parking standards, as well as secure and well-located cycle parking and facilities for cyclists. The same policy also 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. The residential parking standards (appendix 2 of Site Allocations and Development Management Policies) require parking levels to reflect the number of bedrooms within a scheme, and that the accepted standards are maximum standards (which cannot be exceeded). Due to the central location, policy BCAP26 sets out that where vehicular access is sought to a site for essential operational parking or servicing, the council will work with the applicant to identify the most appropriate access point having regard to any proposals for pedestrianisation or traffic management.

(a) Car Parking

The plans show a total of 26 car parking spaces, of which 2 are dedicated for Blue Badge holders, and 5 of which have electric charging points. The scheme (of 58 units) could, within the remit of parking policy, have up to 69 spaces. It is welcomed therefore, that the application recognises the central location and aspiration for reduced car ownership, and has limited the number of car parking spaces. The inclusion of Blue Badge bays and electric charging points is also welcomed.

The developer has agreed to make a contribution to upgrade bus stops on Jacobs Wells Road, and has agreed a sum of £34,488.00. This is discussed further in Key Issue (H) Planning Obligations, but it is considered that the development would mitigate its impact in a way that is commensurate to its size and characteristics, in assisting with public transport improvements in this way.

The site does not form part of, but is located close to, the Central Controlled Parking Zone (CPZ). An advice note is attached to this recommendation, to require residents of this scheme to be exempt from obtaining car parking permits in this CPZ in order to avoid additional parking pressure in this protected area.

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The policy requirement for this development would be to provide 99 cycle spaces, plus an additional 5 for visitors. The plans show that there are 74 spaces for residents within enclosures in the undercroft car park, and 3 Sheffield stands to provide space for an additional 6 visitor cycles. This shortfall was discussed between officers and the agent during the course of the application. The type of cycle storage is proposed to be a mix of Sheffield and semi-vertical stands. If the storage were to have been solely semi-vertical stands, there could have been a more policy-compliant number proposed, however, in the interests of providing convenient and accessible cycle parking, officers deemed a mix of Sheffield and semi-vertical stands would deliver the most flexibility and convenience for users.

(c) Servicing and Access

Pre-application discussions, as well as discussions that have taken place between officers and the applicant during the application, have considered the approach to the access for this site. The new vehicular access is proposed to be off Lime Kiln Road which is a private road. Initial plans submitted by the applicant showed this road proposed as a shared surface, however further assessment has revealed that due to ownership issues, the applicant is unlikely to be able to undertake the works required to make a shared surface. A shared surface is an urban design approach which seeks to minimise the segregation of pedestrians and vehicles and is a highways-related method with the aim making road users more aware of each other. This is done by removing features such as kerbs, road surface markings, traffic signs and traffic lights. This approach was seen as suitable for Lime Kiln Road because there is a narrow raised margin (pavement) on the south side of the carriageway.

The current carriageway width is approximately 4.8m with narrow margins to the north and south, and as a consequence Lime Kiln Road is considered to be constrained. Pedestrians and cyclists relating to Capricorn Place currently have direct access onto Lime Kiln Road. The development proposed here would add to those having access. The applicant has indicated that the level of trips associated with this proposal would be low - with up to 22 two-way movements in the AM and PM peaks based on the TRICS (transport movement assessment model) datasets. Although officers do not dispute this low level of movement, there are concerns over pedestrian and vehicle conflict in this location.

The Government publication, 'Manual for Streets' (MfS) indicates that 4.8m is a sufficient width to allow two small vehicles to pass. However this is only based on carriageway widths and does not include pedestrians. The margins either side of the carriageway measures approximately 1.0m & 0.5m. MfS requires a minimum width of 1.5m to allow for two people to pass as well as a pushchair. The applicant has indicated that there is sufficient overall width to allow an average-sized vehicle and pedestrians to share the carriageway. This might be the case however it would still result in pedestrians having to walk in a live carriageway. The applicant has argued that although pedestrians and cars will share the same space due to the level of movements, the potential for conflict is quite low. Officers have considered this, and it is accepted that vehicle movements are low, however there is still a potential for conflict with pedestrians on the carriageway which represents a degree of highway safety concern. The applicant has submitted a revised Transport Statement containing measures which they consider would address the highway concern. This includes - residents with a space in the car park to have key fobs to open the gate so that no pedestrians and cycles can open the gate to access Lime Kiln Road. Signage directing pedestrians and cyclists to use the harbour walkway and Gas Ferry Lane to access Anchor Road would be erected. Whilst these are soft measures, in the circumstances it is considered this is the only solution in the light of the civil issue that exists between the applicant and third party. The drawing showing the shared surface shall still form part of the approved drawings so that, in the event of a solution being found to enable these works to be implemented, any planning consent granted here would allow it.

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A tracking diagram shows that service and emergency vehicles would reverse into the site from Lime Kiln Road and exit in a forward gear. The waste would be collected by a private waste contractor, which would typically use smaller vehicles than Council waste contractors. This would enable easier manoeuvrability into and out of the site.

With regard to the issue raised by the neighbour objection to allow a right turn onto Anchor Road from Lime Kiln Road, the junction is currently operating as a left out only, and this is not proposed to change as a result of the proposal. If this were to be revised, it would require additional highway works to the junction and the central reservations on Anchor Road. Officers consider it would be unreasonable and disproportionate to request the developer to pay for these works. Furthermore by allowing right turns it would also create a highway safety issue as vehicles would effectively be crossing four lanes of traffic which is not acceptable. The Anchor Road/Hotwell Road/St George's Road roundabout has the capacity to accommodate the additional traffic that needs to utilise the roundabout to come back on themselves.

(d) Possibility of a Second Access

Discussions were held during the pre-application process regarding the possibility of providing a second access to the site, at the north-eastern corner. This is also the position of a second access as approved by the Soil Association scheme. The status of the listed wall took precedent over the inclusion of a second access in this location, therefore one access in its currently proposed location was the preferred option. A second issue which influenced this issue was that land ownership in the north-east corner is complex, and re-location of the bollards on Gas Ferry Lane, adoption, as well as opening out a new access were considered overly problematic to entertain.

(e) Travel Plan

The Travel Plan is a tool which is applied to large developments and sets out measures to inform sustainable travel at the development, with a general aim to increase the use of sustainable transport over the 5 year plan period. The applicant has submitted a Travel Plan and this is available on the Council's website. This has been assessed by officers and is acceptable, provided the measures within it are monitored and the progress reported annually to the Council. This shall be secured through the s106 process.

(f) Refuse and Recycling

Space is shown within the ground floor car parking area to store 8,800L of refuse, within 8 1100L containers. There is also space for 13 x 240L containers for recycling. This provision more than adequately serves the development and complies with the waste storage capacity guidelines in the Council's adopted Waste and Recycling: Collection and Storage Facilities (Guidance for developers, owners and occupiers)

(g) Construction Traffic and Service Management

Standard conditions are proposed, to require highway works to be addressed by the relevant legislation, but to require details of these works prior to commencement. A Construction Management Plan has already been submitted with the application and has been found to be acceptable by officers. A condition shall therefore require this to be adhered to. A Service Management Plan shall also be required by condition.

(E) DOES THE PROPOSAL OFFER AN ACCEPTABLE 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.

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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.

The applicant has submitted a Sustainability Statement which sets out the development's performance against sustainability and energy efficiency policies. The development would perform below the Part L Building Regulations baseline requirements, by using energy efficiency measures such as better U-values (building insulation) than a Part L notional building; high efficiency gas-fired boilers; natural ventilation and LED lighting. On top of this, a further reduction in residual carbon emissions would be achieved by using PV panels on the roof of Block A, and these would generate a saving of 23.3%. Conditions shall require these provisions to be adhered to within the development. An advice note shall also be added, to advise the applicant to obtain a certificate relating to efficient installation of the PV panels, to ensure their maximum efficiency and lifetime.

(F) FLOOD RISK AND GROUND CONTAMINATION

Most of the site lies within Flood Zone 2 as identified by the Environment Agency. In accordance with the Site Allocation criteria (SA103 for this site), the application is accompanied by a flood risk assessment. Due to the risk of flooding on this site, the finished floor levels have to be set at a minimum of around 9mAOD (depending on the levels within the site). The drawings confirm that this restriction will be adhered to, and is the reason for car parking being located on the ground floor of Block A. Floor levels within the Engine House and Purifier House will be raised to this level.

The Environment Agency have recommended conditions to be included, and these have been suggested in consultation with the Council's Contamination Officer, as a number of the issues are closely correlated.

(G) ECOLOGY

Following consultation with the Council's Ecology Officer, dusk emergence or dawn re-entry bat surveys were requested. These were provided and were found to be of an acceptable standard. A dark corridor is required to be retained along the western edge of the site (where there are rear gardens planned), and the applicant has duly provided a drawing showing Lux levels which would maintain an adequately dark corridor for the commuting bats. Conditions are proposed to require swift and bat boxes.

(H) PLANNING OBLIGATIONS

BCS11 sets out that development should contribute towards the provision of measures to mitigate its impact through use of planning obligations. In addition to the standard CIL payment (which is put towards infrastructure, facilities and services required to support growth,) it is also possible to ask for site specific contributions. In this case officers deem it necessary to provide an upgrade to the bus stops close to the site on Jacobs Wells Road. The applicant has agreed to provide a sum of £34,488.00 towards this and a s106 agreement is in the process of being drawn up. A further sum of £9,300 to go towards the monitoring of the travel plan is also being secured. No further site specific contributions were deemed necessary (unless AH).

CONCLUSION

The development complies with the Site Allocation criteria for this site, as it would re-use the existing listed buildings on the site and bring them back into a sustainable use; improve the Harbourside walkway; provide vehicular access from Lime Kiln Road; preserve and enhance the character and

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appearance of the conservation area; and is supported by a Flood Risk Assessment. The scheme mitigates its impacts through s106 obligations, and would provide ** Affordable Housing. Despite the objection from Historic England, officers have applied the correct assessment under the Planning (Listed Building and Conservation Areas) Act 1990, and have concluded that the impacts on the heritage assets are acceptable when they are balanced with the interests of bringing the site and buildings back into use. The scheme provides a policy-compliant sustainability response, and the application includes robust supporting information on protection of nearby residents' amenity. Transport implications are acceptable, and conditions would ensure the design details of the development are acceptable. The scheme would bring a long-term derelict site back into sustainable use and is therefore recommended for approval.

COMMUNITY INFRASTRUCTURE LEVY

The CIL liability for this development is £519,673.13

RECOMMENDED GRANT subject to Planning Agreement

The completion, within a period of six months from the date of this committee, or any other time as may be reasonably agreed with the Service Director, Planning and at the applicant's expense, of a planning agreement made under the terms of Section 106 of the Town and Country Planning Act 1990 (as amended), entered into by the applicant, Bristol City Council and any other interested parties to secure:

- 1. The provision of a contribution of £364,182 towards the provision of off-site affordable housing.**
- 2. The provision of £34,488 towards public transport improvements.**
- 3. The provision of £9,300 towards Travel Plan monitoring.**

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. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:
 - i) A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site.
 - ii) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

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iii) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason

National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

3. To ensure implementation of a programme of archaeological works

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

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

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

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

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

No redevelopment or refurbishment of West Purifier House or the Engine House shall take place until the applicant/developer has recorded those parts of the buildings which are likely to be disturbed or concealed in the course of redevelopment or refurbishment. The recording must to be carried out by an archaeologist or archaeological organisation approved by the Local Planning Authority and submitted to the Historic Environment Record (HER), the archive should then be submitted to Bristol City Museum and a hard copy to Bristol Record Office.

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

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5. No development approved by this planning permission shall take place until such time as a scheme with full details of demountable flood boards to protect West Purifier House and undercroft and plant areas of Block A (new build) as well as flood resilience measures to be used throughout the development has been submitted to, and approved in writing by, the local planning authority in consultation with the Environment Agency.

The scheme shall be fully implemented prior to first occupation and subsequently maintained, in accordance with the details embodied within the scheme, unless otherwise agreed by the Local Planning Authority in consultation with the Environment Agency.

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

6. The development hereby approved shall be constructed with Finished Floor Levels of Block A and the Engine Shed set at a minimum of 10.1m AOD. The Finished Floor Levels of West Purifier House shall be set at a minimum of 9.95m AOD.

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

7. Prior to commencement of the element detailed section and elevation drawings of all proposed access ramps, steps, garden boundary treatments, raised decks, and their balustrades to be attached to the Purifier House and Engine House, to a scale of 1:5 or 1:10 shall be submitted to the Local Authority and approved in writing. The drawings shall show all proposed materials, material connections with the Listed structures, the proposed appearance, finishes, colours, and fabrication details. The works shall be carried out in accordance with the approved details statement.

Reason: To conserve the character and appearance of the Conservation Area and the Special interest of the curtilage Listed boundary wall.

8. Prior to commencement of the element detailed section drawings of the proposed rooflights and attic-storey dormers on the Purifier house and Engine House at a scale of 1:5 or 1:10 shall be submitted to the Local Authority and approved in writing. The details shall include the proposed materials, and connections with the proposed roof finishes. The works shall be completed in accordance with the approved drawings.

Reason: In the interests of safeguarding the special interest of the Listed Buildings and character and appearance of the Conservation Area

9. Prior to commencement of the element detailed section drawings of the proposed roof on the Purifier house and Engine House at a scale of 1:5 or 1:10 shall be submitted to the Local Authority and approved in writing. The details shall include the proposed roof fabric, materials, and connections with the parapet walls, and eaves level. The works shall be completed in accordance with the approved drawings.

Reason: In the interests of safeguarding the special interest of the Listed Buildings and character and appearance of the Conservation Area

10. The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the Sustainable Energy statement (by Arup, dated 6 January 2017) prior to first occupation. A total 23.3% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 20% reduction/or other agreed % reduction in carbon

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dioxide emissions below residual emissions through renewable technologies shall be achieved.

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings), BCAP20 (Sustainable design standards), BCAP21 (connection to heat networks).

11. The measures set out in the Construction Method Statement by Speller Metcalfe (submitted in February 2017) shall be adhered to during construction of the development.

Reason: In order to ensure highway safety and to safeguard residential amenity.

12. Highway Works

Prior to commencement of development, general arrangement plans indicating the following works to the highway shall be submitted and approved in writing by the Local Planning Authority :

- Threshold levels of the finished highway and building levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Locations of lighting, signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extents of any stopping up or dedication of new highway

These works shall then be completed prior to first occupation of the development to the satisfaction of the Local Highway Authority and as approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned and approved in good time to include any statutory processes, are undertaken to a standard approved by the Local Planning Authority, and are completed before occupation.

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the City Council's technical approval and inspection fees paid before any drawings are considered and approved and formal technical approval is necessary prior to any works being permitted.

13. Prior to commencement of any construction works for the development (excluding groundworks and enabling works including forming site entrance and temporary works to the listed buildings), a Public Art Plan shall be submitted to and approved in writing by the Local Planning Authority. The Public Art Plan shall be prepared by a suitably qualified consultant and set out the process to be used to commission and integrate public art within the development, set out the specific commissions for development which includes budget allocations, artist procurement process, a timetable for delivery of the various commissions, and details of the future maintenance responsibilities and requirements. The delivery of public art shall then be carried out in full accordance with the agreed Public Art Plan.

Reason: to ensure the provision of public art in the development and in pursuance of Bristol City Council's public art policy

14. Following the approval of the Public Art Plan and prior to the commencement of each public art commission, or the design for the area where any public art is to be integrated - details of the individual artwork commission(s) in the form of full detailed designs shall be submitted to and

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approved in writing by the Local Planning Authority. The public art works shall be implemented and completed in accordance with the approved details and in accordance with the agreed timetable for their delivery.

Reason: to ensure the provision of public art in the development and in pursuance of Bristol City Council's public art policy

15. Prior to commencement, detailed drawings demonstrating the set-backs between the between the masonry and the façade system of Block A shall be submitted and approved in writing by the local planning authority.

Reason: To ensure a high quality of design.

16. Sample Panels before specified elements started

Sample panels of the natural slate proposed to the roofs; are to be erected on site and approved in writing by the Local Planning Authority before the relevant parts of the work are commenced. The development shall be completed in accordance with the approved details before the building is occupied.

Reason: In order that the external appearance of the building is satisfactory.

17. Prior to the element commencing section and elevation details of all proposed windows and external doors in the Purifier House and the Engine House, at a scale of 1:5 and 1:10 respectively, shall be submitted to the Local Authority and approved in writing. The details shall show the proposed windows in context and show all material connections at cills or thresholds, heads, and jambs. The works shall be completed in accordance with the approved drawings.

Reason: In the interests of safeguarding the special interest of the Listed Buildings and character and appearance of the Conservation Area

18. Prior to the element commencing detailed elevation drawings to a scale of 1:10, and section drawings to a scale of 1:5 showing the proposed vehicle gates and masonry piers in the boundary wall shall be submitted to the Local Authority and approved in writing. The works shall be completed in accordance with the approved drawings.

Reason: In the interests of safeguarding the special interest of the Listed Buildings and character and appearance of the Conservation Area

19. Development shall not commence until details of a scheme for the retention of the bats' roost and the retention of the bats' existing accesses or the provision of alternative new roosts or accesses, has been submitted to and approved in writing by the local planning authority.

The scheme shall include a programme for the implementation of the development which minimises any impacts on bats including the provision of suitable voids or crevices for bats, bat tubes, boxes, bricks or similar, 'soft strip' demolition methods and measures to minimise light pollution. The development shall be carried out in accordance with the approved scheme or any amendment to the scheme as approved in writing by the local planning authority.

Reason: To enable the local planning authority to retain control over development in order to safeguard bats and their roosts which are specially protected by law.

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20. No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of noise insulation measures for all residential accommodation, this scheme shall also include details of ventilation.

The following criteria are recommended:

Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.

Nighttime (23.00 - 07.00) 30 dB LAeq 8 hours & L_{Amax} less than 45 dB in bedrooms.

The scheme of noise insulation measures shall take into account the recommendations detailed in the Noise Assessments submitted with the application and the provisions of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings".

The approved details shall be implemented in full prior to the commencement of the use permitted and be permanently maintained.

Reason: To protect residential amenity.

21. No development approved by this planning permission shall take place until such time as a scheme with full details of demountable flood boards to protect West Purifier House and undercroft and plant areas of Block A (new build) as well as flood resilience measures to be used throughout the development has been submitted to, and approved in writing by, the local planning authority in consultation with the Environment Agency.

The scheme shall be fully implemented prior to first occupation and subsequently maintained, in accordance with the details embodied within the scheme, unless otherwise agreed by the Local Planning Authority in consultation with the Environment Agency.

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

22. No development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), shall take place until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1) A preliminary risk assessment which has identified:

all previous uses

potential contaminants associated with those uses

a conceptual model of the site indicating sources, pathways and receptors

potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

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Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution. Government policy also states that planning policies and decisions should also ensure that adequate site investigation information, prepared by a competent person, is presented (NPPF, paragraph 121).

23. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

24. Notwithstanding the submitted drawings, prior to commencement of the element a method statement detailing the repointing and repair of stonework and brickwork shall be submitted to the Local Authority and approved in writing. The works shall be carried out in accordance with the approved Method statement.

Reason: To conserve the character and appearance of the Conservation Area and the Special interest of the Listed buildings.

25. Prior to commencement a method statement detailing how the existing boundary wall will be dismantled, the material salvaged with care, stored on site and cleaned prior to re-erection, and the proposed method of reconstruction to match its original state shall be submitted to the Local Authority and approved in writing. The works shall be carried out in accordance with the approved Method statement.

Reason: To conserve the character and appearance of the Conservation Area and the Special interest of the curtilage Listed boundary wall.

Pre occupation condition(s)

26. Prior to occupation, a Service Management Plan shall be submitted and approved in writing by the LPA, and the provisions within the Plan shall be adhered to throughout the lifetime of the development unless otherwise agreed in writing by the LPA. The plan shall include frequencies of deliveries/collections, size of vehicles, and vehicle tracking diagrams.

Reason: In order to ensure methods of servicing the development are acceptable in waste management and highways safety terms.

27. Completion of Vehicular Access - Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

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No building or use hereby permitted shall be occupied or the use commenced until the car/vehicle parking area shown on the approved plans has been completed, and thereafter, the area shall be kept free of obstruction and available for the parking of vehicles associated with the development

Reason: To ensure that there are adequate parking facilities to serve the development.

29. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason: National Planning Policy Framework (NPPF) paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution.

30. 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.

31. To ensure completion of a programme of archaeological works

No building shall be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under condition and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

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

32. 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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33. Prior to commencement of development details shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities. This shall include ten swift bricks or boxes and six built-in bat boxes. Development shall be undertaken in accordance with the approved details.

Reason: To help conserve legally protected bats and birds which include priority species.

34. Prior to occupation, the development hereby approved shall be constructed to incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the energy statement (entitled 'Brandon Yard - response to BCS14 Sustainable Energy, by Arup, dated 6 January 2017). A total 23.3% reduction in carbon dioxide emissions beyond Part L 2013 Building Regulations in line with the energy hierarchy shall be achieved, and a 20% reduction/or other agreed % reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved

Reason: To ensure the development incorporates measures to minimise the effects of, and can adapt to a changing climate in accordance with policies BCS13 (Climate Change), BC14 (sustainable energy), BCS15 (Sustainable design and construction), DM29 (Design of new buildings), BCAP20 (Sustainable design standards), BCAP21 (connection to heat networks).

35. Prior to occupation the existing boundary wall shall be reinstated to the extent shown on the planning drawings, made available for inspection by the Local Authority Conservation Officer, and approved in writing.

Reason: In the interests of safeguarding the special interest of the Listed Buildings and character and appearance of the Conservation Area

Post occupation management

36. Hard and soft landscape works - shown

The landscaping proposals hereby approved shall be carried out in accordance with drawing MWA-6.03-00, and Landscape Lighting Statement (submitted 24 February 2017) no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.

Reason: To ensure that the appearance of the development is satisfactory.

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

Reason: In order to protect nearby residential amenity.

38. The provisions and recommendations set out in the Noise report (by SRL Technical Services, dated 8 September 2016) shall be implemented prior to occupation and adhered to throughout the lifetime of the development.

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Reason: In order to protect residential amenity.

List of approved plans

39. 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.

3642-BA2100_F_Ground Floor Plan
 3642-7000_D_Gross internal Area Schedule
 3642-0131_A_Existing Site Plan - Topographical Survey
 3642-0110_F_Proposed Site Plan - Ground Floor Level

Block C - Engine House:

3642-0152_B_Block C -Engine House - Demolition Conservation - Section F-F & Section G-G
 3642-0153_C_Block C -Engine House - Demolition Conservation - West Elevation & Section H-H
 3642-0154_C_Block C -Engine House - Demolition Conservation - Section I-I & Section J-J
 3642-0155_C_Block C -Engine House -Demolition Conservation -North Elevation & Section K-K
 3642-0156_C_Block C -Engine House - Demolition Conservation - South Elevation & Section L-L
 3642-3123_A_Engine House Section C
 3642-BA0416_C_3D views Material Selection
 3642-EH0135_A_Block C - Engine House - Existing Survey Plan
 3642-EH0137_A_Block C - Engine House - Survey Sections
 3642-EH0435_D_Engine House - Proposed Section A-A
 3642-EH0621_B_Engine House - External Wall and Roof Typical Details
 3642-EH0651_A_External Treatment
 3642-EH0651_C_External Treatment
 3642-EH2120_A_Proposed-Block C-Engine House-Ground Floor Plan
 3642-EH2121_A_Proposed-Block C-Engine House-First Floor Plan
 3642-EH2126_B_Engine House - Proposed Roof Plan
 3642-EH3020_B_North Elevation
 3642-EH3021_C_South Elevation
 3642-EH3022_B_East Elevation
 3642-EH3023_B_West Elevation

Block A - new build

3642-0100_B_Site Location Plan
 3642-0115_B_Proposed Site Roof Plan
 3642-0410_B_Site Sections - Long
 3642-BA0305_D_Block A - North & West Elevations
 3642-BA0306_D_Block A - South & East Elevations
 3642-BA0405_C_Proposed Block A - Sections
 3642-BA0411_B_Block A 1-50 Part Elevation and Section
 3642-BA0412_A_Block A Section First Floor Balcony to Gaswork Lane
 3642-BA0413_A_Block A Boat House Relationship Section
 3642-BA0416_B_3D views Material Selection
 3642-BA0417_A_Cycle parking detailed plan
 3642-BA2100_F_Ground Floor Plan
 3642-BA2101_E_First Floor Plan

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3642-BA2102_D_Second Floor Plan
 3642-BA2103_C_Third Floor Plan
 3642-BA2103_C_Third Floor Plan
 3642-BA2105_E_Fifth Floor Plan
 3642-BA2106_A_Roof Plan

Block C - Purifier House

3642-0141_A_Block B - PH Demo Conservation - East Elevation & Section A-A
 3642-0142_A_Block B - PHouse Demo Conservation - North Elevation & Section B-B
 3642-0143_A_Block B - PH Demo Conservation - South Elevation & Section C-C
 3642-0144_A_Block B - PH Demo Conservation - West Elevation & Section D-D
 3642-3114_B_Block B - Purifier House - Section D-D
 3642-3115_A_Section E-E South Gable End
 3642-PH0620_B_Purifier House - Proposed Wall and Roof Details
 3642-PH1000_C_Purifier House - Proposed amendments to planning submission
 3642-PH1072_E_Section through Purifier and Capricorn Place
 3642-PH2110_F_Block B - Purifier House - Ground Floor Plan
 3642-PH2111_D_Block B - Purifier House - Proposed First Floor Plan
 3642-PH2112_D_Block B - Purifier House - Proposed Second Floor Plan
 3642-PH2116_C_Block B - Purifier House - Roof plan
 3642-PH3010_C_Block B - Purifier House - North elevation
 3642-PH3011_E_Block B - Purifier House - South elevation
 3642-PH3012_E_Block B - Purifier House - East elevation
 3642-PH3013_C_Block B - Purifier House - West elevation
 3642-PH3112_B_Block B - Purifier House - Section A-A
 3642-PH3114_D_Block B - Purifier House - Section B-B
 3642-PH3115_B_Block B - Purifier House - Section C-C

Enabling works

Appendix A Site Layout
 Appendix B - Site access constraints access and hoardings
 Appendix C.1 - Vehicle tracking analysis
 Appendix C.2- Vehicle tracking analysis
 Appendix C.3 - Vehicle tracking analysis
 Appendix C.4 - Vehicle tracking analysis
 CD-101 - Proposed Drainage Outfall into Floating Harbour
 CH-101 Shared Surface Scheme

External works

3642_Brandon Yard_Block B_SK1001_Northwest gate treatment
 3642-0160_B_Perimeter Wall External East Gasworks Lane
 3642-BW0162_D_Boundary Wall - Demolition & Conservation Proposals - External North Lime Kiln Road
 MWA-16.03-001_10 - Landscape General Arrangement
 MWA-16.03-002_02 Site Sections
 MWA-16.03-200_01 gateway
 MWA-16.03-201_01 Purifier Terraces
 ARUP-SK-EL-02 - REVC (lighting plan)

Reason: For the avoidance of doubt.

Development Control Committee A – 5 April 2017

Application No. 16/05329/F & 16/05330/LA: Former Gas Works (West Purifer House) Lime Kiln Road Bristol BS1 6UN

Advices

- 1 The applicant is advised that evidence that the PV design has been approved by an MCS (Microgeneration Certification Scheme) accredited installer to ensure shading is taken into account within the energy generation calculations should be submitted within energy statements and PV details.
- 2 Any temporary or permanent works to the existing Listed dock wall will require further planning consent and are explicitly excluded from this consent.
- 3 Under the Environmental Permitting (England and Wales) Regulations 2010 permission from the Environment Agency may be required should any site/site infrastructure works take place in, under, over or within 8 metres of the bank top of the River Avon, a designated 'main river'.

The need for an Environmental Permit is over and above the need for planning permission. To discuss the scope of the controls please contact the Environment Agency on 03708 506 506. Some activities are now excluded or exempt; please see the following link for further information: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

- 4 Guidance:

If built-in bird and bat boxes cannot be provided within built structures, they should be provided on trees (with no more than one bird box per tree).

Bird boxes should be installed to face between north and east to avoid direct sunlight and heavy rain. Bat boxes should face south, between south-east and south-west. Bat boxes should be erected at a height of at least four metres, close to hedges, shrubs or tree-lines and avoid well-lit locations. Bat boxes which are being placed on buildings should be placed as close to the eaves as possible.

Swifts

Internal nest trays or boxes are particularly recommended for swifts. Swift bricks are best provided in pairs or groups (e.g. at least two or three on a building, avoiding windows) at least one metre apart. This is because they are usually colonial nesters. Swift boxes/bricks are best located on north, north-east or east facing walls, at least 5 metres high, so that there is a clear distance (drop) below the swift boxes/bricks of 5 metres or more so that there is space for the swifts to easily fly in and out of the boxes. Locating swift boxes under the eaves (where present) is desirable. One of the best designs is those by Schwegler because they are very durable. See below for some websites with examples of swift boxes:

http://www.nhbs.com/schwegler_swift_box_16_tefno_173237.html

<http://swift-conservation.org/Shopping!.htm>

Further guidance is available at:

<http://www.swift-conservation.org/InternalNestTrays.htm>

- 5 Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.
- 6 Bats and bat roosts: Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations Act. Prior to commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult English Nature

Development Control Committee A – 5 April 2017**Application No. 16/05329/F & 16/05330/LA: Former Gas Works (West Purifer House) Lime Kiln Road Bristol BS1 6UN**

(Taunton office 01823 283211).

- 7 Note that in deciding to grant permission, the Committee/Planning Service Director also decided to recommend to the Council's Executive in its capacity as Traffic Authority in the administration of the existing Controlled Parking Zone of which the development forms part, that the development should be treated as car free / low-car and the occupiers ineligible for resident parking permits.
- 8 Construction site noise: Due to the proximity of existing noise sensitive development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, Brunel House, Bristol City Council, PO Box 3176, Bristol BS3 9FS.
- 9 Under the Environmental Permitting (England and Wales) Regulations 2010 permission from the Environment Agency may be required should any site/site infrastructure works take place in, under, over or within 8 metres of the bank top of the River Avon, a designated 'main river'.

The need for an Environmental Permit is over and above the need for planning permission. To discuss the scope of the controls please contact the Environment Agency on 03708 506 506. Some activities are now excluded or exempt; please see the following link for further information: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>

Supporting Documents

1. Former Gas Works (West Purifer House) Lime Kiln Road

1. Proposed site plan – ground floor level
2. Block A – North West elevations
3. Block A – South East elevations



Notes
This drawing may be scaled for the purposes of Planning Applications. Land Registry and for Legal plans where the scale bar is used, and where it verifies that the drawing is an original or an accurate copy. It may not be scaled for construction purposes.
Always refer to figured dimensions. All dimensions are to be checked on site. Discrepancies and/or ambiguities between this drawing and information given elsewhere must be reported immediately to this office for clarification before proceeding. All drawings are to be read in conjunction with the specification and all works to be carried out in accordance with latest British Standards / Codes of Practice.

NORTH

Application Site Boundary

0 5m 10m 15m

D	13/09/16	EC	Draft Planning Application	PB
C	30/08/16	EC	Purifier and Engine House ground floor terraces updated	PB
B	25/08/16	EC	Entrance ramps and steps added to Purifier House.	PB
A	23/08/16	EC	New blockwork wall to inside face of boundary wall, cycle stores updated	PB

Rev	Date	Init	Notes	Chkd
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Client

Drawing Originator

AWW inspired environments
London - 7 Birdan Lane, London, EC9V 9BW 020 7160 6000
Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535
Plymouth - East Quay House, Plymouth, PL4 0HN 01752 261 282
RIBA Chartered Practice www.aww-uk.com

Project Title
Brandon Yard, Anchor Road, Bristol

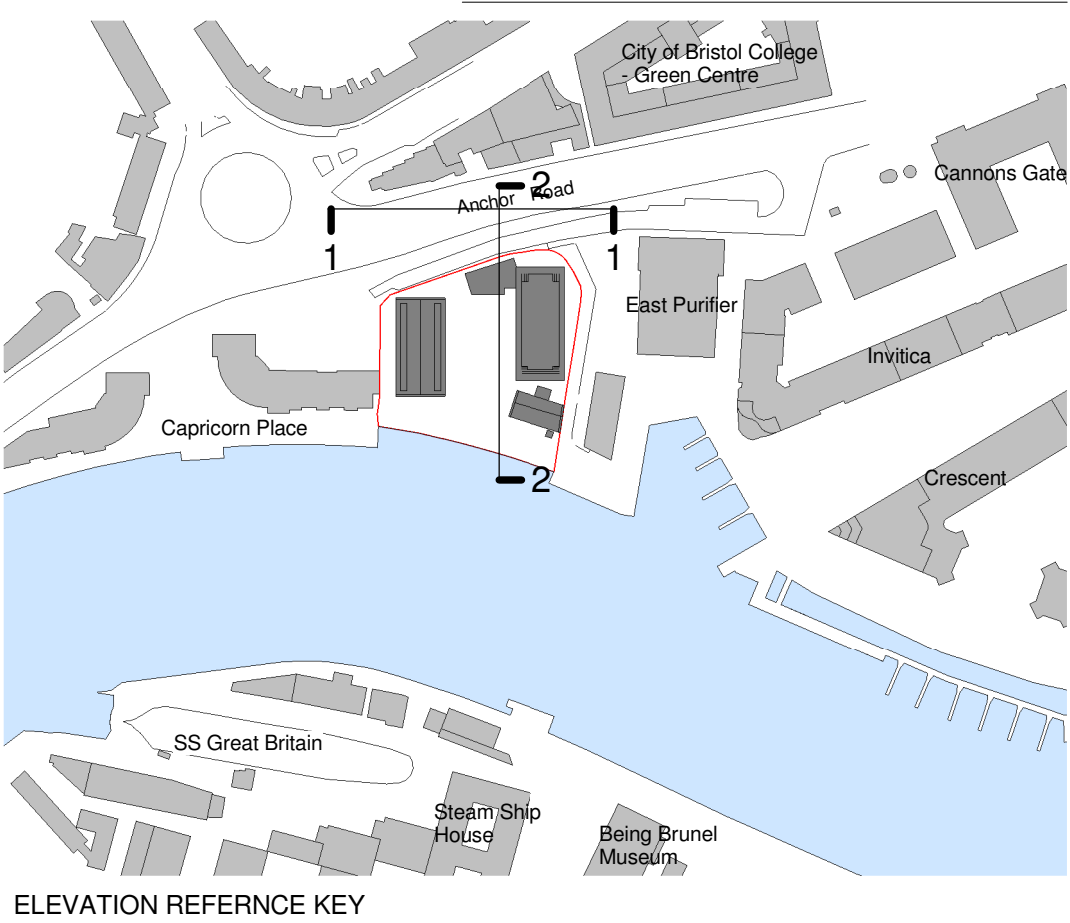
Drawing Title
Proposed Site Plan - Ground Floor Level

Scale	Sheet	Drawn	Checked	Date
1:200	@	A1	Author	Checke20.09.16
Status	Project No.	Drawing No.	Revision	
PLANNING	3642	0110	D	

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1 Anchor Rd Elev 1
1 : 200



KEY

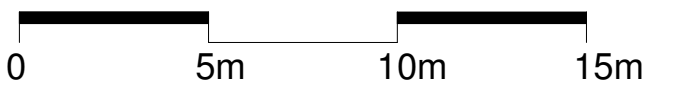
1. Brick
2. PPC aluminium framed double glazed panels and glazed spandrel panels
3. Fixed copper panels
4. Hit and miss brick panels with horizontal galvanised rods to support climbing vegetation
5. Zinc cladding
6. Glass Balustrade
7. Glass Balustrade above brick parapet
8. PV's
9. Steel 'C' sections supporting sliding screen mechanism
10. Louvres



2 West Elevation
1 : 200

C	23/09/16	JP	Issued for Planning	PB
B	13/09/16	EC	Draft Planning Application	PB
A	23/08/16	EC	Wing lowered to 4 storeys	PB

Rev	Date	Init	Notes	Chkd
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Client

Drawing Originator

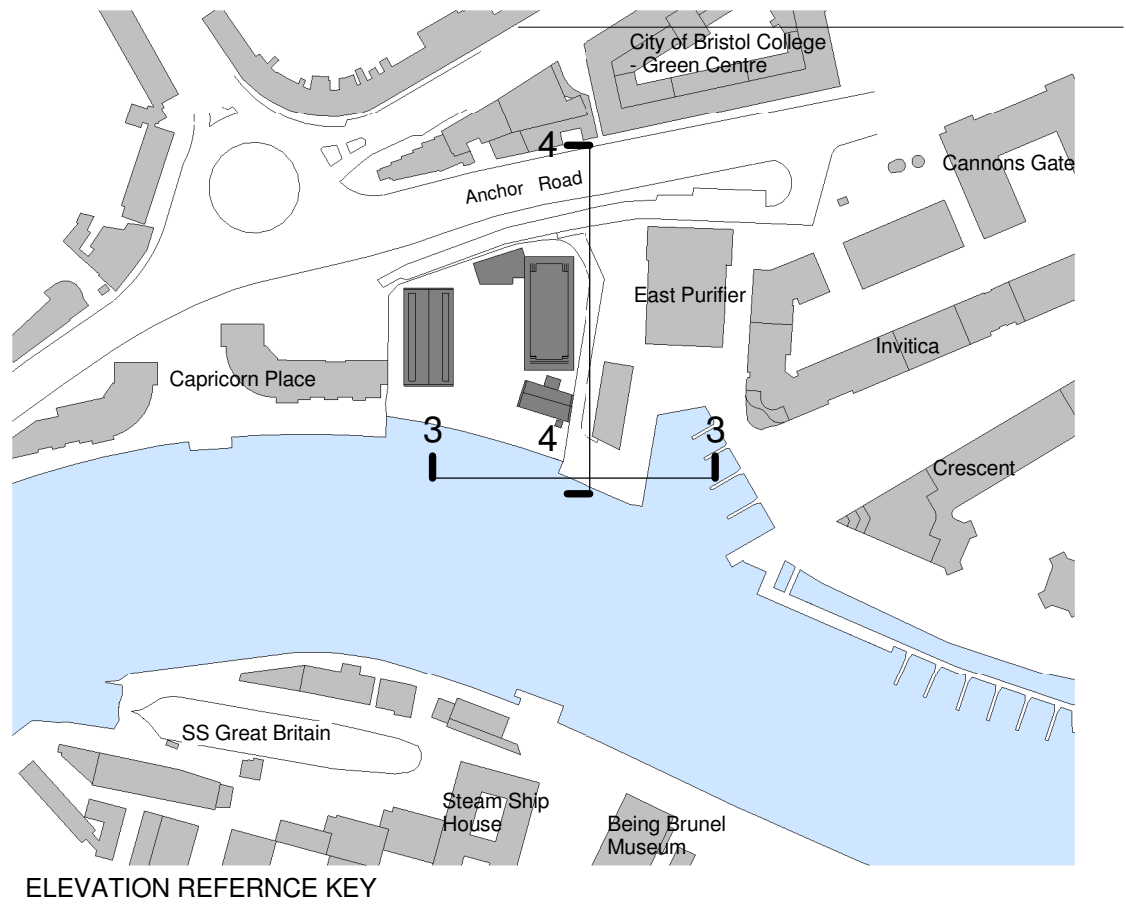
AWW inspired environments
London - 7 Birchall Lane, London, EC3V 9BW 020 7160 6000
Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535
Plymouth - East Quay House, Plymouth, PL4 0HN 01752 261 282
RIBA Chartered Practice www.aww-uk.com

Project Title
Brandon Yard, Anchor Road, Bristol

Drawing Title
Block A - North & West Elevations

Scale	Sheet	Drawn	Checked	Date
As indicated	A1	CP	PB	22.09.16
Status	Project No.		Revision	
PLANNING	3642		BA0305	
Drawing Reference	Drawing No.		Revision	
	BA0305		C	

Notes
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ELEVATION REFERENCE KEY

KEY

1. Brick
2. PPC aluminium framed double glazed panels and glazed spandrel panels
3. Fixed copper panels
4. Hit and miss brick panels with horizontal galvanised rods to support climbing vegetation
5. Zinc cladding
6. Glass Balustrade
7. Glass Balustrade above brick parapet
8. PV's
9. Steel 'C' sections supporting sliding screen mechanism
10. Louvres



C	23.09.16	JP	Issued for Planning	PB
B	13/09/16	EC	Draft Planning Application	PB
A	23/08/16	EC	Wing lowered to 4 storeys	PB
Rev	Date	Init	Notes	Ok'd



Client

Drawing Originator

AWW inspired environments
London - 7 Birdan Lane, London, EC3V 9BW 020 7160 6000
Bristol - Rivergate House, Bristol, BS1 6LS 0117 923 2535
Plymouth - East Quay House, Plymouth, PL4 0HN 01752 261 282
RIBA Chartered Practice www.aww-uk.com

Project Title
Brandon Yard, Anchor Road, Bristol

Drawing Title
Block A - South & East Elevations

Scale	Sheet	Drawn	Checked	Date
As Indicated	A1	AS	PB	22.09.16
Status	Project No.			
PLANNING	3642			
Drawing Reference	Drawing No.	Revision		
	BA0306	C		