

WARD: Central **CONTACT OFFICER:** Stuart Langer
SITE ADDRESS: Redcliff Wharf (Redcliffe Wharf) Redcliffe Way Bristol BS1 6SR

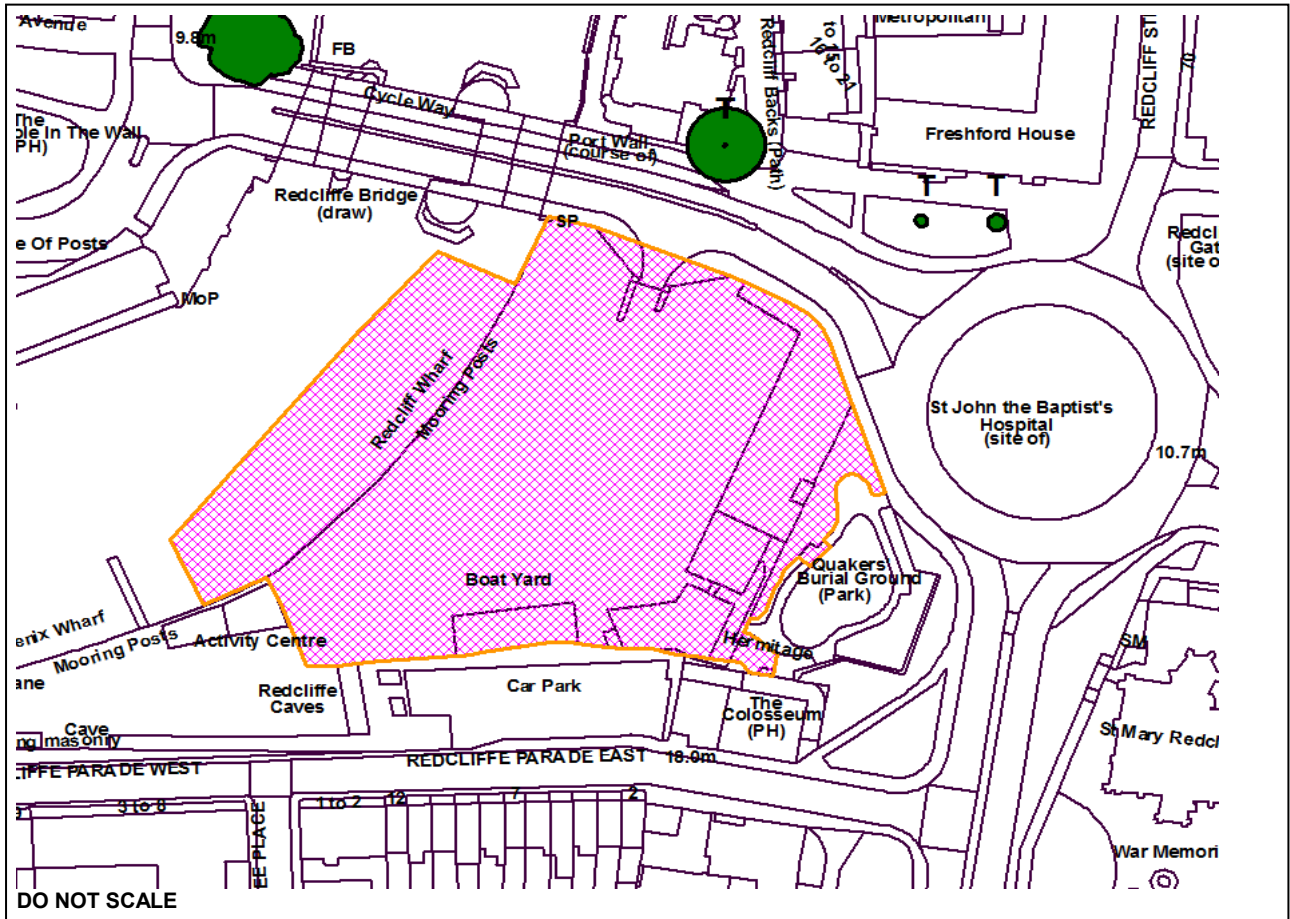
APPLICATION NOS: 1.17/02049/F Full Planning
 2.17/02050/LA Listed Building Consent (Alter/Extend)
DETERMINATION DEADLINE: 1.8 November 2017
 2.6 June 2017

New development, including demolition of existing boat building premises and refurbishment of two existing buildings to provide a mixed-use scheme incorporating public realm, business use (Use Class B1a), residential dwellings (Use Class C3), retail space (Use Classes A2 & A3 as flexible permission at ground floor of buildings A & E) and retail/business space (Use Classes A1, A2, A3, B1a, B1b, B1c as a flexible permission at ground floor of buildings C, D & F), associated car and cycle parking, landscaping, boat moorings, pedestrian and cycle link to Quaker Garden and associated alterations to boundary walls, and repairs to the harbour wall. (Major)

RECOMMENDATIONS: 17/02049/F GRANT subject to Planning Agreement
 17/02050/LA - Grant subject to Condition(s)

AGENT: Aspect360 Ltd
 45 Oakfield Road
 Clifton
 Bristol
 BS8 2AX
APPLICANT: Complex Development Projects 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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1. INTRODUCTION AND SUMMARY

- 1.1.1. The report relates to applications for planning permission 17/02049/F and listed building consent 17/02050/LA on Redcliffe Wharf, Redcliffe Way, Bristol, BS1 6SR. This report discusses the context of the site, the development proposals and the key issues relating to these. The officer recommendation is for approval subject to a planning agreement and subject to conditions, which are covered separately for each application at the end of the report.
- 1.1.2. The site has a long and complex history, including a previous application for similar proposals made in 2007 – which were subsequently ‘disposed of’ due to the poor economic circumstances in 2012. The site is owned by the council and is being brought forward in partnership with a private sector developer. The proposals are for a mixed use development featuring office space, leisure uses and housing.
- 1.1.3. Key issues relating to the proposals include design and heritage impacts, housing mix, amenity and outlook, flood risk and drainage, access and internal movements, trees and ecology, sustainability measures and affordable housing.
- 1.1.4. With regard to design and heritage impacts, the site is very sensitive and officers have carefully reviewed the proposals in great detail. It is the view of officers that the impact on listed structures on the site, on the setting of the listed buildings surrounding the site, and upon the character and appearance of the Conservation Areas covering and surrounding the site would constitute ‘less than substantial harm’ in the context of the assessment required by the National Planning Policy Framework (NPPF). Considerable weight and importance have been given to this harm, however officers consider that the degree of harm occurring to each heritage asset would be justified by the significant public benefits of the proposals. In the opinion of officers, the proposals would preserve the listed structures and the setting of nearby listed buildings; and would safeguard the character and appearance of the Redcliffe and surrounding conservation areas.
- 1.1.5. With regard to housing mix, amenity and outlook, officers consider that the proposals are acceptable given the city centre location and nature of the site.
- 1.1.6. The site is designated as flood zones 2 and 3 and therefore, the sequential and exception tests sets out in the NPPF are assessed and are considered to be passed. The development raises floor heights of the most vulnerable uses and includes a number of other flood resilience measures. With these the development is considered appropriately robust. Drainage of the site will fall directly into the floating harbour, following attenuation and filtration, this is considered acceptable.
- 1.1.7. The access to the site is acceptable and although the public areas within the site are constrained it is considered that careful management and low vehicle speeds will resolve the most significant risks.
- 1.1.8. An ecological assessment of the site was undertaken and demonstrated a low likelihood of protected species inhabiting the site. Mitigation measures to overcome the remaining risk are provided and acceptable. Although a number of trees are to be lost as a result of the development, it is considered that the most important of these are to be retained and the developer has offered to provide financial compensation in accordance with the council’s policies.

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- 1.1.9. The development is set to attain high standards of sustainability, whereby all commercial uses will achieve BREEAM Outstanding or Excellent.
- 1.1.10. Following a viability appraisal of the site, officers are of the view that the development can provide at least three one-bedroomed affordable housing units. Although the applicants have not agreed with the outcomes of this assessment, the recommendation of this report requires the provision of affordable housing to be agreed prior to the issuing of the planning permission. If this is not the case, the proposals will either be brought back to committee or refused by officers under delegated powers.
- 1.1.11. The public benefits of the proposals include that the development would result in regenerating and enlivening a vacant city centre site, improving links to important open spaces and the delivery of new homes and jobs in the city.
- 1.1.12. Members are advised that on balance, the officer recommendation for the proposals is to grant planning permission and listed building consent subject to the signing of a planning agreement in accordance with s106 of the Town and Country Planning Act 1990, and the conditions recommended at the end of this report.

2. SITE DESCRIPTION

2.1. SITE AND SURROUNDING AREA

- 2.1.1. Redcliffe Wharf is located in central Bristol, on the southeastern side of the Floating Harbour as it corners the Queen Square area, flowing around Welsh Back to The Grove. The site is bounded to the west by the floating harbour, to the north by Redcliffe Way, to the east by the Quaker Burial Ground and to the south by a large stone faced retaining wall. This wall supports the Triassic sandstone 'red cliff', from which the area gets its name, and which was mined so as to create the Redcliffe Caves, which are therefore directly to the south of the site. Above the caves, and overlooking the site is Redcliffe Parade, which features a car park and a distinctive Georgian terrace.
- 2.1.2. The main access to the site is from Redcliffe Way, immediately to the east of the bascule bridge. There is also a secondary access from Phoenix Wharf to the southwest of the site, next to the Benjamin Perry Shed (which is used as the scout hut). The site is approximately 0.68Ha in size. The site level falls by approximately 2.5 metres from the southeastern corner at the rear of the site to the front wall. As a result of this, the site is within flood zones 1, 2 and 3, with the flood risk being greatest towards the floating harbour.
- 2.1.3. The site is currently open and vacant, with three derelict buildings remaining in the south-eastern corner which date from the 17th and 18th centuries. The site includes several listed structures including the Grade II Wharf Wall and Bollards (mooring posts), and is located within the Redcliffe Conservation Area. The site also includes significant archaeological findings. To the east of the site, across Redcliffe Hill is the Grade I listed St Mary Redcliffe Church. The Quaker Burial Ground to the immediate east of the site also contains the Grade II listed St John the Baptist Hermitage, which is also a Scheduled Monument. The Quaker Burial Ground itself is designated as an important open space and a local historic park / garden.
- 2.1.4. The character of the surrounding area is very mixed, reflecting the city centre location. Surrounding uses include residential, office, hotel, restaurants, music venues, public houses and as mentioned above, educational, religious / cultural open spaces and buildings. The typology of the surrounding development varies greatly, including the 12th-15th century gothic St Mary Redcliffe Church, the Georgian terraces on Redcliffe Parade and buildings along Portwall Lane, as well as late 20th century developments including the residential blocks, the

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colosseum pub and the Mercure Hotel to the south. The scale and height of buildings varies greatly from single storey to around nine storeys, with St Mary Redcliffe Church Steeple being 89m, the tallest structure in Bristol.

2.2. SITE HISTORY

- 2.2.1. Redcliffe Wharf has a rich history of uses dating back to at least the 12th century, including warehousing, stables, shipbuilding, sawmilling, glass making, earthenware manufacture and residential use. Buildings have, in the past, occupied a significant area of the site.
- 2.2.2. At present the site comprises a large, open space which has been vacant since the boat building company was relocated to the Albion Dockyards in July 2013. The site has been informally used since this time for parking and storage of equipment often related to public events or filming in the city.
- 2.2.3. The site is currently owned by Bristol City Council. Following a competitive bidding process, a City Council Cabinet decision made on 4 July 2012 approved the appointment of Complex Development Projects (CDP) to deliver development on the site, followed on completion by the grant of a 150 year lease.
- 2.2.4. It appears that the site has been subject to anti-social issues in the past.

2.3. PLANNING AND POLICY CONTEXT

- 2.3.1. As set out below the site is subject to numerous policies which specifically set out the requirements that development proposals on this site must meet.
- 2.3.2. The site is allocated as a Key City Centre Site in the Bristol Central Area Plan (adopted March 2015) as part of a wider site allocation incorporating the area surrounding Redcliffe Hill and Redcliffe Way (area KS10). Policy BCAP40 sets out the aspirations for this allocation area stating that “residential led development supported by a mix of uses including offices, community infrastructure, leisure uses and culture / tourism uses” would be appropriate. Key objectives that relate to this site include:
- improved pedestrian and cycle links
 - residential development including family and affordable housing
 - improved setting of St Mary Redcliffe Church
 - enhancements to the quality and accessibility of green spaces
 - high architectural and design quality
 - reduction of traffic impacts
- 2.3.3. Policy BCAP47 sets out that regeneration of vacant sites in Redcliffe will be sought, specifically where these create enhanced accessibility throughout the area.
- 2.3.4. Supplementary Planning Document 3 ‘The Future of Redcliffe’ (published July 2006) comprises formal guidance to be used in the decision making on applications in the Redcliffe area. Section 6 specifically refers to Redcliffe Wharf and sets out that it should be redeveloped to provide the following:
- a new harbour attraction
 - high quality public realm (using granite setts)
 - retain the riverside walkway
 - create a new public events area for markets, music and art
 - improve mooring facilities and provide a ferry landing stage
 - protect and enhance Quaker Burial Ground
 - consolidate boat building activities on the site [officer note: these have now been relocated].

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- respect the archaeological importance of the site
- refurbish derelict buildings
- the site should include active ground floor uses and could include residential, office, restaurant, hotel
- height to respond to a modelling and 3D views assessment

2.3.5. In addition to the above, informal planning guidance and supplementary informal planning guidance was prepared in February and May 2011 respectively. These documents were produced to inform the bidding process referred to above, whereby CDP were appointed to bring forward development proposals on the site. Although they are planning guidance, they are not formally adopted and therefore cannot be given as much weight as the development plan or SPD 3. Having said this, they do provide the most thorough and detailed planning requirements for the site and are therefore, useful and relevant. The most up to date of these, the supplementary informal planning guidance note (SIPGN), requires:

- Re-pointing the harbour wall and providing new mooring facilities. This includes a landing stage for water taxis and a berth for visiting vessels. These will be handed over and retained and maintained by the Council.
- Refurbishment and reuse of the two derelict buildings maintaining their existing height.
- Improved pedestrian links along the waterfront and into the adjoining Quaker Burial Ground, including an appropriate paved path through the Quaker Burial Ground with steps that link up to Redcliffe Hill. This will require a new opening to be formed in the existing boundary between the two sites.
- Public realm which can double up to be used as events space. Where possible this should reuse existing setts. It is suggested that CCTV is incorporated within the design of the scheme.
- The onsite provision of activities supporting maritime industries and a financial contribution towards the relocation of the current activity.
- The repair of the retaining wall on the southern boundary of the site. The retaining wall is included within the area demised in the lease.
- Flexible public realm on the site which is able to provide space for community events.
- Any application to be supported by archaeological investigations, flood risk assessment and affordable housing viability appraisal.
- Proposals on the site to be subject to maximum heights – which vary across the site.
- The use of natural materials.

2.3.6. Redcliffe Neighbourhood Forum has been formed with the intention of producing a neighbourhood plan for the area. A Draft Redcliffe Neighbourhood Plan was consulted on in November 2016 and as such, the content of this is a material planning consideration in the determination of this scheme. The amount of weight to be given to this plan is relatively weak due to the fact that the version submitted is only the first draft of an iterative plan-making process. The plan sets out several policies for the area, including that the site will provide a pedestrian link into the Quaker Burial Ground, and be a waterfront park comprising an open, flexible place for community events. Other policies in the plan require development in this location to safeguard the setting of St Mary Redcliffe Church (including safeguarding key views), provide useable accessible spaces, provide development facing Redcliffe Way, provide a setting for the Redcliffe Caves, include components for play activities, and be sensitive to the waterfront location. It also sets out that half of homes provided will be family sized or designed to lifetime homes standards, offer suitable noise mitigation and provide private amenity space.

3. DESCRIPTION OF PROPOSALS

3.1.1. The planning and listed building applications seek the following:

3.1.2. Demolition of the former boat construction building which runs along the retaining wall of the sandstone 'red cliff'.

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- 3.1.3. Renovation and conversion of the two existing buildings in the south-eastern corner of the site in order to provide mixed use 'workshop' uses on the ground floor (A1, A2, A3, B1a/b/c) and residential (C3) above this. These buildings are referenced as buildings C and D.
- 3.1.4. Construction of a new building (building A) in the north-western portion of the site, which will provide active uses on the ground floor (A1, A2, A3, B1a/b/c) and residential (C3) on the two floors above this. The building includes outside seating space at ground floor level, overlooking the floating harbour. External balconies are also provided to the flats.
- 3.1.5. Construction of a new building (building B) in the north-eastern portion of the site, being entirely office use (B1a). This is the tallest building on site, with a ridge height of 31.8m AOD and above this glazed clerestory elements up to 33.755m AOD (the floor level is at 10.3m AOD). It is proposed that this building will achieve BREEAM 'outstanding' certification, and in order to achieve this it features numerous energy saving and generation measures, including solar panels and passive ventilation stacks (the clerestory elements). Eleven car parking spaces are provided at ground floor level within this building, behind a ramp and sliding gate. External amenity areas are also proposed for office users.
- 3.1.6. Construction of a new building (building E) in the centre of the site. This is to feature mixed uses (A2 and A3) on the ground floor and residential (C3) on the two floors above this. This building will be linked to building C via a bridge at first floor level. It also features solar PV panels. The western elevation of this building is effectively the front, as it faces the open space of the wharf and the floating harbour. This elevation features large tread 'seating steps' at the bottom and a covered outdoor seating area, which is fronted by two distinctive arched wooden braces. External balconies are also provided to the flats.
- 3.1.7. Construction of a new building (building F) running along the retaining wall in front of the sandstone 'red cliff', largely in the place of the demolished boat-construction building. This building features a mixture of active uses (A1, A2, A3, B1a/b/c) and residential (C3) on the ground floor, with residential only (C3) on the floors above this. The form of the building is broken down into two principal blocks, which both project into the wharf site and have M shaped pitched roofs. The largest, centrally located, projecting block is three storeys in height and the smaller, western projecting block is two storeys. The building in between these two projecting blocks provides a linking form, and a flat terrace - providing outside amenity space for occupants. This building will provide for eleven car parking spaces at ground floor level, behind louvered panels. Again, external balconies are provided to the flats.
- 3.1.8. In total, 36 residential units are proposed on the site. The commercial elements are all proposed to achieve BREEAM 'Excellent' accreditation, save for building B which aims to achieve BREEAM 'Outstanding'. The proposals also feature cycle parking, 159 occupier spaces and 24 visitor spaces. The materials proposed across the site are consistent, with a significant amount of timber and metal cladding coupled with rubble stone and concrete on the lower elements of some buildings. A consistent roof form featuring an 'M' shaped, dual pitched roof is repeated over the new buildings, except for building A which has a single pitched roof.
- 3.1.9. In addition to the renovated and new buildings on the site the proposals include new surfacing of the site in limestone pavers, with the existing cobbles on the site re-provided in bands to evoke receding waves. New seating and lighting is also provided with one large tree within a prominent location on the site, towards the floating harbour. The proposals also feature the creation of a through-route into the Quaker Burial Ground to the rear, in between buildings B and C. Public art also features within the site.
- 3.1.10. In terms of the Grade II listed Wharf Wall, the proposals include the installation of a new outfall

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and water intake, and repointing of the wall. The mooring bollards will be repainted. The proposals also feature 12 mooring berths for boats and a new ferry landing stage. The proposals also make space for an exhibition berth in front of the wharf.

3.1.11. The Dwelling mix is set out in the table below

Unit size	Number of units
1 bed	10
2 bed	23
3 bed	3
Total	36

3.1.12. Gross internal Area amounts of uses to be provided within the buildings are set out in square metres in the table below.

Building	Commercial floor space	Residential floor space	Total
A	251	532	683
B	3,772	0	3,772
C	115	153	268
D	155	262	417
E	370	933	1303
F	153	863	1016
Total	4,816	2,643	7,459

4. RELEVANT PLANNING HISTORY

- 4.1.1. 06/00273/LC - Demolition of the 3 no. buildings, located to rear of car park. REFUSED 16.03.2006. This application related to the historical buildings on the site was refused due to the impacts of the loss of these on the conservation area, the lack of a suitable replacement scheme and lack of demonstration of heritage impacts.
- 4.1.2. 07/01678/F - Change of use to D2 Leisure Use for a temporary urban beach, including the construction of a sand beach, raised decking, hoardings and various buildings and works associated with the construction of ancillary food outlet kiosks, ancillary bar, stage, beach look-out tower, toilets and waste/recycling facilities, along with new car park arrangements. PERMISSION GRANTED 07.06.2007.
- 4.1.3. 07/05719/F - Partial demolition and redevelopment to provide a mixed use scheme incorporating a major element of public realm/Events Space 10 Residential Dwellings (C3), Retail units (A1, A2 A3), Commercial space (B1, A & C), Leisure Space (D2), Boat Yard (B2) and associated car parking, moorings and access. (Major application). The application received objections and due to the changes in the economic climate after 2008 was not progressed. The application was formally 'disposed of' on 22.03.2012.
- 4.1.4. 07/05721/LA - Reinstatement of historic bollards and preservation of Quayside. Related to the planning application above, due to the changes in the economic climate after 2008 was not progressed. The application was formally 'disposed of' on 22.03.2012.
- 4.1.5. 10/04368/PREAPP - Partial demolition and redevelopment to provide a mixed use scheme incorporating a range of buildings to provide; Residential Dwellings (C3), Retail units (A1, A2

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A3), Commercial space (B1, A & C), Hotel and Conferencing (C1), Boat Yard (B2) and associated public realm, car parking, moorings and access. CLOSED 26.11.2012.

- 4.1.6. 15/05821/PREAPP - Mixed Use development comprising A1, A2, A3, B1 and C3 (Major Application). CLOSED 28.01.2016. This current application is very similar to the pre-application scheme submitted and follows on from it.
- 4.1.7. 17/02175/SCR - Request for a Screening Opinion as to whether an Environmental Impact Assessment is required for a proposed new development, including demolition of existing boat building premises and refurbishment of two existing buildings to provide a mixed-use scheme incorporating public realm, business use (Class B1a), residential dwellings (Class C3), retail space (Use Classes A1, A2, A3 as flexible permission) and retail/business space (Use Classes A1, A2, A3, B1a, B1b, B1c as a flexible permission), associated car and cycle parking, landscaping, boat moorings, pedestrian and cycle link to Quaker Garden and associated alterations to boundary walls, and repairs to the harbour wall. Determined that the application is NOT EIA DEVELOPMENT on 02.05.2017.

5. EQUALITIES ASSESSMENT

- 5.1.1. During the determination of these applications due regard has been given to the impact of this scheme 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 this particular proposed development. Overall, it is considered that the approval / refusal of these applications would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010.

6. PRE-APPLICATION COMMUNITY INVOLVEMENT

6.1. PROCESS

- 6.1.1. The applications are supported by a consultation and engagement report which sets out the public consultation that took place prior to the applications being submitted. The report sets out that extensive public consultation has taken place over the past few years with two public consultation events (on 14th March 2016 and 18th January 2017), numerous emails, leaflet drops, press releases and newspaper advertisements. In addition, meetings were held between the developer and local community groups including the Harbourside Forum, St Mary Redcliffe Church and the Civic Society.

6.2. COMMENTS

- 6.2.1. The report sets out the key comments received, which are summarised as follows:
- Concern about pinch point created by building F near Benjamin Perry Shed.
 - Berths will obstruct water navigation.
 - Concerns relating to details of materials, archaeological investigation, parking allocation, use of cobbles, opening up Quaker Burial Ground, loss of access to waterfront, graffiti, lack of security from Redcliffe Parade car park, construction impacts, lack of clarity / priority for different users of the site.
 - Visual intrusion of views of Redcliffe Parade and St Mary Redcliffe Church.
 - Public art should relate to the history of the site.

6.3. OUTCOMES

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6.3.1. The report features a number of the comments that were raised as a result of this community involvement. The report also includes responses to these concerns. In some cases, the responses clarify that a particular matter has been checked with the relevant consultee – for example the harbour master in relation to water navigation, or that the development complies with a certain planning policy. In terms of changes to the scheme as a result of the community involvement, the following amendments have been actioned:

- Specifications of materials have been developed.
- Insertion of new window to building C.
- Inclusion of fencing along the waterfront.

7. RESPONSE TO COMMUNITY PUBLICITY

7.1.1. As the two applications seek the same proposals, publicity for the applications was undertaken on a joint basis – with notices, advertisements and letters referring to both the planning and listed building applications. As such this section reports the comments submitted for both applications together, as it is considered that comments made relating to the listed building application, also apply to the planning application and in some cases, vice versa.

7.1.2. Two rounds of publicity were undertaken in relation to the applications. For the first round, press and site notices were posted with response deadlines of 12 July 2017. In addition, 1184 surrounding addresses were written to on 15 June 2017 notifying them of the development proposals.

7.1.3. In response to this first round of consultation, 18 responses were received (combined for both applications) from a range of community groups and individuals. These are summarised as follows:

- The proposals offer too much built form on the site with insufficient open space left over.
- The proposals do not protect the setting of the iconic St Mary Redcliffe Church, with building B in particular being inappropriate in terms of height and design as it is overbearing and blocks views and is inappropriate in form.
- The height of building B will result in a canyon effect on Redcliffe Way.
- The elevation of building B onto Redcliffe Way is not inspiring and a green wall is suggested here.
- Building E is too long.
- The western block of building F closes the view of the historic buildings (C & D).
- The extent of the western block of building F will pinch the through route to / from Phoenix Wharf.
- The height of building F will block views of the iconic terrace on Redcliffe Parade and will block views of those in the car park looking over the city, a viewing platform should be provided above building F for the general public.
- Windows of ground floor flats will offer little privacy.
- Objection to loss of ship construction building.
- Question whether mixed use development is appropriate for site given amount of this in the surrounding area and historic context of the wharf.
- Concern about anti-social behaviour and the location of A3 uses near the water due to recent drowning incidents.
- The development is cosmetically sympathetic only and attempts to maximise value.
- Building F is too high.
- Concerns about access proposals onto Redcliffe Way.
- Concerns about increased demand for parking on the surrounding area, especially on residents parking in the area.
- Concern about the mixing of pedestrians and vehicles on the site.
- The proposals do not include sufficient car parking on site.
- Proposals for the Quaker Burial Ground are not suitable as they result in too much hard surfacing and are not suitable for disabled / vulnerable persons. [Officer note: the proposals shown for

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the Quaker Burial Ground are indicative, the s106 heads of terms include a financial contribution to enable the city council to deliver this route].

- Wish to see planning contributions towards improving the Quaker Burial Ground.
- Concerns about the quality of materials proposed which do not reflect the surrounding context, particularly the shuttered concrete which is proposed.
- Graffiti may occur due to concrete being incorporated.
- Concern about louvered panels creating a poor public realm.
- The roof of building F will be accessible from Redcliffe Parade car park, posing security risk.
- A greater amount of seating and congregation space should be provided.
- CCTV should be provided on the site.
- Concern about what will happen to rough sleepers who currently use the site.
- The site should be developed only as a car park and / or an amenity open space as there is insufficient open space in the city centre.

7.1.4. Of the eighteen responses received, six offered support for the proposals. Some of these expressed general support for the scheme but raised detailed concerns, which are included in the above summary. Particular comments of support are summarised as follows:

- The design is of a high standard and will look fantastic.
- The proposed mix of uses is very appropriate for the site and fully supported.

7.1.5. The Bristol Ferry Company commented that they support the provision of the new ferry landing at this site as the existing ferry landing at The Ostrich poses difficulties for landing.

7.1.6. The St Mary Redcliffe Church provided comments on the applications setting out that:

- The church has been involved in consultation with the developers of the site.
- It is important that the surrounding sites of Phoenix Wharf, Redcliffe Caves, Quaker Burial Ground remain viable, attractive and accessible.
- We are keen that the link to the church through the Quaker Burial Ground is provided by the developer.
- Hope that the management company for the development will involve the local community.
- The massing of the buildings proposed is appropriate and suitably preserves the setting of St Mary Redcliffe Church, however air handling plant on top of building B should be out of site.
- Support for the applications subject to the issue relating to roof top plant.

7.1.7. Changes were made to the proposals and in addition the viability appraisal was made available on the public planning record. As a result of this a second round of public consultation was undertaken. This involved a second site and press notice being publicised for a 21 days period, ending on 27 September 2017. In addition, 1189 addresses were written to on 5 September.

7.1.8. In response to this round of consultation, four representations have been received from the general public to date. The new comments raised by these are summarised as follows:

- Objection to the A3 (food and drink) use on the site as there is already an overprovision of this in the area.
- Concern that the noise assessment undertaken doesn't properly consider the potential amenity impacts of the late night live music venues in the vicinity.
- No residential should be provided on the site as there is a surplus of this.
- The city is being overdeveloped.
- More spaces are required to allow people to enjoy the historic past of the city.
- No parking facilities should be included in the scheme.
- A small village should be constructed on the site, with shops [officer note: retail is proposed].
- The development should enhance the surrounding area.
- The design should reflect the context of the site and the immediately adjacent Redcliffe Caves.
- The Quaker Burial Ground should be treated as separate from the site.

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8. RESPONSE TO CONSULTATION

8.1.1. Taking the same approach used for the public comments above, this section reports the comments submitted for both applications together. As for the community publicity, consultees were consulted twice on the applications, first on 14 June 2017 and again on 6 September 2017. During the determination of the applications some amendments have been made to the scheme to overcome concerns raised by some consultees, who have subsequently amended their comments. Where this is the case, only the most recent and outstanding comments are set out below.

8.2. BRISTOL CIVIC SOCIETY

8.2.1. The Bristol Civic Society commented that they support the proposals.

8.3. BRISTOL CONSERVATION ADVISORY PANEL

8.3.1. The Conservation Advisory Panel (CAP) provided responses to both the first and second rounds of consultation. The response to the first is summarised as follows:

- The CAP welcomes development on the site
- Building B is too high and does not reflect the character of Redcliffe Wharf
- Further study of the building to be demolished should be undertaken to further demonstrate its potential to be saved
- The proposed pontoon would encroach on the floating harbour and destroy the open nature of the site.
- The stone wall at the south of the site must be maintained and not concealed
- Considerable concern about breaking the wall into the Quaker Burial Ground and the details of the path through it. [Officer note: the proposals seek to make a connection to the Quaker Burial Ground however a financial contribution will be made so as to fund the path through it].

8.3.2. The response to the second consultation is summarised as:

- The proposals have not taken into account our previous comments.
- Building B is still too dominant and assertive.
- The decorative arch is an eye-catching conceit.
- Insufficient archaeological investigation has been undertaken.
- The proposed moorings are inappropriate in terms of their use, scale and design, changing the character of this area from industrial to a marina which adversely affects this area.

8.4. HISTORIC ENGLAND

8.4.1. Historic England comments on the proposals are summarised as follows:

8.4.2. The site falls within the settings of the Grade I St Mary Redcliffe Church and the Grade II* 27-28 and 29 Queen Square. It is also within the settings of the Scheduled/Listed Hermitage and the City & Queen Square and City Docks Conservation Areas. It is also within the setting of a number of other designated and un-designated heritage assets. The site is directly adjacent to the Quaker Burial Ground, an historic open space.

8.4.3. A number of uses have occurred on the site including St John the Baptist hospital, glass blowing, industry and shipping. The site has historically been open although with built form sometimes within it. It is therefore likely to contain interesting archaeology and old surfaces. The site also contains interesting street art. The site is prominent in views from many locations and therefore is an important site, which also offers a transition between the Harbourside and Redcliffe.

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- 8.4.4. The loss of the boat building use and building is regrettable. Overall the scale, layout and design of the proposals is acceptable except for the scale, form and appearance of building B. The building turns its back on Redcliffe Way and Roundabout and the rooftop plant / clerestory elements will be particularly prominent when approaching the city along Brunel Mile. Concerns are also raised that the surface treatment does not properly reflect the history of the site and could be better in this regard.
- 8.4.5. At the end of their comments, Historic England conclude that they do not object to the proposals. However, they do hold concerns about the proposals and set out that moderate harm could occur to the setting of the Grade I listed St Mary Redcliffe Church.

8.5. BRISTOL CITY COUNCIL ARCHAEOLOGY

The Bristol City Council Archaeology Officer commented that the archaeological investigations undertaken to date and submitted in support of the applications have established that nationally significant remains survive on the site including some of the earliest evidence of glass manufacture in Bristol. The remains should remain in situ. In order to ensure the preservation of these remains a programme of works will be necessary that includes a strip and record exercise to inform a suitable foundation design for the buildings. A similar methodology was successfully employed at the Portwall Place development that overlies a similar glass industry site. The comments then recommend a number of planning conditions.

8.6. BRISTOL CITY COUNCIL URBAN DESIGN

- 8.6.1. The Bristol Council Urban Design team made several comments on the proposals which are summarised as follows:
- 8.6.2. General support for the development of the site, however there are outstanding matters of concern including the potential for conflict between users of the site, the impact of the scheme on the setting of Grade I listed St Mary Redcliffe Church, the roof and fenestration of building B, privacy / outlook throughout the whole site and the creation of a pinch point between building F and the Benjamin Perry Shed. Concerns were also raised about the inactive frontages at all entrances to the site. The comments include a number of detailed points which are not set out here but discussed in the key issues section below.

8.7. BRISTOL CITY COUNCIL TRANSPORT DEVELOPMENT MANAGEMENT

- 8.7.1. The Bristol City Council Transport Development Management team commented that the proposals are unlikely to lead to severe impacts on the highway network. The level of parking on site is acceptable however the officer raises concern about the impact on capacity of nearby car parks and requests further information relating to this. The comments set out that the level of cycle parking provision is acceptable.
- 8.7.2. The comments also seek a financial contribution towards the upgrading of bus stops on Redcliffe Way and also advise that a s278 agreement will be required when progressing the revised surface treatment at the access to the site from Redcliffe Way.
- 8.7.3. The comments also set out that there are a number of concerns regarding the amount of space on the site and the ability for vehicles to manoeuvre within it – specifically how this may result in conflicts with other, more vulnerable users of the site including pedestrians and cyclists. Further concerns are raised regarding the inability to access Phoenix Wharf from the site by fire tender, and that vehicles will only be able to turn within the site if there are no other vehicles present in the turning areas.

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- 8.7.4. With regards to the framework travel plans submitted comments set out that a full travel plan will need to be submitted and approved (by condition) and that an audit and management fee of £8,500 should be provided through planning contributions.
- 8.8. AVON AND SOMERSET POLICE CRIME PREVENTION DESIGN ADVISOR
- 8.9. The Avon and Somerset Police Crime Prevention Design Advisor commented that buildings should be built in a secure manner ensuring additional secure doors between external doors to provide 'air locks' for post rooms, robust cycle stores without windows and security devices on all external doors so that only occupiers can gain access. Comments also set out concern relating to building F blocking the view around to Phoenix Wharf (and vice versa) which may lead to feelings of vulnerability. Comments also set out that the proposals to open up the Quaker Burial Ground were welcome however it is important that sufficient lighting is provided in this area. Concern was also raised about persons accessing building F from the Redcliffe Parade car park above and the need to secure the proposed pontoon.
- 8.10. BRISTOL CITY COUNCIL FLOOD RISK MANAGEMENT TEAM
- 8.10.1. The Bristol City Council Flood Risk Management Team commented that the flood risk assessment submitted in support of the applications is acceptable. The response suggested that a condition is applied to secure details of sustainable drainage before the building work is commenced. The comments clarified that the environment agency would provide comments regarding the flood risk to the site which is fluvial / tidal.
- 8.11. BRISTOL CITY COUNCIL SUSTAINABLE CITIES TEAM
- 8.11.1. The City Council Sustainable Cities Team commented on the proposals that the scheme offers the following benefits:
- Commitment to BREEAM standards and certification
 - Commitment to reduce energy demand through design
 - Commitment to reduce residual emissions by 13.2%
 - In combination the measures are expected to deliver a 32% reduction in emissions compared to building regulation requirements
 - The development will harvest and utilise rainwater
- 8.11.2. The response also however requested further detail with regard to demonstrating that the measures proposed would be achievable and that clarification should be given to whether or not the development would be able to connect into the district heating system as soon as it was constructed, or whether there would be a delay in this due to the potentially different timescales of both projects. The response also requested further information relating to overheating risks, electric vehicle charging points and the provision of high speed internet to the properties.
- 8.12. THE ENVIRONMENT AGENCY
- 8.12.1. The Environment Agency commented that they had no objection to the development so long as certain conditions were applied. These related to flood risk mitigation, flood resilience, emergency plans, contaminated ground and waters and ecological impacts.
- 8.13. BRISTOL CITY COUNCIL EMERGENCY PLANNING
- 8.13.1. The emergency planning officer commented that the development should be supported by a flood risk management plan, and that this could be secured by condition.

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8.14. BRISTOL CITY COUNCIL ARBORICULTURAL TEAM

8.14.1. The Bristol City Council Arboricultural Team verbally commented that tree T034 is likely to be unaffected by the proposals due to the deep rooted nature of the species and level change between the tree and the site. Conditions were recommended requiring the tree protection plan submitted to be put in place, and to require a site meeting to discuss the specific tree protection measures prior to commencement. The officer also requested that the replacement trees are provided in full accordance with the Bristol Tree Replacement Standard as set out in policy DM17 and the council's supplementary planning guidance on planning obligations.

8.15. NATURAL ENGLAND

8.15.1. Natural England referred to their standing advice, which is that the local planning authority should make a decision based on the appropriate information.

8.16. BRISTOL CITY COUNCIL NATURE CONSERVATION TEAM

8.16.1. The Bristol City Council Nature Conservation Team originally commented that further surveys of the site were required. These were undertaken and submitted and the final comment from the Nature Conservation Officer sets out that no evidence of bats or redstarts was discovered on the site; and therefore there is no objection to the proposals. The comments also set out that conditions should be applied to safeguard protected species throughout the demolition / construction in case they are present, and that the ecological mitigation set out in the survey report should be secured.

8.17. BRISTOL CITY COUNCIL LAND CONTAMINATION TEAM

8.17.1. The Bristol City Council Land Contamination Team commented that the investigation and risk assessment submitted with the applications was sufficient to demonstrate the risks from contamination on the site. The representations set out that conditions should be applied to ensure that contamination risks are dealt with prior to the development commencing.

8.18. BRISTOL CITY COUNCIL AIR QUALITY TEAM

8.18.1. The Bristol City Council Air Quality Team commented that, following review of the air quality assessment submitted, the proposals are unlikely to result in significant air quality impacts.

8.19. BRISTOL CITY COUNCIL POLLUTION CONTROL

8.19.1. The Bristol City Council Pollution Control team commented that the noise assessment for the site should take into account the potential for noise from the Thekla over the weekend, and that this could be secured through condition. The comments also set out that due to not knowing specifically what users would be occupying the development, any nuisance impacts should be assessed and controlled through conditions. A number of conditions were therefore recommended, relating to a revised noise assessment, construction management, noise and odour from commercial properties, artificial lighting, use of outdoor areas, deliveries and opening hours.

8.20. THE BRISTOL WASTE COMPANY

8.20.1. The Bristol Waste Company commented that it was likely that weekly bin collections would be made in accordance with the latest guidance. The comments also set out a number of specific requirements for the development to meet in terms of bin store size. The comments initially

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raised the fact that refuse collection vehicles will not reverse more than 12m into the site and therefore the refuse from building F would not be within this distance. However the applicant confirmed that the vehicle was intended to drive forward into the site, turning between buildings E and F, and that the management company would take the bins to the refuse vehicle once it arrived. The Bristol Waste Company subsequently withdrew its objection.

8.21. THE COAL AUTHORITY

8.21.1. The Coal Authority commented that the site falls within the Coal Mining Legacy High Risk Area, however according to the submitted coal mining risk assessment it is considered unlikely that the site has been worked and therefore they have no objections to the proposals.

8.21.2. WALES AND WEST UTILITIES

8.21.3. Wales and West Utilities provided details of their utilities in the area, none of which are on the site.

8.22. WESSEX WATER

8.22.1. Wessex Water confirmed that there is sufficient capacity within their sewerage systems to accommodate the development

8.23. AVON FIRE AND RESCUE

8.23.1. Avon fire and rescue commented that the site should provide for two fire hydrants, the cost of maintaining these is £1,500 each, which should be secured by s106.

9. RELEVANT POLICIES

Planning (Listed Buildings & Conservation Areas) Act 1990

National Planning Policy Framework (March 2012)

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and the Bristol Central Area Plan (Adopted March 2015)

Supplementary Planning Document: Planning Obligations (Effective from January 2013)

Supplementary Planning Document 1: Tall Buildings (January 2005)

Supplementary Planning Document 3: The Future of Redcliffe (July 2006)

Supplementary Planning Document 7: Archaeology and Development (March 2006)

Redcliffe Conservation Area Character Appraisal (March 2008)

Informal Planning Guidance Note Redcliffe Wharf (published February 2011).

Supplementary Informal Planning Guidance Note Redcliffe Wharf (published March 2011).

Redcliffe Neighbourhood Development Plan Draft (published November 2016).

In determining these applications, the Local Planning Authority has had regard to all relevant policies

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of the Bristol Local Plan and relevant guidance.

10. KEY ISSUES

10.1.1. Where policies of the local plan are referred to below, they are referred to by their policy code. Policies from the Bristol Core Strategy begin with the letters 'BCS', those from the Bristol Site Allocation and Development Management Policies Document begin with the letters 'DM', those from the Bristol Central Area Plan begin with the letters 'BCAP'.

10.2. IS THE PRINCIPLE OF DEVELOPMENT ON THE SITE ACCEPTABLE?

10.2.1. The site is allocated for development in the Bristol Central Area Plan under policy BCAP40, which covers a larger area than the site, around Redcliffe Way and Redcliffe Hill. The allocation policy seeks mixed use development that features residential, office and culture tourism uses. In addition to this, Supplementary Planning Guidance 3 'The Future of Redcliffe' sets out that the site should be redeveloped, principally to provide a new harbour attraction for Bristol residents. SPD3 includes a plan showing the approximate locations of buildings on the site which would be acceptable. The layout of the current proposals broadly reflects this. Policy BCAP47 sets out that vacant sites in the Redcliffe Area will be sought for development. In addition, the informal guidance document and supplementary informal guidance document produced in 2011 set out that mixed use development of the site is appropriate.

10.2.2. The draft neighbourhood plan sets out that Redcliffe Wharf should provide an amenity 'waterfront park', and some of the responses to the public consultation reflect this ambition, expressing a desire for the site to be retained as an open space. However this draft plan is at a very early stage of its preparation and does not carry significant weight.

10.2.3. Despite the ambitions of the draft neighbourhood plan and some public commenters, the redevelopment of the site to provide a mixed use development is, on balance, considered to be supported by several policies or provisions in the formal and informal elements of the Bristol Local Plan, and is acceptable. Other planning matters are discussed below.

10.3. ARE THE LAND USES PROPOSED ACCEPTABLE?

10.3.1. The proposals are for a mixed use development. Whilst building B is solely proposed for office use (B1a), the other buildings are all mixed use, featuring on the ground floors, flexible consent for shops (A1), professional services (A2), restaurants and cafes (A3), offices (B1a), research and development (B1b) and light industry appropriate for residential areas (B1c). Above these uses, residential (C3) is proposed (the only exception to this is building F which features some residential floor space on the ground floor in the western projecting block). These ground floor uses are leisure or 'town centre' uses, in that they will attract persons to visit the development, and therefore policies BCS7 and BCAP13, 14 & 15 are relevant – these are discussed below.

10.3.2. The site includes an element of retail use (A1). Policy BCS7 sets out that new retail floor space will be discouraged where it would be harmful to the viability and diversity of nearby centres. Policies BCAP13, 14 & 15 support and add to this, setting out the situations in which retail uses will be acceptable. Specifically, BCAP 14 sets out that larger scale retail developments, of over 200 square metres gross floor area, should primarily be within or adjoining Primary Shopping Areas, or demonstrate that they will not affect these areas. The site is not within or adjoining a Primary Shopping Area, and the ground floor areas proposed which could potentially be used for shops (A1) is 423 square metres. No retail impact assessment to demonstrate the impacts of this amount of floor space on the surrounding retail areas has been submitted.

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- 10.3.3. In order to overcome this matter, a condition is recommended below which sets out that a maximum of 200 square metres of the floor space within the development will be used for solely retail throughout the development. This allows consideration of the scheme under policy BCAP15, which relates to small scale retail developments in the city centre. This sets out that small scale retail developments (up to 200 square metres) are acceptable where they would add to the vitality of an area. The proposals therefore are acceptable in this regard.
- 10.3.4. Policy BCAP15 also sets out that other 'A' use classes are also acceptable where they would add to vitality. Relevant to this is the fact that the site is adjacent to the designated 'quayside walkway' along the front of the wharf, and in accordance with BCAP32, should therefore provide active ground floor uses where possible – in order to increase the vitality of the harbourside.
- 10.3.5. Taking into account the above matters, it is considered that the scale and intensity of the proposed 'A' uses (subject to the 200 square metre cap on A1) would provide a good balance of creating vitality and active uses whilst ensuring that other areas of the city centre are not detrimentally affected, and therefore the proposals are appropriate in accordance with policies BCS7, BCAP15, BCAP32, BCAP40 and SPD3.
- 10.3.6. With regards to the office (B1) use, BCAP6 specifically seeks the provision of new office space within the city centre, and BCAP40 within the allocation area. In accordance with these, the office use is appropriate.
- 10.3.7. With regards to the residential units (C3) proposed on the site, policies BCS2, BCS5, and BCAP1 require the delivery of new housing within the city centre. Policies within BCAP40, SPD3 and the informal planning guidance notes also set out that residential is appropriate here. The proposals therefore are acceptable in this regard. Affordable housing provision is considered below in a separate key issue.
- 10.3.8. SPD3 includes the requirement that the boat building activities on the site are relocated. This was also set out in the IPGN. However, the boat building activities were relocated from the site in July 2013 and the proposals do not reintroduce this use. Officers consider that this is acceptable given that the use has been successfully relocated.
- 10.3.9. It is recognised that there may be amenity impacts resulting from the different uses on the site, however this is considered below in the key issue on amenity below.

10.4. WHAT ARE THE PUBLIC BENEFITS OF THE PROPOSALS?

- 10.4.1. As set out in the introduction to this report there are numerous planning policies and guidance notes that define the aspirations that the development should achieve. The development is successful in achieving the following matters, many of which are site requirements from policy BCAP40, SPD3, and the 2011 informal planning guidance and supplementary informal planning guidance notes:
- Provision of mixed use development including residential, office, community infrastructure, leisure and culture / tourism uses, making a new harbour attraction
 - Provision of much needed homes and jobs in a sustainable location
 - Bringing into use a vacant site thereby reducing anti-social behaviour
 - Enhancements to the accessibility of local green spaces, specifically the Quaker Burial Ground
 - Increasing passive surveillance of the Quaker Burial Ground
 - Retention of a riverside walkway (this will remain in the ownership of Bristol City Council)
 - Provide an environment which could be used for public events
 - Improve the waterside mooring facilities and provide a ferry landing stage, increasing from five

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- mooring spaces to twelve, more secure and accessible spaces.
 - Refurbishment of the buildings in the south east corner
 - Repairing the listed Wharf Wall
 - Repairs to the retaining wall in front of the red cliff.
- 10.4.2. These are considered to be significant public benefits and although not discussed further (for succinctness of reporting), they have been taken into account in reaching the recommendation of approval within this report.
- 10.5. ARE THE PROPOSALS ACCEPTABLE WITH REGARD TO HISTORIC ENVIRONMENT IMPACTS AND DESIGN MATTERS?
- 10.5.1. Concern has been raised by numerous consultees about the impacts of the proposals on heritage assets. As set out above, the site is an historic site which has held many uses in the past and contains significant archaeology. The site also includes the Grade II listed Wharf Wall and Bollards and provides the setting for important listed buildings, including the Grade I listed St Mary Redcliffe Church, Grade II listed (and scheduled monument) St John the Baptist Hermitage, Grade II listed buildings along Redcliffe Parade, Grade II listed Ferryboat Tempora Queen Quay, Grade II listed Severn Shed building, Grade II listed Thekla harbour wall, Grade II listed Grove harbour wall, Grade II Prince Street Bridge, Grade II 22-24 Queen Square, Grade II* 27-28 and 29 Queen Square, as well as other listed buildings. The site is also within the Redcliffe Conservation Area, and provides setting for the City & Queen Square and City Docks Conservation Areas. As a result of this, the site is extremely sensitive with regards to heritage matters, and consideration of the heritage and design matters relating to the scheme (which are largely inseparable) must be undertaken in tandem.
- 10.5.2. Considerable weight and importance must be given to any harm resulting from new development in terms of its impact on the special interest of listed buildings and their settings, and the character and appearance of Conservation Areas, in accordance with Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 12 of the National Planning Policy Framework and policies BCS22 of the Bristol Core Strategy, BCAP40 of the Central Area Plan and DM31 of the adopted Site Allocations and Development Management Policies Document. In addition, high quality design is a requirement of policies BCS21, DM26, DM27, DM28, DM29 and DM30.
- 10.5.3. The site includes the Grade II Listed Wharf Wall and Bollards, hence the need for the listed building application. The amendments to the wall include installing an intake and outfall, and repointing. It is considered that the impacts of these changes are not likely to cause substantial harm, given the intake and outfall will not be visible above the water line, and that repointing should improve the condition of the wall, thereby helping to preserve it for longer. The bollards are to be repainted, which is also acceptable. A condition below is recommended to secure details of the intake and outfall, and mortar mix, and painting regime. Subject to these conditions the proposals are considered likely to preserve the listed structures and are acceptable in accordance with policies BCS22 and DM31.
- 10.5.4. The most often cited concern about the proposals relates to the height, scale and massing and roof form of the proposals, particularly building B. This is the largest building proposed within the site at 31.8m AOD (22.3m above the external ground level at its lowest point – the site level raises to the rear). In addition to this there are two 2.4m tall x 2.5m wide x 18m long clerestory elements which are required to naturally ventilate the building so as to increase its sustainability. These are at 33.75m AOD (24.3m above external ground level). The building is broken down into three visual components, these being the central five storey element, which has an 'M shape' roof, a smaller three storey element which wraps this to the south and east, and a five storey flat roofed element to the northeast. The main concern is that this building

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blocks the views of St Mary Redcliffe Church, thereby detrimentally affecting its setting, and causing harm to it. It should be noted that St Mary Redcliffe Church is listed as a 'prominent landmark / monument' in the council's SPD on tall buildings. This document sets out important views within the city centre to this landmark building. The views from Queen Square and Prince Street Bridge are specifically identified. Although the height of Building B is not 6-9 storeys or over 27m, the provisions within this SPD are still considered to be relevant, due to the prominence of the site and the fact that it lies on two of the view corridors identified in the Tall Buildings SPD.

- 10.5.5. The National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG) sets out that substantial harm to Grade I listed buildings should be 'wholly exceptional'. The NPPG sets out that assessment of substantial harm is consideration of 'whether the adverse impact seriously affects a key element of its special architectural or historic interest. It is the degree of harm to the asset's significance rather than the scale of the development that is to be assessed. The harm may arise from works to the asset or from development within its setting'. This considered, it is clear that the proposals do not physically affect the church and therefore consideration of the effects on the setting of the church only is required.
- 10.5.6. The site is currently vacant and therefore provides an open view for the church to be seen from the southwest in an unobstructed context. Building B has a lower 3-storey element on its southern side, and the 3D views submitted by the applicant demonstrate that views from the Tall Building SPD's key viewpoints including Prince Street Bridge and Queens Square, and also views from the Bascule Bridge and Welshback (which were raised through public consultation), will not be significantly disrupted. It is acknowledged that the building will block views of the church from some current viewpoints, however the church is still considered to be prominent in the area due to its superior height and architectural detail.
- 10.5.7. The height of the central element of building B is above the 31.5m AOD maximum set out in the SIPGN, by 30cm. Given analysis of the 3D views provided, this slight exceedance is considered to be acceptable. However the clerestory elements exceed this 'maximum' by 2.25m. The clerestory elements are intrinsic to the natural ventilation strategy for this building which helps the building to achieve BREEAM 'Outstanding'. It is understood that this is a requirement of the potential occupier of this building and therefore achieving this level of sustainability is important to the delivery of the site as a whole. It is therefore considered that these clerestory elements are, on balance, acceptable in principal, however concerns remain about their design. As such a condition is recommended below to ensure that further design and detailed work is undertaken to amend the form of these elements – the ambition being to make them 'lighter' and more transparent in appearance – so as to be less distracting. Officers consider that following review of the 3D visualisations, and subject to ensuring that the clerestory elements have an improved appearance, the height and massing of the proposed building B is considered to be acceptable.
- 10.5.8. During the determination period some revisions were made to the proposals to remove the window cleaning rail from building B and to amend the design of the louvres above the stair cores. This has simplified the design making it less cluttered and distracting.
- 10.5.9. In addition to the above matter of scale and massing, the site faces onto Redcliffe roundabout, where views of the church are particularly prominent. Historic England has raised concerns about the appearance of building B when seen from the Redcliffe Way / Hill Roundabout, in that this is blank and lacks visual interest. The building does present quite poorly to this area, however discussions with the architect reveal that this is constrained by services required for a modern office building.

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- 10.5.10. The height of the other buildings proposed on the site is considered to be appropriate as views of the church and spire behind these are largely uninterrupted.
- 10.5.11. Officers consider that, subject to the imposition of the planning conditions recommended, the level of harm that may occur to St Mary Redcliffe Church is not considered to be substantial. Historic England has identified that 'moderate harm' may occur to the setting of the church. In accordance with NPPF paragraph 134 where less than substantial harm is likely this should only be permitted where the public benefits outweigh this harm. Officers are of the view that, on balance, the public benefits of bringing the vacant wharf site into viable use which are set out above cumulatively justify the level of harm caused to St Mary Redcliffe Church by the proposals.
- 10.5.12. As set out above there are a number of other listed structures surrounding the site. Clearly these are not physically affected by the proposals, however again a consideration of the impact on the setting on these structures is necessary. To the east of the site, the Grade II (and scheduled monument) St John the Baptist Hermitage, is found within the Quaker Burial Ground. The Quaker Burial Ground is also designated as a locally important historic park and garden. The proposals will bring back into use buildings C and D which are experienced in the immediate context of the hermitage, and will also provide a new link into, and greater passive surveillance of, the Quaker Burial Ground and Hermitage. It is considered that this will result in a better used and more attractive space, therefore the proposals will significantly improve the setting of the hermitage. The proposals are therefore considered acceptable.
- 10.5.13. To the south of the site are a number of listed buildings, along Redcliffe Parade. All of these are Grade II listed. Concern has been raised about the loss of views of and from Redcliffe Parade. Following review of the 3D visualisations, it is considered that views of Redcliffe Parade will be slightly obstructed, certainly within the site, but that this will not lead to substantial or even moderate harm as the significant majority of the buildings will remain visible, and prominent above the Redcliffe Wharf development in views from outside the site. It is also important to note that the proposals will bring a vacant site into a more active use, thereby creating a setting more in keeping with the site's past – which was vibrant and varied. The impacts are likely to be minor negative and are considered to be outweighed by the public benefits of the scheme, which are set out above.
- 10.5.14. To the west of the site there are a number of listed structures including the continuation of the Grade II listed wall along Phoenix Wharf, the Grade II listed hand crane on Phoenix Wharf, Grade II listed Grove Wharf Wall, Grade II listed Severn Shed building, Grade II listed Thekla Wharf Wall, Grade II listed Mud Dock, Grade II Prince Street Bridge. The development proposals will be visible within the setting of these listed assets, however the scale, massing and design of the buildings are considered appropriate as they are set back from the Wharf Wall and will not be overly dominant of the floating harbour or these structures. The development will bring Redcliffe Wharf back into a more vibrant use and the animation of the space is considered likely to benefit the setting of these listed buildings. Also to the west are the Grade II 22-24 Queen Square, Grade II* 27-28 and 29 Queen Square. These buildings are experienced primarily within the square, and it is considered that the Redcliffe Wharf proposals are sufficiently separated from these due to the floating harbour, and their scale, massing and design is unlikely to result in any significant impacts, resulting in a neutral effect. It is on balance considered likely that the proposals will result in a minor positive impact to the setting of these listed structures.
- 10.5.15. To the north of the site lies the Grade II listed Ferryboat Tempora Queen Quay, Grade II listed WCA warehouse, Yeo Valley Farms Warehouse and Buchanans Wharf. These are located along Welshback and therefore the development will be visible in the longer views southward along Welshback, or in the general context when passing over Redcliffe Way

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Bascule Bridge. Given the proposals are of a relatively low scale compared to the warehouses along Welshback, and that they are set back from the Wharf Wall (not dominating the floating harbour), the impacts of the development form are unlikely to be harmful. As per the statement above, the increased animation of Redcliffe Wharf is likely to result in a benefit to the setting of these structures and overall the impacts are considered likely to be minor positive.

10.5.16. Regarding the harm to the Redcliffe Conservation Area, the Conservation Area Enhancement Statement was published in June 2008. It identifies the site as being within the 'South Redcliffe' character area, and sets out that a key threat to the conservation area as a whole is the loss of views of St Mary Redcliffe, and that key attributes of the conservation area include views out from Redcliffe Parade. It defines St Mary Redcliffe Church and Redcliffe Parade as key elements of wider views in the area. At figure 18 the statement sets out the key views which include views toward St Mary Redcliffe Church from Queen Square, The Grove, Redcliffe Street and St Thomas Street. From the 3D visualisations that have been provided, it is considered that these views will not be significantly affected by the proposals. Regards the key views of / from Redcliffe Parade, consideration of the 3D visualisations demonstrates that the view point identified (from the middle of the floating harbour) will not be affected by the proposals. The statement also sets out that buildings C and D, and the ship construction building to be demolished are unlisted buildings of merit, as is the Benjamin Perry Shed to the immediate west of the site. The development will restore buildings C and D, which is considered to result in a benefit to the conservation area. The ship construction building will be lost as a result of the proposals, however it is understood that this building is in a poor condition and cannot be saved. It is also likely, given a review of the viability appraisal, that the development would not be viable without this demolition. As such, although this does result in harm to the conservation area, the loss of the building is considered to be outweighed by the public benefits of the scheme. Indeed, this loss has been accepted in the IPGN and SIPGN. The statement also defines Redcliffe Wharf as an intimate space / route and as having an important surface. The proposals seek to retain a number of the setts on the site, and to retain the flagstones along the front of the wharf, which is considered appropriate. The other surface treatments are also considered acceptable. The proposals will also result in closing off the space around buildings C and D, and whilst objections were received on this basis, it should be recognised that this would reinforce the intimate nature of the site, and is considered appropriate. It is also important to note that some trees will be lost from the conservation area. This is to be mitigated with a contribution to new planting and it is considered that the minor harm to the conservation area from tree loss would be overcome by this. Overall it is considered that the proposals will safeguard the character and appearance of the Conservation Area.

10.5.17. The City Docks Conservation Area and City and Queen Square Conservation Area are also experienced in the vicinity of the proposal site and therefore the impact of the proposals on the setting of these must be considered. The City Docks Conservation Area Enhancement Statement also states the importance of views between Prince Street Bridge and St Mary Redcliffe – as discussed above, the development is acceptable in this regard, and no significant negative impacts are anticipated. The City and Queen Square Conservation Area Enhancement Statement sets out that the view from Redcliffe Way Bascule Bridge to the grassed area in front of St Mary Redcliffe is important, as are views from Redcliffe Parade to The Grove. It is considered that these views will be maintained and therefore, significant negative impacts are considered unlikely – the character and appearance of these conservation areas will be safeguarded. As explained above, it is considered that bringing Redcliffe Wharf into a more active and vibrant use will better reflect its past aesthetic as a busy wharf, and although not industrial uses, will result in some benefits to the setting of these conservation areas.

10.5.18. As set out elsewhere in this report, there is significant archaeology present on the site,

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due to the former uses. Evidence uncovered by intrusive site investigation has revealed the remains of possibly the earliest glass cone in the city, foundations of different buildings and structures and different hard surfaces below the setts and loose rubble currently on site. In order to protect this archaeology, it is proposed to leave it in situ and to disturb it as little as possible. In accordance with the comments from the Archaeological officer, recommended conditions are applied in order to ensure the construction of the development is undertaken as sensitively as possible.

10.5.19. In accordance with the above discussion it is considered by officers that the proposals are, on balance acceptable in accordance with the provisions of the NPPF and policies BCS21, BCS22, BCAP40, DM26, DM27, DM28, DM29, DM30 and DM31.

10.6. ARE THE PROPOSALS ACCEPTABLE WITH REGARDS TO OTHER DESIGN CONSIDERATIONS?

10.6.1. With regards to the height of the other buildings on site, these are broadly within the requirements set out in the SIPGN and are acceptable. Some public comments have set out that some elements of building F will block views of the retaining wall along the southern boundary of the site. However elements of this will still be visible, and as such this is considered acceptable. The same concerns have been raised about views out from Redcliffe Parade, however as set out above these views will for the most part remain, and the impact in regard to this is not considered unacceptable.

10.6.2. Some concerns have been raised about the proposed materials, which include a mix of timber cladding, copper coloured cladding, natural stone, glazing and in very few locations, concrete. The amount of shuttered concrete proposed on the site has been reduced following the first round of public consultation which objected to this – with a large area of this on building F being replaced by stone facing and doors (lower ground storage has also been included). The materials are all considered to be appropriate for the site.

10.6.3. A key element of the proposals is to provide a new access into the Quaker Burial Ground to the east of the site. The Quaker Burial Ground has been susceptible to anti-social behaviour and is generally considered to be an underused green space within the city centre. The proposals will improve the Quaker Burial Ground by providing more passive surveillance over it and providing a new route into it. Conditions are recommended to ensure that the gateway to the Quaker Burial Ground is designed appropriately. Several of the public comments raised concern that the proposals showing a direct path through the burial ground are not appropriate. To clarify, the applications do not include the revisions to the burial ground, other than making an access into it and linking the surface to the existing path. The planning application will provide a financial contribution to the city council to provide a through route – which is included in the key issue on planning obligations below. This will provide an opportunity for the city council to prepare a sensitively designed scheme and is considered to be appropriate. The proposals are considered to be significantly beneficial in this respect, and as such the proposals are in accordance with policies BCS9 and DM17.

10.6.4. Several concerns have been raised about the public realm. The designs of the public realm are to provide a mixed use area which covers approximately 51% of the site. This is considered to be an acceptable approach however greater discussion is given to the consequences of mixed use in the key issue 10.7 below. Unfortunately, all of the entrances to the site (from Redcliffe Way, Phoenix Wharf, Quaker Burial Ground) will be faced with blank walls or louvres associated with car parking within the buildings. The architects have explained that in order to make the centre of the site more interesting and provide a greater focus of activity here, this is the consequence. Officers consider this to be unfortunate but the design constraints of the site are recognised.

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- 10.6.5. Regarding the wall at the rear of the site, addressing its boundary with Redcliffe Way up until the point that this meets the Quaker Burial Ground. It is proposed to reduce / increase the height in places so as to be more consistent and also break through this so as to provide a fire escape. The urban design team wished to see greater embellishment of this wall, in order to create a more attractive front onto Redcliffe Way. However, this is not proposed. Whilst this change would have resulted in a more attractive development, it is considered that the proposals are acceptable with regards to the treatment of this wall.
- 10.6.6. The provision of a ferry landing stage and new mooring berths is supported, particularly by the Bristol Ferry Company. The design of the berths proposed however appears to include standardised fabric and materials. The result of this is that the berths do not follow the sweeping curve of the wharf and are incongruous in this manner. In addition, Historic England raised concern about the potential for this platform to harm the listed Wharf Wall if it is attached. A condition is recommended below to require further design of the mooring berths and ferry stage, to create a more sensitive arrangement if possible.
- 10.6.7. The consultation response from the Avon Fire and Rescue Service requested that fire hydrants be installed in the development open space. A condition requiring the details of this is set out below. The service also requested a contribution towards the maintenance of these, which is included below in the key issue on planning obligations.
- 10.6.8. In accordance with policies BCS21 and the requirements of SPD3 and the SIPGN, the development will incorporate public art within it. A public art strategy has been submitted in support of the proposals. The strategy is acceptable and it is considered will help to deliver a more attractive public realm and improve the sense of arrival.
- 10.6.9. Redcliffe Caves are designated as a regionally important geological site, however it is not anticipated that the development will affect the caves due to the separation of the site and caves by the retaining wall. As such the proposals are in accordance with the geological preservation required by BCS9.
- 10.6.10. With regard to general design principles as set out in policies BCS21 and DM26-30, the designs are considered to be acceptable, as they will create a new destination positively contributing to the character and identity of the area.

10.7. ARE THE PROPOSALS ACCEPTABLE WITH REGARD TO HOUSING MIX?

- 10.7.1. The site is located in the Central Ward within the city centre. In accordance with policies BCS18 and BCAP3, all developments must contribute to the mix of housing provision in the city. The explanatory text to BCAP3 sets out that flats with three bedrooms and access to useable outdoor amenity space can be considered family units. The proposal features three such units – one of these has a private roof terrace whilst the others share access to the communal terrace. The proportion of unit sizes is similar to the existing scenario in the Central Ward, however the comparative overprovision of two bed units is considered of positive benefit.

Unit size	Central Ward Proportion	Proposals
1 bed	43.3%	27.7%
2 bed	33.7%	63.8%
3 bed	9.3%	8.3%
4+bed	12.6%	0%

(Figures may not sum due to rounding)

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- 10.7.2. It is considered that the mix of units across the site is appropriate as it will result in diversifying the mix by providing slightly more two bed units.
- 10.8. WILL THE DEVELOPMENT PROVIDE FOR SUITABLE AMENITY, OUTLOOK, PRIVACY AND SECURITY?
- 10.8.1. In accordance with policies BCS18, BCS21, BCS23, DM26, DM29 and DM30, it is important that occupiers of new developments have suitable amenity, outlook and privacy. The residential units to be provided all meet the government's space standards and are acceptable in this regard. The majority of units also benefit from balconies, and some have access to larger outdoor space, most often communally accessed.
- 10.8.2. With regard to privacy, it is likely due to the arrangement of the buildings on the site that there will be some flats which do not have the usual 21 metre window to window separation distances required in order to prevent intervisibility between flats. However, it is considered that as a constrained city centre site, occupiers are more likely to expect this than they would if buying a suburban property. In no case are the impacts of this likely to be severe. Taking into account the constraints of the site, it is considered that the provision of outlook and privacy is outweighed by the significant public benefits of the proposals.
- 10.8.3. There are unlikely to be any significant privacy impacts to surrounding development or from surrounding elevated viewpoints over the site due to the intervening distances.
- 10.8.4. Clearly as a mixed use site, residential units will be located above and adjacent to other uses. In addition, representations have been received raising concern about the impacts of nearby music venues on people living within the development. There are separate entrances to each building for the commercial and residential elements, helping to provide segregation and security. It is not anticipated there will be any nuisance effects as a result of the office and residential uses being located as proposed. In order to ensure that residents of the scheme are suitably protected from potential noise nuisances from the leisure uses on the site and from nearby activity, a condition requiring suitable noise assessment and mitigation to be installed is recommended below. It is considered that this will overcome such impacts and ensure the development is constructed in accordance with policy DM35 (noise mitigation).
- 10.8.5. Some comments have been received about the potential for people to access building F from the Redcliffe Parade car park above. This would require people to jump up onto the wall and then jump down 2m onto the amenity terrace below. It is considered unlikely that this would occur, due to the passive surveillance over the area and the prominent location. A condition requiring further details of security measures is recommended below, to help ensure that if someone does undertake to access the building from this area, the development is suitably secure to prevent this.
- 10.8.6. Although the first draft of the Redcliffe Neighbourhood Plan sets out that half of homes provided within its jurisdiction should be to 'lifetime homes' standards, this is not proposed. However, there is no legal requirement for this and the neighbourhood plan has relatively weak weight given it is at an early stage of public consultation and adoption. All save two units can be accessed by lift and it is considered that although the proposals do not include 'lifetime homes' designs, they are acceptable with regard to their layout and space provision and are sufficiently accessible to be useable to a diverse range of the community.
- 10.8.7. The proposals are also supported by a daylight / sunlight assessment. This demonstrates that the daylight sunlight of surrounding developments will not be detrimentally affected by the proposals.

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- 10.9. WILL THE DEVELOPMENT BE ACCEPTABLE WITH REGARDS TO TRANSPORT AND SERVICING MATTERS?
- 10.9.1. In accordance with policies BCS10, BCS11, DM23, DM32 and BCAP29, development should promote sustainable modes of transport, providing appropriate levels of cycle and vehicle parking, as well as appropriate servicing infrastructure and waste storage and collection arrangements.
- 10.9.2. The site is located in the city centre and is readily accessible by foot and cycle, and is close to Bristol Temple Meads Rail Station, the forthcoming Metrobus stop on Redcliffe Hill and other local bus stops. The cycle parking provision on the site is acceptable in terms of design and quantum. The proposals also safeguard the waterfront walkway, in accordance with policy DM22. The proposals are supported by framework travel plans and if the planning application is granted, conditions will ensure the final travel plans are prepared and implemented. No framework travel plan was submitted for the commercial uses (A1/A2/A3) but this will be controlled by recommended condition below. The transport development management team has also requested a fee to ensure the travel plan is monitored. The request was for a fee of £8,500 however it is important to note that the retail floor space of the development proposed is capped, by recommended condition, to 200 square metres (as discussed in key issue 10.3 above). As such the fee required to monitor the development is only £5,000. This is included in the draft planning obligations key issue below.
- 10.9.3. The Transport Development Management Team also requested a contribution towards upgrading the bus stops on Redcliffe Way. This is further discussed in the key issue on planning obligations below, however in summary it is considered that this request cannot be justified in accordance with the requirements for planning obligations as set out in regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended).
- 10.9.4. For vehicular access, the existing junction will remain. The improvement of this area to make it fit for an entrance for a development of this type will be secured through a section 278 agreement. The access is and will be 'left in / left out' only. The parking on the site is for the residents and office users only. There is no provision for the leisure uses. The Transport Development Management Team response has set out that the level of parking on the site is acceptable, however raises concern about how this may affect surrounding car parks which are already operating at capacity. An advice note is attached setting out that occupants of this scheme will not be able to obtain residents permit passes to help prevent the allocated road space for this being oversubscribed.
- 10.9.5. The development is intended to become a destination site for visitors and residents of the city, its location on the front of the floating harbour means that it may well be used for community events, such as the annual Bristol Harbour Festival. The transport assessment identifies a particular location for public events to be held on the site – in front of building E. Clearly in such cases, traffic will need to be managed on the site as the usual routes across the site will be closed. Managing such occasions will be the responsibility of the site management company.
- 10.9.6. Although the applications are supported by vehicle tracking diagrams which show access by fire truck, large car and refuse lorry, concern has been raised by the transport team that the site is generally constrained, and there is insufficient space within the site for vehicles to turn, especially if other vehicles are parked, and that there may be problems if more than one vehicle at a time is using the site. This effect occurs because of the narrow nature of the routes on the site and a number of tight corners which restrict visibility. This has also led the transport team to raise concern about the mixing of vehicles with pedestrians and cyclists on the site. These concerns were put to the applicant, who has stated that a management plan

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will be prepared to help reduce any conflicts when service vehicles are accessing the site, they have requested that this is dealt with by condition. Officers are of the opinion that low vehicular speeds will be necessary to reduce risk, and other measures relating to servicing hours and loading areas within the site will need to be considered.

- 10.9.7. In relation to the above point about the constrained nature of the site, a number of public comments have raised concern that the westernmost projecting block of building F will close off the walkway between Phoenix Wharf and the site. At its narrowest point, the distance between the building and fence along the wharf front would be about 3.5m. In relation to this it is important to consider the access from the Phoenix Wharf area, and the route from Bathurst Basin. There are two locations along this route where it narrows to about 3m, and therefore it is not considered that the 'pinch point' created by building F will be uncharacteristic or create a worsening of any access issues. During the determination period, new lower ground stores were added to this block. Steps have been provided to access these. It is considered that these are unnecessarily large and so a condition is recommended to ensure that the design of these is revised prior to their construction.
- 10.9.8. Construction of the proposals may result in significant highway movements and obstruction of the site for pedestrians and cyclists and as such a condition to secure a construction environmental management plan is recommended below.
- 10.9.9. As discussed elsewhere in this report, the proposals seek to provide a new access into the site from the Quaker Burial Ground. The proposals also include the payment of a £40,000 contribution which will fund the provision of a footpath across the Quaker Burial Ground to Redcliffe way. This will improve the access in the area generally and is considered a significant benefit of the proposals. The contribution is referred to in the planning obligations key issue below.
- 10.9.10. In order to allow the development to come forward a traffic regulation order restricting the weight limit on the bascule bridge will need to be lifted. It is understood that this traffic order is now surplus to requirements. This will go through the usual traffic regulation order amendment processes; and a contribution to cover the cost of this is set out the in key issue on planning obligations below.
- 10.9.11. As the site will be shared use and include vehicles and pedestrians, it will need to be artificially lit in the hours of darkness. A condition requiring further details of the lighting across the site is recommended below, it is considered that this will help to ensure that light levels are appropriate for a shared use site, and also that the light does not stray into nearby ecological habitats.
- 10.9.12. The proposals are supported by a planning statement which sets out the arrangements for waste collection. It is proposed that the council's waste service will enter the site from Redcliffe Way. The site management company will then move the bins from their stores to the waste collection vehicle. Bristol Waste Company deem this to be an acceptable approach.
- 10.9.13. Overall, although it is recognised that the proposals have some limitations with regard to transportation, it is considered that these must be balanced against the other constraints of the site. It is important to note that the main concerns relate to internal movements within the site, and the transport team has not objected to the proposals. In order to provide a viable scheme that does not involve greater height, a certain amount of floor space is required to generate a scheme of sufficient development value. The viability assessment work has demonstrated the scheme value and the ability of it to provide affordable housing. It is recognised that the scheme is not likely to be entirely successful with regard to the movement within it, however it is considered that with careful management of vehicle speeds, the scheme

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will function acceptably. The recommendation is that the proposals are, on balance, acceptable due to the public benefits of bringing the site back into use, increasing access to and passive surveillance of the Quaker Burial Ground and the provision of new employment opportunities and residential units provided. This is however, a very finely balanced matter.

10.10. IS THE DEVELOPMENT ACCEPTABLE WITH REGARDS TO FLOOD RISK AND DRAINAGE?

- 10.10.1. Located adjacent to the floating harbour, the site is within flood zones 1, 2 and 3. In accordance with Policies BCS16, BCS23, DM22, DM33, BCAP5 and the NPPF, the site must therefore be subject to a sequential test, to determine if there are other suitable sites, and if there are not, an exception test to ensure that the proposed uses are acceptable for the location.
- 10.10.2. In accordance with the afore-mentioned policies a sequential test has been submitted which considers other sites in the Redcliffe Way allocation area. This sets out that there are no other suitable sites for the development proposals and is accepted. In addition, the NPPF sets out that development should only be permitted where wider sustainability benefits to the public outweigh the risk – the ‘exception test’. On this matter, the site is allocated for development in the development plan policies mentioned in this report and the proposals will regenerate an area of land which has been vacant for over 30 years. The benefits to the public set out above are considered to be sufficient to permit development on this site. Therefore the exception test is considered to be passed.
- 10.10.3. Despite passing these tests, the development still needs to be designed to mitigate flood risk to acceptable levels. Flood risk modelling of the area shows that the greatest risk of flooding comes from tidal locked fluvial flooding of the floating harbour, rather than from surface water drainage risks. The flood risk affecting the site is broken down into two parts, with the western part of the site being vulnerable to a 1 in 50 year flood event, of up to 9.4m AOD, and both western and central part being susceptible to a 1 in 200 year flood event of up to 10.2m AOD (these figures have been calculated taking into account climate change and sea level rise for 2110). As set out above, this is the reason for the flood zone 3 classification for the western part of the site, and flood zone 2 classification for the central part. Residential development is identified as ‘more vulnerable’ in planning guidance and therefore should not be provided in floodzone 3. To mitigate this, all residential floor space is set at a minimum floor level of 10.3m AOD, which is above the highest predicted flood risk level. The ground floor uses proposed within the site (the office and ‘leisure uses’) are classed as ‘less vulnerable’ and are permitted within the flood risk areas on the site. To satisfy the tests of the NPPF, the development will also be provided with flood resilience measures including demountable barriers, valves on drainage systems and flood resilient materials. A flood risk management plan will help to ensure that if flooding occurs the buildings are protected and evacuated appropriately, and this is required by condition recommended below. Key to this will be early warning for residents in building A as the access to this building is at 9.4m AOD. For certainty the provisions set out in the flood risk assessment are also secured by recommended condition below.
- 10.10.4. In summary it is considered that the risks of flooding on the site are outweighed by the public benefit, and that in times of flooding, the design of the development will be suitably robust to prevent significant risk to life or property. The development is therefore considered appropriate in accordance with the NPPF, NPPG, BCS16, BCS23, DM22, DM33 and BCAP5, and are therefore acceptable.
- 10.10.5. The site is proposed to drain into the floating harbour, through an outfall which has been passed through various filters to remove pollutants. The scheme also includes a water

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intake from the floating harbour. These are both considered to be acceptable. Recommended conditions below will ensure that the details of the drainage system are appraised by officer prior to being constructed – to ensure their functionality with regard to drainage and heritage impacts are acceptable.

10.11. IS THE DEVELOPMENT ACCEPTABLE WITH REGARD TO TREES AND ECOLOGY?

10.11.1. In accordance with policies BCS9, DM15 and DM17, green infrastructure, including trees and ecology on development sites should be safeguarded where possible. Where this is not possible, developer contributions should be taken to provide for mitigation of losses, in accordance with policy BCS11 and the Planning Obligations SPD.

10.11.2. The proposals are supported by an arboricultural assessment, which includes an assessment of the trees within and around the site, and the likely impacts of construction upon these. Perhaps the most significant tree which could be affected by the site is the large tree at the entrance to Redcliffe Wharf, on Redcliffe Way. Due to level changes in this area, and the deep rooted nature of the species, it is not considered likely that the construction of the building will result in significant impacts to the roots. In any case, in order to ensure that the roots are protected as best as possible, the condition recommended below for detailed foundation design to be submitted will also include reference to this tree, in order to ensure impacts are minimised. Some branch removal is also required and is deemed to be acceptable.

10.11.3. The proposals feature mainly hard surfacing within the public realm. This is due to the shared use nature of the site, and indeed provides for greater flexibility as to how the site is used. One tree is proposed in the new surfacing, to the front of the site. It is proposed that this tree would be a Spanish Oak, and planted as a mature tree. This would help to provide some small shade to the development, as required by policy BCAP25. The approach to landscaping within the site is supported, and recommended condition below requires the details of this to be approved prior to being constructed.

10.11.4. The assessment also sets out that in order to construct building B, seven trees are to be lost from the western wall of the Quaker Burial Ground. This loss is regrettable, however it will help to open up the Quaker Burial Ground, providing for greater passive surveillance. These trees are classified as category B and C trees, and therefore their loss needs to be mitigated. The developer has agreed to provide compensation in accordance with the Bristol Tree Replacement Scheme, which is calculated as £14,497 based upon the sizes of the trees being lost. This will be secured through a s106 agreement and is set out in the key issue on planning obligations below. The assessment also includes a plan setting out how retained trees will be protected during the construction works and this is acceptable.

10.11.5. In accordance with BCAP22, the floating harbour's role in biodiversity and sustainable drainage role must be safeguarded (and enhanced if possible) by new development. As proposed in the drainage strategy, the proposals intend to utilise the floating harbour to provide water, and drainage of the site. In this regard the proposals are considered acceptable. The proposals include the twelve mooring berths which preclude the potential for biodiversity creation on the floating harbour, this is acceptable as it is specifically considered as an allowable exception in the policy. It is important to note that the floating harbour drains into the Severn Estuary, which is protected as a Site of Special Scientific Interest, Site of Nature Conservation Interest, RAMSAR site, Special Protection Area and Special Area of Conservation. Policies BCS9 and DM19, as well as national legislation, protects these. The proposals include a filter to ensure that any pollutants released as a result of drainage are suitably free from contaminants, thereby it is not anticipated that the development proposals will result in significant impacts to these designated areas.

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10.11.6. The ecologist initially raised concern that the site could contain nesting places for protected species – particularly in the derelict buildings in the south west corner and Redcliffe Caves. An ecological survey was undertaken which found no such places. As such, it is considered that the scheme poses low risk to protected species. The ecologist has recommended that precautionary working methods are used, and this is to be controlled by conditions recommended below.

10.11.7. In summary it is considered that the development is acceptable with regards to policies BCS9, DM15, DM17, DM19, BCAP22 and BCAP25.

10.12. WILL THE DEVELOPMENT BE SUITABLY SUSTAINABLE?

10.12.1. In accordance with policies BCS13, BCS14, BCS15, BCS16 and BCAP20, developments must be sustainable in terms of their construction practices, energy use and efficiency, and should generate energy from renewable sources to further offset their impacts. The development is supported by a sustainability and energy strategy which sets out that sustainability is a key objective of this development. It is understood that the office use will seek to achieve BREEAM 'Outstanding' accreditation (the maximum possible), whilst the other non-residential uses will be BREEAM 'Excellent'. In total the emissions saving from this development will be 32% compared to the 2013 baseline building regulations requirements. This approach is considered acceptable and suitable.

10.12.2. The sustainability and energy strategy sets out that the development, overall will be built with energy efficiency in mind and will be significantly more efficient than building regulations require. In addition, renewable energy generation on the scheme is proposed incorporating solar thermal and solar PV panels. In accordance with policy BCAP21, a connection to the Bristol Heat Network is proposed, which will provide the whole site with a low-carbon source of hot water for heating and servicing the development. The proposals also feature charging points for two electric vehicles within the parking area in building F. This is to be secured through conditions recommended below. The sustainability credentials of the scheme are considered to be a significantly positive aspect of the proposals.

10.13. IS THE PROPOSED DEVELOPMENT VIABLE, AND DOES IT PROVIDE AN APPROPRIATE LEVEL OF AFFORDABLE HOUSING

10.13.1. The proposed development includes 36 dwellings that fall within Use Class C3 of the Use Classes Order, meaning that it is required to address the Council's Affordable Housing Policies. It is required to comply with Core Strategy Policy BCS17, which seeks the provision of up to 40% affordable housing subject to scheme viability. The maximum affordable housing requirement for the proposed development is 14 dwellings.

10.13.2. 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 that "where affordable housing contributions are being sought, obligations should not prevent development from going forward" (paragraph 004 reference ID: 23b-004-20140306).

10.13.3. 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.

10.13.4. 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 (e.g. build

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costs, professional fees, legal costs, financing costs) and the developers profit. All inputs are based on present day costs and values.

- 10.13.5. The proposed development is very different from the vast majority of residential developments that are required to provide affordable housing. Usually, residential developments are wholly residential, or have a small element of retail or commercial use included within a residential scheme. However, the proposed development is primarily a commercial scheme, as approximately 60% of the scheme value is generated from office and retail uses.
- 10.13.6. In addition, the City Council is the Landowner, and it has entered into a Development Agreement with the applicant, which requires the provision of high quality public realm around the waterfront, along with a floating pontoon to provide additional harbour mooring space.
- 10.13.7. Also, the entire office element of the proposed development, equating to approximately 53% of the scheme value, benefits from a pre let, meaning that this element of the scheme is substantially de-risked.
- 10.13.8. Consequently the proposed development is assessed on this basis, with Council requirements for Public Realm (approx. £1,000,000) and the Pontoon (£200,000) being incorporated. Because the scheme is commercially led, profit margins are expressed as profit on cost, rather than profit on value.
- 10.13.9. The applicant has claimed that, to remain viable in planning terms, the proposed scheme is unable to provide any affordable housing. A viability report has been submitted by their agent, CBRE, in support of this claim.
- 10.13.10. Officers have commissioned BNP Paribas to assess the viability information and advise the Council as to whether the applicants claim is reasonable. BNP Paribas have assessed the values and costs associated with the development, and liaised with CBRE to attempt to resolve areas of dispute.
- 10.13.11. The main appraisal inputs including areas of difference between CBRE and BNP Paribas are set out in the following table:

Office rental and investment values	BNP Paribas have accepted the rental and investment valuations agreed between the applicant and Arup, despite rentals and investment valuations having increased in value since this deal was done.
Residential sales values	BNP Paribas considered that the residential sales values should be £255,000 higher than those identified by CBRE.
Retail rental and investment values	BNP Paribas have agreed the rental values identified by CBRE, but consider that a rent free period of 1 year (rather than the 18 months identified by CBRE) is appropriate. BNP Paribas also consider that the investment valuations should be higher than those originally suggested by CBRE.
Build Costs	BNP Paribas have accepted the two build cost plans produced by Gardiner & Theobald and Midas on behalf of the applicant. These result in build costs that are higher than would normally be expected, but which are reflective of the requirements for high

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	quality design and public realm on this important waterfront site.
Fees	Due to the commercial led nature of the development there are a range of specific fees over and above what would normally be expected from a straightforward residential development. In addition, as part of the development agreement, the applicant has been required to cover a number of the Councils legal and surveying costs. These specific fees have all been accepted by BNP Paribas. In addition to these specific fees, CBRE has also identified general Professional Fees at 12% of build costs. BNP Paribas consider this percentage to be high and have adopted a figure of 10% of build costs.
Finance costs	BNP Paribas have adopted a figure of 6% for borrowing costs, which is reflective of the costs agreed in respect of recently agreed schemes such as Blackberry Hill Hospital, Plot ND7, Redcliffe Quarter etc. CBRE consider that this figure should be higher at 6.5%.
Developers profit	CBRE have identified an overall profit margin of 17.5% profit on cost in order for the scheme to be viable. BNP Paribas have agreed that this is an appropriate profit margin.

10.13.12. Site Value can be calculated by identifying the Existing Use Value of a site and applying a premium (usually 20% on brownfield sites) to incentivise the owner to bring the site forward for development. Alternatively, the price paid for the site can be considered as the Site Value, provided that the purchaser did not pay an overly inflated price.

10.13.13. In this instance the Development Agreement entered into by the applicant and the Council specifies a purchase price of approximately £770,000. The site is approximately 1.7 acres in size, giving a value of £450,000 per acre. This is low for a prime City Centre Site, and it reflects the Council's requirements for a high specification development containing high quality public realm. Consequently it is agreed that the Site Value of £770,000 is reasonable.

10.13.14. With a Site Value of £770,000 the BNP Paribas appraisal shows a surplus (over and above the applicant's 17.5% profit) of £368,978, meaning that the development is viable and able to provide some affordable housing. This surplus translates into the on-site provision of three one bedroom affordable dwellings, equivalent to 8.3%.

10.13.15. The applicant has not formally agreed with the conclusions contained in the BNP Paribas report. However, officers consider that the report is robust and appropriately evidenced and recommend that the proposals are approved subject to the applicant entering into a Section 106 Agreement to provide three one bedroom affordable dwellings. This is set out in the key issue below. If this level of affordable housing cannot be agreed then the proposals will either be brought back to committee or refused by officers under delegated powers.

10.14. WHAT PLANNING OBLIGATIONS ARE NECESSARY TO MITIGATE THE IMPACT OF THE DEVELOPMENT?

10.14.1. New development may create a need for measures to mitigate its impact, without which

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there would be a detrimental effect on local amenity and the quality of the environment. Planning obligations are the mechanism by which these measures are secured. The framework for planning obligations is contained within Paragraphs 203 to 205 of the National Planning Policy Framework (March 2012) and the regulations governing their use are contained within part 11 of the Community Infrastructure Levy Regulations 2010 (as amended).

10.14.2. The required mitigation will be secured through legal agreements in relation to s106 of the Town and Country Planning Act 1990, or s278 of the Highways Act 1980. If the planning application (17/02049/F) is provided with a resolution to grant then these agreements will be negotiated. For reference, the planning obligations identified do not relate to the listed building consent application (17/02050/LA) because the mitigation does not relate to the listed structures on the site. The justification for each of the planning obligations is set out in the relevant key issue above.

10.14.3. Committee Members should be advised that the Transport Development Management Team requested £96,642 towards the full upgrade of bus stops and shelters on Redcliffe Way. However, due to the low number of bus users anticipated from this site (as set out in the transport assessment) it is not considered that this would be fairly and reasonably related in scale to the impacts of the development, and therefore planning officers have declined to require it. However, this contribution was taken into account in the assessment of the viability of the development presented in this report and therefore it is likely that the viability of the development will improve without this bus stop contribution. Officers will update members on the up-to-date viability position (including affordable housing) at the committee meeting.

10.14.4. The contributions to be provided by the development through a s106 agreement are to include:

- An affordable housing contribution of at least three one-bedroom units and any remaining surplus of contribution as a financial payment or towards further affordable units on site.
- A contribution of £40,000 for Quaker Burial Ground access improvements
- A contribution of £5,000 for the audit and management of travel plans on the site
- A contribution of £5,395 for the amendment of traffic regulation orders relating to the development, specifically to remove the weight restriction on the Redcliffe Way Bascule Bridge
- Contribution of £14,497 towards replacement trees in accordance with the provisions set out in DM17 and the SPD on planning obligations
- A sum of £3,000 for the maintenance of fire hydrants on site

10.14.5. The provisions to be provided under a s278 agreement include works to improve the area to the front of the site, around the access to Redcliffe Wharf from Redcliffe Way.

10.15. WHAT CONDITIONS ARE APPROPRIATE?

10.15.1. The recommended conditions for the separate planning application (17/02049/F) and listed building consent application (17/02050/LA) are set out in the recommendation below. The conditions applied to the listed building consent are fewer in nature and apply to the elements of the proposals which affect the listed structures on Redcliffe Wharf, which is the wall at the front alongside the floating harbour and the bollards (or mooring posts).

11. COMMUNITY INFRASTRUCTURE LEVY (CIL)

11.1.1. The development is liable to pay £505,371.70 in CIL costs.

12. CONCLUSION

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- 12.1.1. The proposals are for the mixed use re-development of a long-vacant site. There are numerous public benefits resulting from the scheme including the delivery of a new harbourside attraction, new homes and jobs, improved access into and passive surveillance of the Quaker Burial Ground, new mooring berths and a ferry stage and repairs to the listed wall. There are drawbacks to the proposals which include harm to listed structures on the site and the setting of nearby listed buildings, internal movements and access and outlook / overlooking. Officers consider that on balance, the public benefits outweigh the drawbacks.
- 12.1.2. The viability of the site has been assessed and it is considered that the development can support and provide on-site affordable housing, which will be negotiated if the recommendation of this report is approved.

13. RECOMMENDATION

RECOMMENDED GRANT subject to Planning Agreement

(A) That the applicant be advised that the Local Planning Authority is disposed to grant planning permission and listed building consent, subject to the completion, within a period of six months from the decision of this committee (or any other time as may be reasonably agreed with the Service Manager, Development Management) 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 cover the following matters:

- An affordable housing contribution of at least three one-bedroom units and any remaining surplus of contribution as a financial payment or towards further affordable units on site.
- A contribution of £40,000 for Quaker Burial Ground access improvements
- A contribution of £5,000 for the audit and management of travel plans on the site
- A contribution of £5,395 for the amendment of traffic regulation orders relating to the development, specifically to remove the weight restriction on the Redcliffe Way Bascule Bridge
- Contribution of £14,497 towards replacement trees in accordance with the provisions set out in DM17 and the SPD on planning obligations
- A sum of £3,000 for the maintenance of fire hydrants on site.

If a planning agreement that includes the above cannot be signed by all relevant parties within six months of the committee decision (or other timescale as may be reasonably agreed with the Service Manager, Development Management) the application will be referred back to the committee or refused by officers under delegated powers.

(B) That the Head of Legal Services be authorised to conclude the Planning Agreement to cover matters in recommendation (A).

(C) That on conclusion of the Planning Agreement referred to in recommendation (B) and receipt of funds to cover the council's costs of preparing this, planning permission and listed building consent be granted, subject to the following conditions. Minor variations to these conditions may be undertaken prior to issuing the decision notices if so approved by the Service Manager, Development Management.

Recommended Conditions relating to application 17/02049/F:

1. Full Planning Permission

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

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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

2. Phasing plan

Prior to the commencement of the development hereby approved a phasing plan setting out the following provisions shall be submitted and approved in writing by the local planning authority.

- a) Delineation of distinct areas within the site. The delineated areas must, in combination, cover the whole site as identified on plan 1100 A 'Location Plan'.
- b) A timetable setting out when development will be commenced, completed and when the uses hereby approved will first commence for each of the areas set out in the submission under part a) of this condition.

The development shall be commenced, completed and approved uses first commenced in accordance with the approved details.

Reason: To ensure that the development takes place and is occupied in a co-ordinated manner in order to prevent negative effects on the conservation area or future occupants.

Informative: the areas identified in part a) of this condition are to be identified at the discretion of the developer. They may, for example, relate to different areas or units within the same building, if this is so desired. However details submitted should provide that the residential units will not be occupied until the ground floor commercial units in the same building are constructed and available for occupation.

3. Relocation of Hoists

Prior to the commencement of the development hereby approved proposals for the relocation or storage of the hoists currently on the site in the approximate location of building A as shown on the approved plans shall be submitted to and approved in writing by the local planning authority. The details submitted must include a timetable for the proposed relocation / storage.

The development shall be undertaken in accordance with the approved details.

Reason: to ensure that heritage assets on the site are safeguarded.

4. Highway condition survey

Prior to the commencement of the development hereby approved, the following will be undertaken:

- a) a highway condition survey will be undertaken, submitted to and approved in writing by the local planning authority. This will include all highway routes as directed in writing by the Local Planning Authority.
- b) Following completion of the works necessary to allow all of the uses hereby approved to commence, the developer shall re-survey the routes that were surveyed in the highway condition survey approved under part a) of this condition and any other additional routes if so directed in writing by the local planning authority. A report setting out the findings of this re-survey must be approved in writing by the local planning authority prior to the first commencement of use(s) hereby approved of the final development phase set out in the documents approved under condition 2.

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Reason: to help identify where damage may occur to the public highway as a result of development.

5. Approval of road works necessary

The development hereby approved shall not commence until details of the following works to the highway have been submitted to and approved in writing by the Local Highway Authority, in general accordance with plan [TBC]

- a) Improved surface of footway at Redcliffe Way
- b) improved vehicle crossover

The approved details shall be implemented in full prior to the first commencement of the uses or first occupation of buildings hereby approved and maintained thereafter for the lifetime of the development.

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

6. Noise Sensitive Premises Assessment

A detailed acoustic report on the existing noise climate at the development site will be submitted to and approved in writing by the Council prior to the commencement of the development hereby approved.

The details submitted shall specify the development phase(s) to which they relate. The report shall include a scheme of noise insulation measures for all residential accommodation. The noise insulation measures shall be designed to achieve noise insulation to a standard that nuisance will not be caused to the occupiers of residential accommodation by noise from the following:

- a) Music and customer noise from the nearby licensed premises over a weekend and from the licensed premises to be provided as part of the development.
- b) Customers using the commercial / retail uses hereby approved (including customers in any outside area of the site).
- c) Ventilation, refrigeration and air conditioning plant or equipment
- d) Servicing (deliveries and refuse collections)

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 Methods for rating and assessing industrial and commercial sound and BS 8233: 2014 Guidance on sound insulation and noise reduction for buildings or in accordance with the most up-to-date superseding documents / guidance.

The approved details shall be implemented in full prior to the first occupation in each phase, as approved under condition 2, of floor space to be dedicated to uses A1, A2 or A3 and maintained thereafter for the lifetime of the development.

Reason: to safeguard amenity against the potential for disturbance from noise.

7. Approval of arboricultural working statement

The development hereby approved shall not commence until the protective fences have been erected

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around the retained trees in the position and specification as set out in the document titled 'Tree Survey, Arboricultural Impact Assessment Arboricultural Method Statement & Tree Protection Plan In Accordance with BS 5837:2012 Revision A' produced by Haydens dated 20 September 2017 and plan numbered '5853 – D A' the file ref of which is 'C:\Pro\5853-D-Redcliffe Wharf Bristol-TS&AIA-Rev A.dwg'

The Local Planning Authority shall be given not less than two weeks prior written notice by the developer of the commencement of works on the site in order that the council may verify in writing that the approved tree protection measures are in place when the work commences.

The development hereby permitted shall be undertaken in accordance with the tree protection method statement as set out in part 5 of the document titled 'Tree Survey, Arboricultural Impact Assessment Arboricultural Method Statement & Tree Protection Plan In Accordance with BS 5837:2012 Revision A' produced by Haydens dated 20 September 2017 and plan numbered '5853 – D A' the file ref of which is 'C:\Pro\5853-D-Redcliffe Wharf Bristol-TS&AIA-Rev A.dwg'.

The approved fence(s) shall be in place before any equipment, machinery or materials are brought on to the site for the purposes of the development and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Within the fenced area(s) there shall be no scaffolding, no stockpiling of any materials or soil, no machinery or other equipment parked or operated, no traffic over the root system, no changes to the soil level, no excavation of trenches, no site huts, no fires lit, no dumping of toxic chemicals and no retained trees shall be used for winching purposes. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the council.

Under no circumstances should the tree protection be moved during the period of the development and until all works are completed and all materials and machinery are removed.

Landscaping works within protected areas must be agreed before its implementation by the Local Planning Authority in writing and carried out when all other construction and landscaping works are complete.

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

8. Additional Arboricultural Supervision

Prior to the commencement of demolition/development a pre-commencement site meeting shall be held and attended by the developer's arboricultural consultant and the designated site foreman and manager to discuss details of the working procedures.

Subsequently the developer's arboricultural consultant must be present to oversee the alterations to root protection area and branch reduction of the tree referenced 'T034' on plan numbered '5853 – D A' the file ref of which is 'C:\Pro\5853-D-Redcliffe Wharf Bristol-TS&AIA-Rev A.dwg'.

Copies of written site notes and/or reports detailing the results of site supervision and any necessary remedial works undertaken or required shall be submitted to the local planning authority within 2 weeks of the meeting and be approved in writing by the Local Planning Authority. Any approved remedial works shall subsequently be carried out under strict supervision by the arboricultural consultant immediately following that approval.

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Reason: In order that the Local Planning Authority may be satisfied that the trees to be retained on-site will not be damaged during the construction works and to ensure that as far as possible the work is carried out in accordance with current best practice.

9. Notification of commencement of use and district heating

At least 6 weeks prior to the commencement of work to provide any foundations or drainage relating to the development hereby approved, the developer will provide written notice to the local planning authority of the intention to commence foundation / drainage construction. If at this time there is a viable district heating network present with pipework that can be connected to the development within a 30 metre area of the site, the development will connect into this district heating network and it will be utilised to provide the hot water to the development.

Reason: To ensure that district heating is utilised if the infrastructure is in place and available in accordance with the submitted sustainability and energy strategy.

10. To ensure implementation of a programme of archaeological works

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

A Written Scheme of Archaeological Investigation shall be submitted to and approved in writing by the Local Planning Authority.

The Written Scheme of Archaeological Investigation shall identify the development phase(s) to which it relates and include an assessment of significance and research questions; and:

- a) The programme and methodology of site investigation and recording
- b) The programme for post investigation assessment
- c) Provision to be made for analysis of the site investigation and recording
- d) Provision to be made for publication and dissemination of the analysis and records of the site investigation
- e) Provision to be made for archive deposition of the analysis and records of the site investigation
- f) Provision to be made to ensure that all groundworks, including geotechnical works, are monitored and recorded by an archaeologist or an archaeological organisation as part of a watching brief
- g) Nomination of a competent person or persons/organisation to undertake the works set out within the Written Scheme of Investigation
- h) Nomination of a competent person or persons/organisation to undertake the watching brief set out within the Written Scheme of Investigation
- i) A timetable for implementation, in accordance with and direct relation to, the development phases approved under condition 2
- j) information to demonstrate that the contents of the Written Scheme of Archaeological Investigation will be implemented

The approved scheme of investigation will be implemented in full in accordance with the timetable set out therein.

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

11. Construction environmental management plan

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Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

Details of construction environmental management will be submitted to and approved in writing by the local planning authority. The details submitted shall identify which development phase(s) they relate to and include provisions for:

- a) parking of vehicle of site operatives and visitors
- b) routes for construction traffic when going to and leaving the site
- c) hours of operation including working hours for all works and ancillary operations which are audible at the site boundary
- d) method of prevention of mud being carried onto highway
- e) pedestrian and cyclist protection
- f) proposed temporary traffic restrictions
- g) arrangements for turning vehicles
- h) location of works compounds associated with the construction of the site
- i) arrangements for deliveries to the site
- j) mitigation measures against noise and vibration impacts to surrounding areas
- k) procedures for emergency deviation of the agreed working hours
- l) measures for control of dust and other air-bourne pollutants
- m) methods of artificially lighting the site when required for safe working or security purposes and demonstration of the impacts on this on surrounding areas by providing lux contour plans

The approved details will be implemented in full throughout the construction of the relevant development phase(s).

Reason: to ensure the impacts of the development on the public highway and on amenity of the surrounding area are mitigated to appropriate levels.

12. Contaminated Land – Site Investigation and Proposed Remediation Strategy

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

A remediation strategy to deal with the risks associated with contamination of the site will be submitted to, and approved in writing by, the Local Planning Authority. In order to achieve this, the following will be undertaken (details submitted must specify which development phase(s) they relate to):

- a) The methodology of a site investigation scheme, based on the findings of the report submitted in support of the application titled 'Geo-Environmental Desk Study' prepared by ARUP dated 25 January 2017, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site will be submitted to and approved in writing by the local planning authority.
- b) The results of the site investigation and the detailed risk assessment approved under paragraph 'a' above 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 will be submitted to and approved in writing by the local planning authority.
- c) 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 approved under paragraph 'b' are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action will be submitted to and approved in writing by the local

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planning authority.

The approved details shall be implemented in full prior to the first commencement of the uses hereby approved within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in line with paragraph 109 of the National Planning Policy Framework.

13. To ensure a suitable foundation design to preserve archaeological features and trees within or near to the site has been secured

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

Detailed designs for the foundations, basements, piling configuration (if required) and services together with a method statement for their construction will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall specify the development phase(s) to which they relate and shall include the following details:

- a) plans and sections of, and ground investigation reports relating to, the proposed foundations, basements, piling configuration (if required) and services
- b) the significance of any archaeology likely to be affected by the proposals submitted under part 'a' of this condition.
- c) the predicted impact of the proposals submitted under part 'a' of this condition on trees within or surrounding the site

The approved details will be implemented in full prior to the first commencement of approved uses within the relevant development phase.

Reason: To ensure the preservation in situ of archaeological features of identified importance.

14. Sustainable Drainage System (SuDS)

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

Details of the design, management and maintenance of surface water drainage for the site will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall be in general accordance with the report titled 'Flood Risk Assessment', prepared by ARUP and dated 13 March 2017, and shall identify the development phase(s) to which they relate. The submitted details shall include details of:

- a) the location of the proposed drainage infrastructure including filtration measures for surface water runoff
- b) size and location of water attenuation storage capacity to be provided as part of the development
- c) details to demonstrate high likelihood of compliance of the drainage for the site with the requirements of condition 35 attached to this decision notice.

The approved drainage system shall be implemented in accordance with the approved details prior to the first commencement of the use(s) hereby approved within the relevant development phase

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and maintained thereafter for the lifetime of the development.

Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.

15. Ecological Precautionary Method of Working

Prior to the commencement of the relevant development phase as set out in the details approved under condition 2:

A method statement for a Precautionary Method of Working (PMW) with respect to vegetation and site clearance and the potential presence of bats, nesting birds and any other legally protected and priority species to include common toads and hedgehogs shall be prepared by a suitably qualified ecological consultant and submitted to and approved in writing by the Local Planning Authority. The submitted PMW will include provisions to inform all persons working on the site during its construction of the appropriate actions to be undertaken in case protected species are discovered. The PMW shall incorporate the relevant elements from the Ecological assessment carried out by Clarkson & Woods Ecological Consultants and dated March 2017, as updated by the document titled Bat and Black Redstart Survey carried out by Clarkson & Woods Ecological Consultants and dated July 2017. The details submitted shall specify the development phase(s) to which they relate.

The development shall be carried out in full accordance with the approved method statement throughout the construction of the relevant development phase.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration.

Pre-Occupation

16. Vehicular Access / Servicing Strategy

No building hereby approved shall be occupied nor use hereby approved be first commenced until a strategy relating to how the site will be accessed and serviced by any and all vehicular traffic has been submitted to and approved in writing by the local planning authority. The strategy will include details of:

- a) Management of deliveries to the site including the hours during which deliveries will be prohibited, restrictions on size of vehicles, routes to and from the site, routes of vehicles within the site.
- b) Non-waste collection from the site including hours during which collection from the site will be prohibited, restrictions on size of vehicles, routes to and from the site, routes of vehicles within the site.
- c) Waste collection from the site including hours during which waste collection from the site will be prohibited, restrictions on size of vehicles, routes to and from the site, routes of vehicles within the site.
- d) Method of informing occupants and visitors to the site about the relevant access restrictions / provisions set out in the submitted strategy.

The approved details shall be implemented in full immediately following the first commencement of any of the approved uses and shall continue to be implemented thereafter for the lifetime of the development.

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Reason: to ensure that potential risks from vehicular traffic to the safe movement of persons and vehicles around the site, and to the amenity of occupants of the development are appropriately mitigated.

17. Further Details in Relation to Flood Risk Management

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of the following will be submitted to and approved in writing by the local planning authority.

Details submitted will identify which development phase they relate to.

- a) Identification and provision of safe route(s) into and out of the site to an appropriate and clearly identified safe haven.
- b) procedures and practices to be employed to ensure that occupants of the development and visitors to the development are kept safe in the event of a flood event on the site, including rescue where necessary.
- c) details of the construction, storage, fixing and operation of flood barrier/gates proposed for the entrance to the residential car park in Building F. The flood barrier/gate will provide effective flood protection up to a level of 9.4m AOD.

The approved details shall be implemented in full prior to the first commencement of approved uses within the relevant phase and maintained thereafter for the lifetime of the development.

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

18. Contaminated Land – Implementation of Approved Remediation Scheme

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

A verification report demonstrating the completion of works as approved under condition 12 and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

19. Further details of before relevant element started

Detailed drawings at an appropriate scale of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun.

- a) typical details of all external cladding systems for each building hereby approved
- b) typical details of all types of doors and window opening including sills, lintels, surrounds, reveals and design of external doors and windows for each building hereby approved
- c) typical details of all balcony types and treatments for each building hereby approved
- d) typical details of shop frontages, location for signage for each building hereby approved

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- e) typical details of eaves, soffits, brise soleils, overhangs, ridge, parapets, coping and balustrades for each building hereby approved
- f) typical details of rain water goods for each building hereby approved
- g) typical details including colour of materials, dimensions, layout and fixings of the proposed solar photovoltaic and solar thermal panels.
- h) typical details of junctions between materials for each building hereby approved including on walls and roofs
- i) typical details of vertical and horizontal surfaces providing ventilation of substations, car parks and refuse stores (if applicable) for each building hereby approved.
- j) detailed designs of clerestory elements on roof of Building B as identified on the approved plans including dimensions, materials, finishes
- k) details of approach to all boundary and retaining walls on and surrounding the site including details of repairs, partial demolition and re-pointing
- l) details of repairs to buildings identified as C and D on the approved plans including replacement fabric, pointing, wall and roof finishes
- m) details of the steps to be provided into the lower ground floor of building F as shown on the approved plans
- n) details of the steps to be provided to the west of building E as shown on the approved plans
- o) details of proposed gateway / access to the Quaker Burial Ground from Redcliffe Wharf
- p) details including colour of materials, dimensions, layout, foundations and fixings and security fencing of the proposed pontoon providing mooring berths, exhibition berth and ferry landing stages.
- q) details of the outfall proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- r) details of the intake proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- s) details of repointing of listed wharf wall including mortar mix and colour, extent of repairs required and replacement fabric (if required)
- t) details of repainting for listed bollards (mooring posts) including any surface preparation and colour / finish of paint
- u) construction details including boundary treatment for the laying and provision of paving materials surrounding the listed bollards

The detail thereby approved shall be implemented in accordance with that approval prior to the first commencement of the approved uses within the relevant development phase as approved under condition 2 and maintained thereafter for the lifetime of the development.

Reason: In the interests of visual amenity and the character of the area and to safeguard listed structures.

20. Samples before specified elements started

- a) samples of the external materials including wall facing materials, external cladding, plinth, external doors and windows including frames, sills, lintels and surrounds, door / window decorative features, eaves, soffits and rainwater goods for each of the buildings will be provided on site for inspection and will be approved in writing by the local planning authority prior to the commencement of construction of the relevant element
- b) sample panels demonstrating, where present, the colour, texture, face bond and pointing of any new brick or stone blockwork walls for each of the buildings will be provided on site for inspection and will be approved in writing by the local planning authority prior to the commencement of construction of the relevant element
- c) samples of roofing materials to be utilised in the development for each of the proposed and renovated buildings will be provided on site for inspection and will be approved in writing by

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the local planning authority prior to the commencement of construction of the relevant element

The approved details will be implemented in full prior to the first commencement of the uses or first occupation of buildings hereby approved within the relevant development phase as approved under condition 2 and maintained thereafter for the lifetime of the development.

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

21. Submission and approval of hard and soft landscaping

Prior to the commencement of the relevant element listed below a scheme of hard and soft landscaping shall be submitted to and approved in writing by the local planning authority. The details submitted shall identify the development phase(s) to which they relate in accordance with the details approved under condition 2 and shall set out:

- a) species proposed to be planted at ground floor level and at roof terrace level
- b) maturity / sizes of specimens to be planted
- c) typical specifications of tree pits and planting beds
- d) surface treatment for hard surfaces at ground floor level and roof terrace level
- e) sectional details showing the proposed construction of the roof terraces
- f) construction details for junctions between paving materials (showing level changes), and between hard and soft surfacing
- g) details of fire hydrants to be provided within the site including location, access and surface treatment above these
- h) detailed proposals for the removal, safe storage on site and relocation of the existing weigh-bridge on the site.
- i) details of street furniture including fencing along the front of Redcliffe Wharf adjacent to floating harbour, seating and lighting and fixings of these into the ground
- j) arrangements for the management / maintenance of the landscaping so as to ensure vegetation does not interfere with users of public highway and to ensure planting is maintained

The proposals will be in general accordance with the approved plans.

The approved details shall be implemented so that all approved elements are completed and planting can be carried out no later than the first planting season following the first commencement of approved uses in the relevant development phase. All planted materials shall be maintained for five years or until established, whichever is the longer. Any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

The management and maintenance proposals as approved under part j) of this condition will be implemented for the lifetime of the development.

Reason: To protect and enhance the character of the site and the area and to ensure its appearance is satisfactory and also to ensure that appropriate highway visibility is maintained.

22. Provision of Public Art in Accordance with Strategy

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Detailed designs for the public art work for the relevant development phase will be submitted to and

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approved in writing by the Local Planning Authority.

The designs will be accompanied by a timetable for the installation of the art work in line with the development build programme, together with details of how the work will be maintained.

The designs will be in general accordance with the provisions set out in the document 'Public Art Strategy including Artist's Designs by Alastair Mackie', Version 05, prepared by Ginko, dated February 2017. The budget for the proposals shall be as set out within this document.

The development shall be undertaken in accordance with the approved details.

Reason: In order to secure public art as part of the development in the interests of the amenity of the area.

23. Travel plans – Office Use

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

A revised travel plan relating to the office uses (B1a) hereby approved shall be submitted to and approved in writing by the local planning authority. The submission will specify which development phase it relates to and will include monitoring and review timetable and indicators.

From first commencement of approved use within the relevant development phase, the development will be managed in strict and full accordance with the approved travel plan details for the lifetime of the development, subject only to revisions to the approved in writing by the Local Planning Authority undertaken following monitoring and review.

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

24. Travel Plan Statement – Commercial Use

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

A travel plan statement relating to the commercial uses on the site (A1 / A2 / A3) hereby approved shall be submitted to and approved in writing by the local planning authority. The submission will specify which development phase(s) it relates to and will include monitoring and review timetable and indicators.

From first commencement of approved use within the relevant development phase, the development will be managed in strict and full accordance with the approved travel plan statement for the lifetime of the development, subject only to revisions to the approved in writing by the Local Planning Authority undertaken following monitoring and review.

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

25. Security details

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Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of the security measures to be installed into the relevant development phase(s) will be submitted to and approved in writing by the local planning authority. The details shall set out which development phases they relate to and shall include:

- a) CCTV locations
- b) Details of typical door and window security credentials
- c) Details of access / exit from the roof terraces on Building F (as shown on the approved plans).

The approved details shall be implemented in full prior to the first commencement of the approved use(s) within the relevant phase(s) and will be maintained thereafter for the lifetime of the development.

Reason: to ensure sufficient security is provided to the occupants of the development.

26. Odour Assessment (A3 uses)

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of ventilation/extraction equipment serving any commercial kitchen will be submitted to and approved in writing by the Local Planning Authority. The details shall specify the development phase(s) to which they relate and include the following:

- a) Specification of equipment
- b) Method of ensuring that plant fumes and smells do not affect residents or neighbouring occupiers
- c) Management/maintenance schedule.
- d) Monitoring procedure and reporting to the city council department responsible for pollution control matters
- e) Definition of thresholds of odour nuisance to occupants of the development and mitigation measures for instances where these thresholds are breached.

The details provided shall be in accordance with Annexe B of the 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System'. Published electronically by Department for Environment, Food and Rural Affairs, or the most up to date superseding document / guidance.

The approved details shall be implemented in full prior to the first commencement of the hereby approved uses of the floor space identified as uses A3 on the approved plans within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To safeguard the amenity of occupiers of nearby premises and the area.

27. External Artificial Lighting on the site

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details for all proposed external artificial lighting to be provided as part of the development phase will be submitted to and approved in writing by the Local Planning Authority. The details provided shall set out which development phase they relate to and shall include:

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- a) A lux level contour plan, and should seek to minimise light spill onto the Floating Harbour Wildlife Corridor site. The lux contour plan should show lux levels at frequent intervals (lux levels at 0, 0.2, 0.5, 1, 1.5, 2, 3, 4, 5 lux and higher are particularly useful) and extend outwards to additional levels (above the pre-existing background light level) of zero lux. The lux contour levels should be superimposed on a site plan which includes all land that is affected by raised light levels (including potentially land outside the red line planning application area).
- b) demonstration that the lighting of the site shall be suitable given the shared use of the site for pedestrians and vehicles
- c) demonstration that External artificial lighting to the development will conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting contained within Table 2 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01:2011, or any superseding document(s).

The approved details shall be implemented in full prior to the first commencement of the approved uses within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To conserve legally protected bats and other nocturnal wildlife and to ensure a safe and suitable environment during hours of darkness for users of the site.

28. To ensure completion of a programme of archaeological works

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Evidence that the archaeological site investigation and post investigation assessment will be completed in accordance with the programme and timetable set out in the Written Scheme of Archaeological Investigation approved under condition 10 and the provision made for analysis, publication and dissemination of results and archive deposition will be secured will be submitted to and approved in writing by the local planning authority.

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

29. BREEAM

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The following information will be submitted to and approved in writing by the local planning authority:

- a) The full BREEAM Post Construction report prepared by the registered BREEAM assessor together with confirmation that this has been submitted to the BRE (including dates/ receipt confirmation email from the BRE)
- b) A letter of confirmation from the BREEAM assessor confirming any known reasons why the building may not be able to achieve the credits and rating indicated in the final BREEAM post construction report.

Within 3 months of first commencement of approved uses within the relevant development phase the final post construction BREEAM certificate(s) indicating that a BREEAM 'Excellent' rating has been achieved shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the development is built in a sustainable manner in accordance with BCS15

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(Sustainable design and construction), and BCAP20 (Sustainable design standards).

30. Provision of Ecological Mitigation

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

Details of ecological mitigation will be submitted to and approved in writing by the local planning authority. The scheme shall be in general accordance with the documents submitted in support of the proposals titled 'Ecological assessment' carried out by Clarkson & Woods Ecological Consultants and dated March 2017 and 'Bat and Black Redstart Survey' carried out by Clarkson & Woods Ecological Consultants dated July 2017. The submitted details will set out the dimensions, materials and location of the following within the site as a whole (once all development phases are completed):

- 15 bird nesting places or boxes including 10 swift nesting places or boxes and 3 black redstart nesting places or boxes
- 5 bat nesting places or boxes

The approved details shall be implemented in full prior to the first commencement of approved uses in the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To ensure the protection of legally protected and priority (Section 41) species which are a material planning consideration.

31. Hours of Use of Indoor Areas

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

An Hours of Use Management Plan will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall identify to which development phase they relate to and shall include:

- a) details of the areas that will be used
- b) the times the areas will be used

The approved details shall be implemented in full immediately following the first commencement of approved uses within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To protect the amenities of adjoining occupiers.

32. Hours of Use of Outdoor Areas

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

An Outdoor Area Management Plan will be submitted to and approved in writing by the Local Planning Authority. The details submitted shall identify to which development phase they relate and shall include:

- a) details of the areas that will be used
- b) the times the areas will be used
- c) approximate numbers of seats and tables and how the areas will be supervised

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The approved details shall be implemented in full immediately following the first commencement of approved uses within the relevant development phase and maintained thereafter for the lifetime of the development.

Reason: To protect the amenities of adjoining occupiers.

33. Contaminated Land – Reporting of Unexpected Contamination

If, at any time during the construction of the development hereby approved, 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 a remediation strategy detailing how this contamination will be ameliorated to suitable levels and the timetable for this has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved in accordance with the approved timetable.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 109 of the National Planning Policy Framework.

34. Energy and Sustainability in accordance with statement:

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The buildings within the relevant development phase will be constructed so as 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 sustainability & Energy Strategy submitted in support of the application prepared by Hoare Lea and dated 28 April 2017.

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. Implementation of Flood Risk Mitigation

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The construction of the development within the relevant development phase will be in strict and full accordance with the submitted Flood Risk Assessment (FRA) Issue 4, produced by ARUP, dated 13 March 2017 and the following mitigation measures detailed within the FRA shall be implemented in full prior to the first commencement of approved uses within the relevant development phase:

- a) All residential finished floor levels are set no lower than 10.3m above Ordnance Datum (AOD).
- b) All commercial finished floor levels are set no lower than 9.4m above Ordnance Datum (AOD) except for Building A identified on the approved plans where the finished floor level should be

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set no lower than 7.8m above Ordnance Datum (AOD) as per the submitted plans.
c) Flood-resilience measures detailed in section 4.3 in the FRA.

Reasons:

- a) To ensure safe access and egress from and to the site.
- b) To reduce the risk of flooding to the proposed development and future occupants.
- c) To reduce the risk of flooding to the proposed development and future occupants.

36. Completion of Vehicular Access - Shown on approved plans

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The means of vehicular access shown on the approved plans to the relevant development phase will be constructed and completed in accordance with the approved plans and the said means of vehicular access shall be retained for access purposes only for the lifetime of the development.

Reason: In the interests of highway safety.

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

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The means of access for pedestrians and/or cyclists shown on the approved plans to the relevant development phase will be constructed in accordance with the approved plans and shall be retained for access purposes only for the lifetime of the development.

Reason: In the interests of highway safety.

38. Completion and Maintenance of Car/Vehicle Parking - Shown on approved plans

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The car/vehicle parking area shown on the approved plans within the relevant development phase will be completed. The area shall be kept free of obstruction and available for the parking of vehicles associated with the development for the lifetime of the development.

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

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

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The cycle parking provision shown on the approved plans within the relevant development phase will be completed. These will be kept free of obstruction and available for the parking of cycles only for the lifetime of the development.

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

40. Completion of Refuse and Recycling Facilities

Prior to the first commencement of approved uses in the relevant development phase as set out in the details approved under condition 2:

The refuse and recycling stores shown on the approved plans within the relevant development phase will be completed. These will be kept free of obstruction and available for the storage of refuse and recycling only for the lifetime of the development.

Reason: To ensure the provision and availability of adequate refuse and recycling storage.

Post-Development Management

41. Limitation of Uses - 'A1 (Shops)' Land Use

At any single point in time a maximum of 200 square metres of floor space within the development as a whole shall be used for A1 (shops) as defined in the Town and Country Planning Use Classes Order 1987 (as amended).

Reason: In order to protect the vitality of existing identified centres

42. Travel plans – Residential Uses

The development will be managed in strict and full accordance with the document titled 'Residential Travel Plan Statement' produced by ARUP and dated 30 January 2017 for the lifetime of the development, subject only to revisions which have been approved in writing by the Local Planning Authority.

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

43. Canopies or Covers on Building B Roof Terraces

At no point during the lifetime of the development may canopies or covers be erected upon or installed onto the roof terraces on Building B (as shown on the approved plans), except in the scenario where these covers are no taller than the parapets or balustrade (whichever is the tallest) to the specific roof terrace upon which the cover is erected. The only exception to this is if details relating to the design of the structure, including materials, dimensions and colour(s), and the duration of its erection have previously been submitted to and approved in writing by the local planning authority.

Reason: in order to safeguard the views and setting of listed buildings in the vicinity of the development.

44. Noise from plant & equipment affecting residential

The rating level of any noise generated by plant & equipment as part of the development shall be at

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least 5 dB below the pre-existing background level at any time at any residential premises.

Any assessments to be carried out and be in accordance with BS4142: 2014 Methods for rating and assessing industrial and commercial sound or the most up-to-date superseding document / guidance.

Reason: to safeguard the amenity of surrounding development and of the occupiers of the development hereby approved.

45. Public Realm Provision

Immediately following the first commencement of approved uses in the final development phase in accordance with the details approved under condition 2:

The area identified as 'Public Realm' on plan 1232 B titled 'Redcliffe Wharf, External Seating Areas Public and Private Realm' dated 9 June 2017 will at all times be accessible to the general public to access by foot (or mobility aid) unless to allow access to the site or an area of the site would lead to a public safety risk.

Reason: to ensure the development is as described in the documents and plans supporting the application.

46. 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.

1100 A 'Location Plan' dated 20 January 2017
 1200 B 'Building F Lower Ground Floor Plan' dated 26 July 2017
 1201 L 'Level 0 Plan' dated June 2017
 1202 F 'Level 1 Plan' dated May 2017
 1203 G 'Level 2 Plan' dated May 2017
 1204 E 'Level 3 Plan' dated 14 December 2016
 1205 E 'Level 4 Plan' dated 14 December 2016
 1206 F 'Level 5 Plan' dated 14 December 2016
 1207 F 'Level 6 Plan' dated 14 December 2016
 1154 'Proposed Works to Quaker Gardens Wall' dated 27 January 2017
 1250 D 'Building A Elevations and Sections' dated January 2017
 1251 F 'Building B Section AA' dated January 2017
 1252 F 'Building B Section BB' January 2017
 1253 F 'Building B South West Elevation' January 2017
 1254 G 'Building B North East Elevation' dated January 2017
 1255 H 'Building B North West Elevation' dated January 2017
 1256 H 'Building B South East Elevation' dated January 2017
 1257 C 'Building C & D Elevations and Sections' dated January 2017
 1258 D 'Building E Elevations & sections' dated January 2017
 1259 C 'Building F North and South Elevations' dated January 2017
 1260 E 'Building F East & West Elevations & Sections' dated January 2017
 P10563-00-001-100 08 'Landscape General Arrangement' dated 10 January 2017
 P10563-00-001-200 02 'Sections (01 of 03)' dated 2 February 2017
 P10563-00-001-201 02 'Sections (02 of 03)' dated 2 February 2017

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Reason: For the avoidance of doubt.

Recommended Informative notes to be appended to the planning application 17/02049/F:

- 1 The recommended design criteria for dwellings are as follows:
Daytime (07.00 - 23.00) 35 dB LAeq 16 hours in all rooms & 50 dB in outdoor living areas.
Night time (23.00 - 07.00) 30 dB LAeq 8 hours & LAmx less than 45 dB in bedrooms.

Where residential properties are likely to be affected by amplified music from neighbouring pubs or clubs, the recommended design criteria is as follows:
Noise Rating Curve NR20 at all times in any habitable rooms

Guidance on flues for the dispersal of cooking smells can be gained at 'Guidance on the Control of Odour & Noise from Commercial Kitchen Exhaust System' Published electronically by Department for Environment, Food and Rural Affairs. Product Code PB10527.
<http://www.defra.gov.uk/environment/noise/research/kitchenexhaust/pdf/kitchenreport.pdf>

- 2 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.
- 3 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 (Taunton office 01823 283211).
- 4 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.

Recommended Conditions relating to application 17/02050/LA:

1. Listed Building Consent

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

Reason: As required by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004.

2. Further details of before relevant element started

Detailed drawings at an appropriate scale of the following elements (identified on the approved plans) shall be submitted to and be approved in writing by the Local Planning Authority before the

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relevant part of work is begun.

- a) details including colour of materials, dimensions, layout, foundations and fixings and security fencing of the proposed pontoon providing mooring berths, exhibition berth and ferry landing stages.
- b) details of the outfall proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- c) details of the intake proposed to be inserted to the listed Wharf Wall including how the required hole will be provided and the junctions of this with the existing wall
- d) details of repointing of listed wharf wall including mortar mix and colour, extent of repairs required and replacement fabric (if required)
- e) details of repainting for listed bollards (mooring posts) including any surface preparation and colour / finish of paint
- f) construction details for junctions between existing paving materials on listed wharf wall and any new paving materials (showing level changes),
- g) construction details including boundary treatment for the laying and provision of paving materials surrounding the listed bollards
- h) details of street furniture including fencing along the front of Redcliffe Wharf adjacent to floating harbour, seating and lighting and fixings of these into the ground
- i) details of timetabling / scheduling for commencement and completion of the works

The detail thereby approved shall be implemented in accordance with the approved timetable under part 'i' and maintained thereafter for the lifetime of the development.

Reason: In the interests of visual amenity and the character of the area and to safeguard listed structures.

3. List of approved plans and drawings

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

1100 A 'Location Plan' dated 20 January 2017

P10563-00-001-100 08 'Landscape General Arrangement' dated 10 January 2017

P10563-00-001-200 02 'Sections (01 of 03)' dated 2 February 2017

P10563-00-001-201 02 'Sections (02 of 03)' dated 2 February 2017

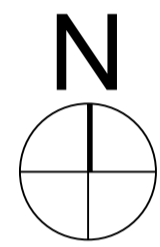
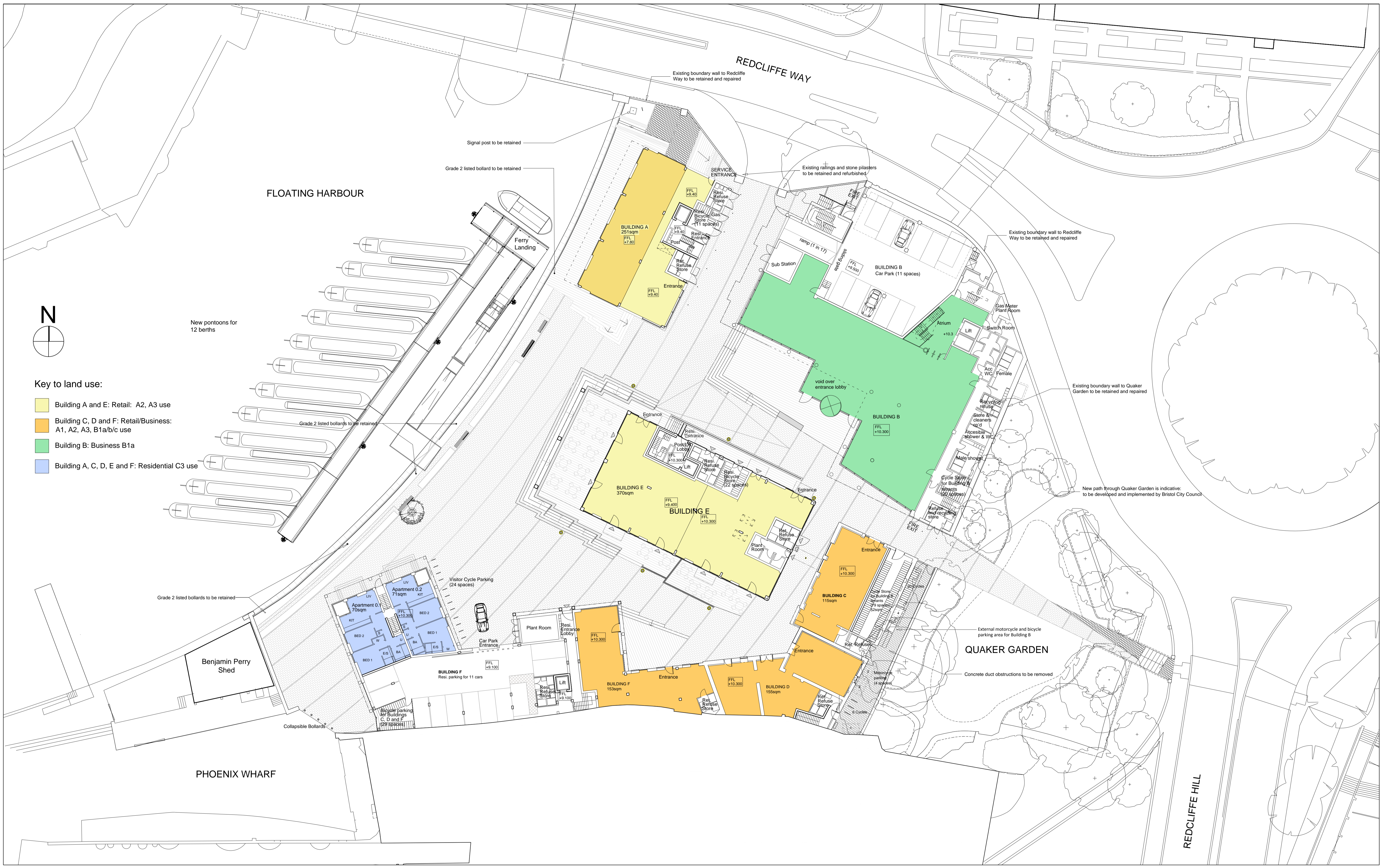
P10563-00-001-202 02 'Sections (03 of 03)' dated 2 February 2017

Reason: For the avoidance of doubt.

Supporting Documents

5. Redcliff Wharf (Redcliffe Wharf), Redcliffe Way

1. Ground floor plan
2. First floor plan
3. Second floor plan
4. Third floor plan
5. Fourth floor plan
6. Fifth floor plan
7. Sixth floor (roof) plan
8. North-west elevation (from floating harbour)
9. South-east elevation (from Quaker Burial Ground)
10. North-east elevation (from Redcliffe Way)



- Key to land use:**
- Building A and E: Retail: A2, A3 use
 - Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
 - Building B: Business B1a
 - Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
E	GAs & survey information updated, scale increased to 1:250.	19.12.16	BG	JS
F	Narrow boat berths & ferry landing added	03.01.17	BG	MO
G	Revised for public consultation.	17.01.17	BG	MO
H	Sea Scoop pontoon shown. Building C class use updated. Grade 2 listed bollards and Quakers Garden layout shown.	25.01.17	AW	MO
J	Revised for planning application.	27.01.17	AW	JS
K	General revision to Ground Floor.	15.05.17	AA	MO
L	Bollards added to protect doorways on Block A and Block B. A1 use class omitted from buildings A & E.	30.08.17	JM	MO

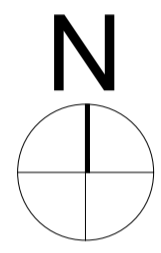
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Level 0 Plan

Scale	1:250@A1	Drawn by	AA	Checked by	MO	Job No.	4808	Dwg No.	1201	Rev.	L
Date	JUN 2017										

RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use



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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BIG	JS
C	Revised for public consultation	17.01.17	BIG	MO
D	Revised for planning application	27.01.17	AW	JS
E	General revision to Ground Floor	15.05.17	AA	MO
F	A1 use class omitted from buildings A & E. Building B column positions altered.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by

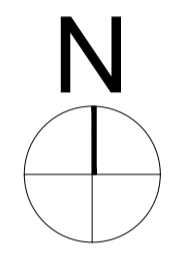
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Redcliffe Wharf Development, Bristol

Level 1 Plan

Scale	1:250@A1	Drawn by	AA	Checked by	MO	Job No.	4808	Dwg No.	1202	Rev.	F
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Sheet RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
C	GAs & survey information updated, scale increased to 1:250.	19.12.16	BG	JS
D	Revised for public consultation	17.01.17	BG	MO
E	Revised for planning application	27.01.17	AH	JS
F	General revision to Ground Floor.	15.05.17	AA	MO
G	A1 use class omitted from buildings A & E. Building B column positions altered.	30.08.17	JM	MO

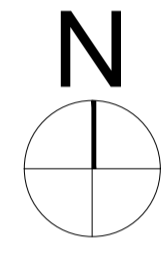
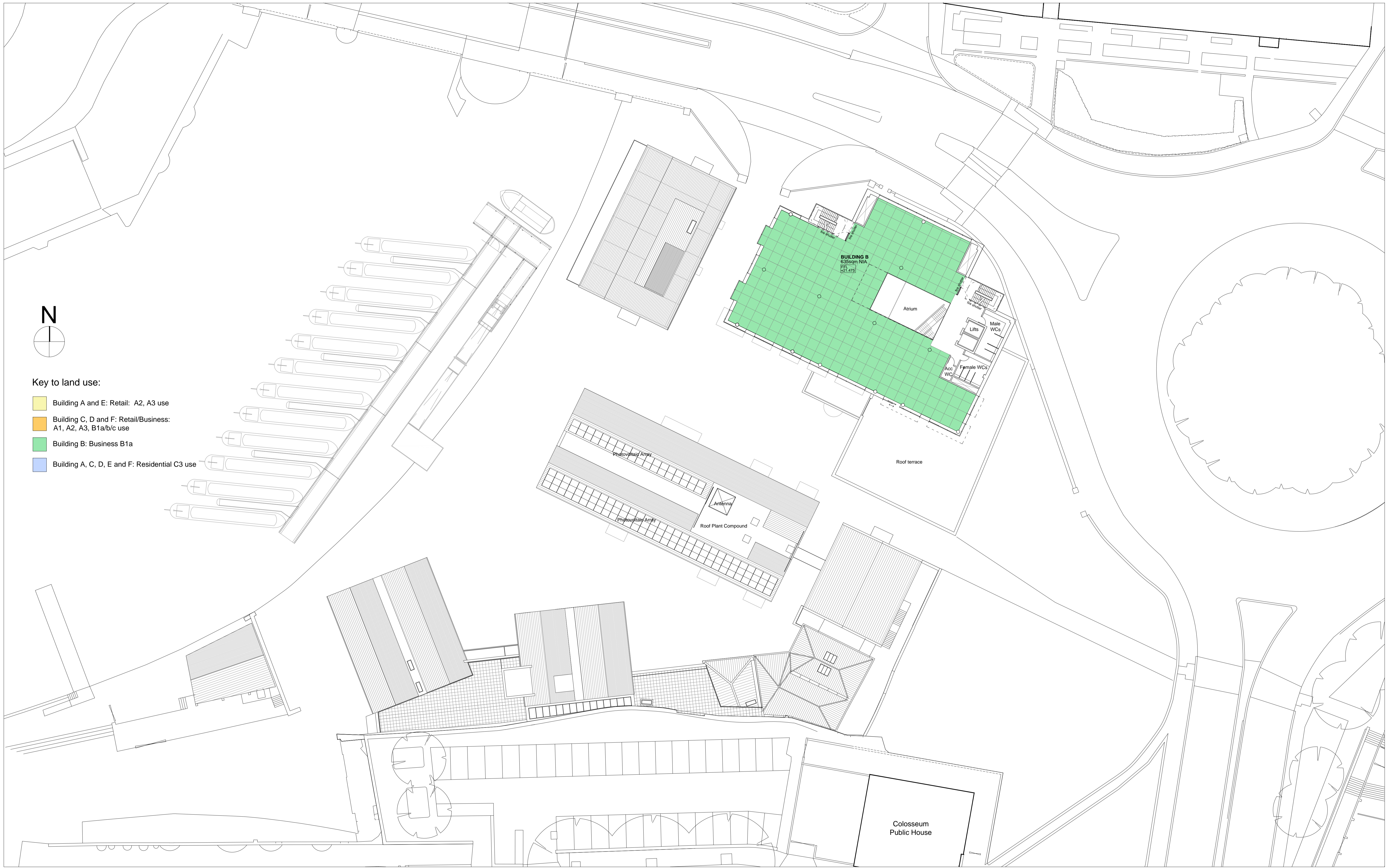
Rev	Description	Date	Drawn by	Checked by
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Level 2 Plan

Scale	1:250@A1	Drawn by	Checked by	Job No.	Dwg No.	Rev.
Date	May 2017	AA	MO	4808	1203	G

RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BIG	JS
C	Revised for public consultation	17.01.17	BIG	MO
D	Revised for planning application	27.01.17	AW	JS
E	A1 use class omitted from buildings A & E. Building B column positions altered.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by

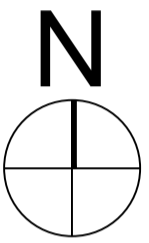
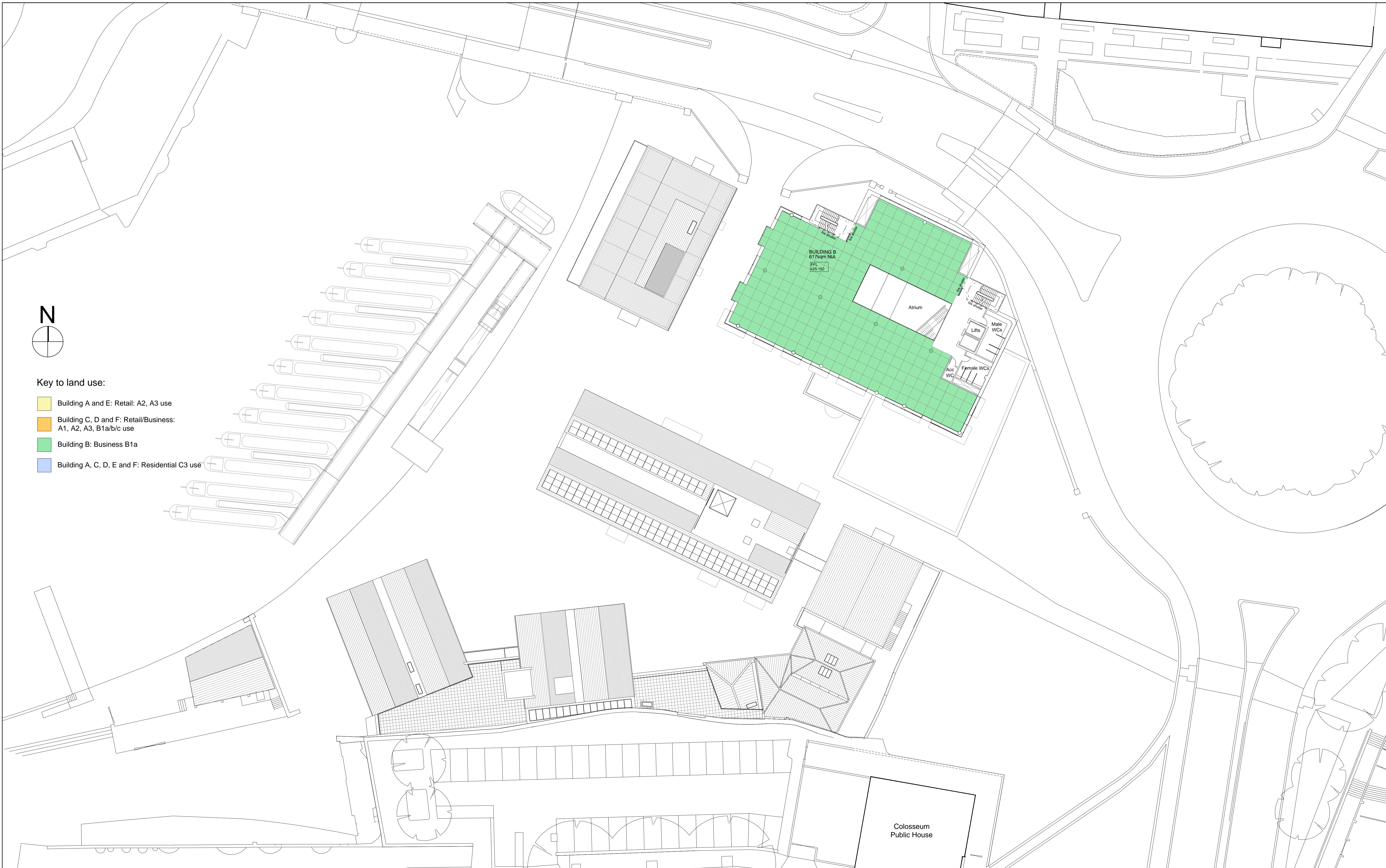
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Redcliffe Wharf Development, Bristol

Level 3 Plan

Scale	1:250@A1	Drawn by	JM	Checked by	JS	Job No.	4808	Dwg No.	1204	Rev.	E
Date	14/12/16										

Sheet
RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BG	JS
C	Revised for public consultation	17.01.17	BG	MO
D	Revised for planning application	27.01.17	AW	JS
E	A1 use class omitted from buildings A & E. Building B column positions altered.	01.09.17	BG	MO

Rev	Description	Date	Drawn by	Checked by

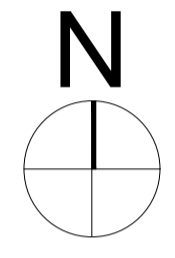
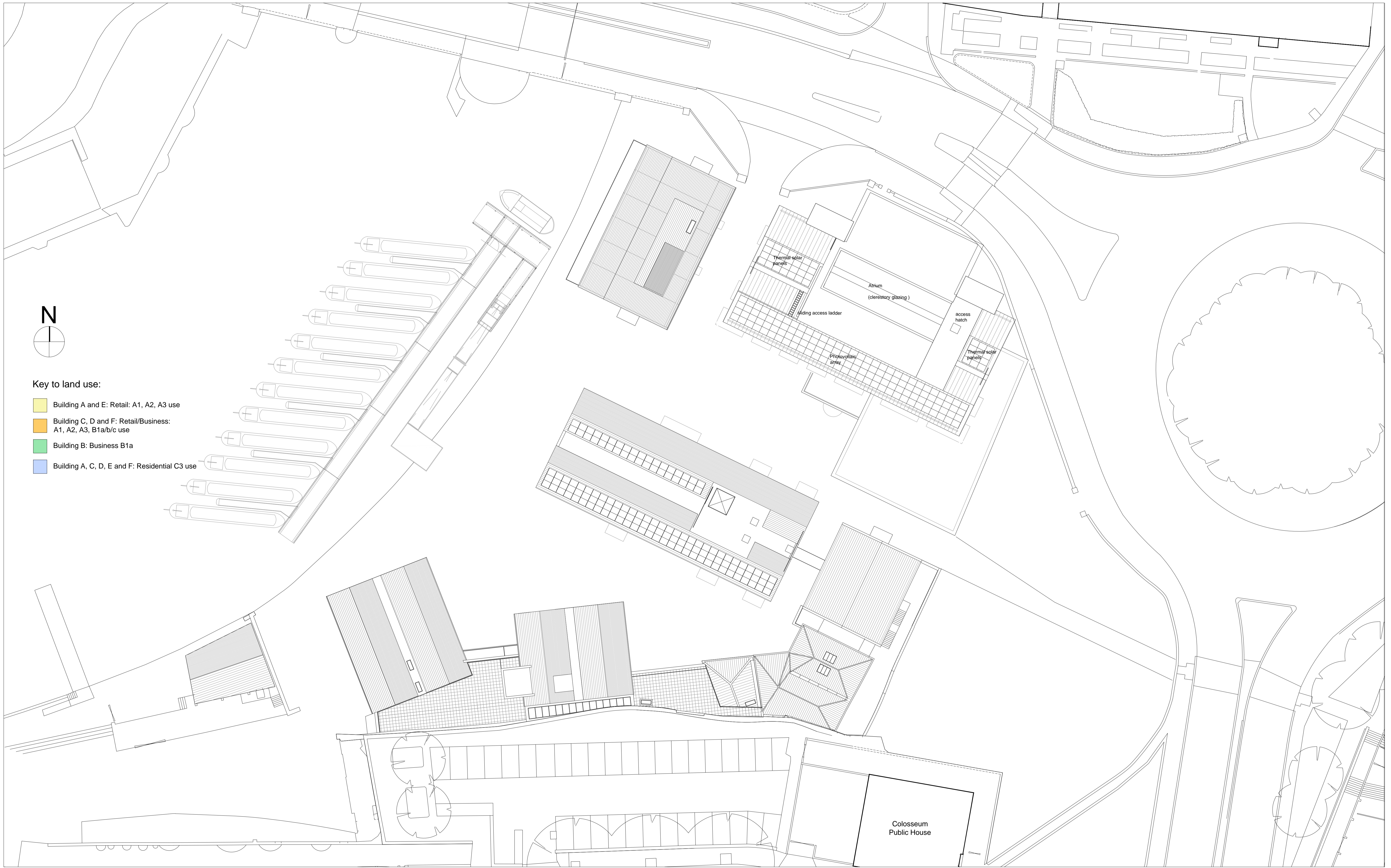
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Redcliffe Wharf Development, Bristol

Level 4 Plan

Scale	1:250@A1	Drawn by	JM	Checked by	JS	Job No.	4808	Dwg No.	1205	Rev.	E
Date	14/12/16										

Sheet RIBA STAGE 3



Key to land use:

- Building A and E: Retail: A1, A2, A3 use
- Building C, D and F: Retail/Business: A1, A2, A3, B1a/b/c use
- Building B: Business B1a
- Building A, C, D, E and F: Residential C3 use

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Rev	Description	Date	Drawn by	Checked by
B	GA's & survey information updated, scale increased to 1:250.	19.12.16	BIG	JS
C	Revised for public consultation	17.01.17	BIG	MO
D	Revised for planning application	27.01.17	AW	JS
E	Removal of window cleaning safety rail	18.08.17	EF	MO
F	A1 use class omitted from buildings A & E.	30.08.17	JM	MO

Rev	Description	Date	Drawn by	Checked by

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Level 6 Plan
 Scale 1:250@A1 Drawn by JM Checked by JS Job No. 4808 Dwg No. 1207 Rev. F

Stage RIBA STAGE 3



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Rev	Description	Date	Drawn by	Checked by
A	Addition of undercroft storage space to Building F. Board marked concrete plinth (4) amended to rubble stone.	15.08.17	EF	MO
B	Block B stair louvres altered.	.05.09.17	JM	MO
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

Date	Drawn by	Checked by
15.08.17	EF	MO
.05.09.17	JM	MO
-	-	-
-	-	-
-	-	-
-	-	-

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Redcliffe Wharf Development, Bristol

North-West Elevation

Scale	1:300 @ A3	Drawn by	BG	Checked by	MO	Job No.	4808	Dwg. No.	1300	Rev.	B
Date	Jan 2017										

Stage RIBA STAGE 3



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Rev	Description	Date	Drawn by	Checked by
A	Addition of undercroft storage space to Building F. Board marked concrete plinth (4) amended to rubble stone.	15.08.17	EF	MO
B	Building B window cleaning rail omitted. Louvres above staircase on building B altered.	29.08.17	JM	MO
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
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Date	Drawn by	Checked by
15.08.17	EF	MO
29.08.17	JM	MO
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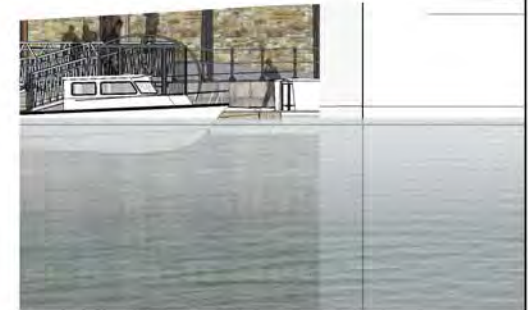
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South-East Elevation

Scale	1:300 @ A3	Drawn by	BG	Checked by	MO	Job No.	4808	Dwg. No.	1301	Rev.	B
Date	Jan 2017										

Stage RIBA STAGE 3



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Rev	Description	Date	Drawn by	Checked by
A	Addition of undercroft storage space to Building F. Board marked concrete plinth (4) amended to rubble stone.	15.08.17	EF	MO
B	Block B stair louvres altered.	05.09.17	JM	MO
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
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-	-	-	-	-

Scale	Drawn by	Checked by	Job No.	Drwg No.	Rev.
1:250 @ A3	BG	MO	4808	1302	B

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North-East Elevation

Scale: 1:250 @ A3 Drawn by: BG Checked by: MO Job No: 4808 Drwg No: 1302 Rev: B

Stage: RIBA STAGE 3