

WARD: Cabot **CONTACT OFFICER:** David Grattan

SITE ADDRESS: Land And Highways Between Cribbs Causeway/Emersons Green And Hengrove Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliffe Hill And Hartcliffe Way

APPLICATION NO: 14/01187/FB Full Planning (Regulation 3)

EXPIRY DATE: 12 June 2014

Construction of North Fringe to Hengrove Package (NFHP) MetroBus: A rapid bus route between Bristol North and East Fringes to South Bristol via Bristol City Centre comprising new roads and alteration to existing highways to prioritise MetroBus, including widening of Bradley Stoke Way, A 4174 Avon Ring Road at Hambrook junction, Stoke Lane/Coldharbour Lane, new footbridge at Church Lane over A 4174, a new bus only junction on the M32, alterations to roads and public spaces at St Augustine's Parade/Baldwin Street/ Colston Avenue, widening of Hartcliffe Way, new MetroBus stop infrastructure, public realm works, associated engineering and earthworks, drainage works and landscaping.

RECOMMENDATION: **MINDED TO GRANT** subject to the withdrawal of the direction for non-approval by the Highways Agency.

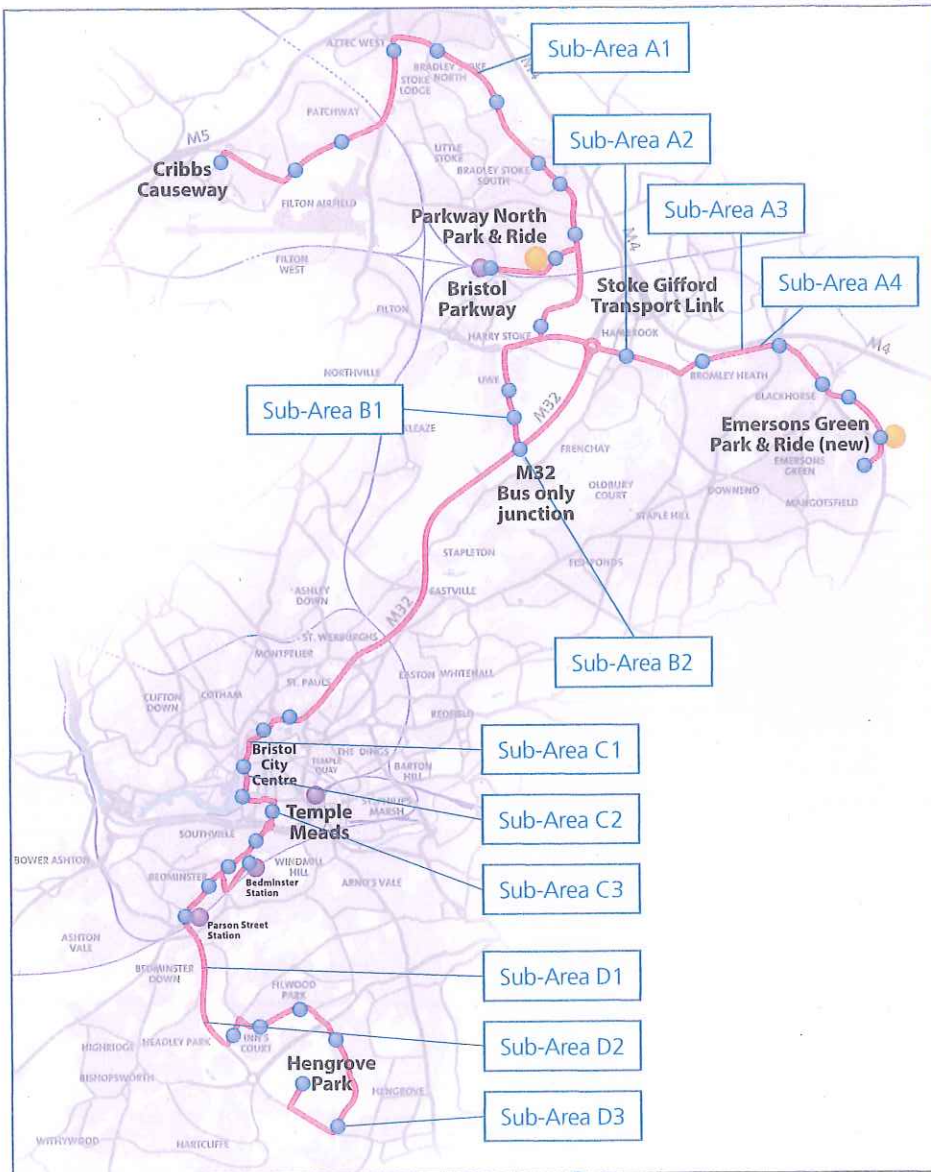
AGENT: Atkins
The Hub
500 Park Avenue
Aztec West
Almondsbury
Bristol BS32 4RZ

APPLICANT: Bristol City Council & South
Gloucestershire Council
C/o Agent

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

LOCATION PLAN:

Please see next page



Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

INTRODUCTION

In this report the following abbreviations are used:

AIP: Approval in Principle

ALC: Agricultural Land Classification

ANPR: Automatic Number Plate Recognition

AVTM: Ashton Vale to Temple Meads MetroBus route

BCAP: Bristol Central Area Plan (submission version July 2014)

BCC: Bristol City Council

BCS: Bristol Core Strategy (adopted June 2011)

CEMP: Construction Environmental Management Plan

CEEQUAL: Civil Engineering Environmental Quality Assessment and Award Scheme

DFT: Department for Transport

EIA: Environmental Impact Assessment

ES: Environmental Statement

FRA: Flood Risk Assessment

GBSTS: Greater Bristol Strategic Transport Study

HIA: Health Impact Assessment

JLTP: Joint Local Transport Plan

LPA: Local Planning Authority

NFHP: North Fringe to Hengrove Package proposed MetroBus route

NPPF: National Planning Policy Framework

NPSE: Noise Policy Statement for England

SA&DM: Sites Allocation and Development Management Policies (adopted July 2014)

SBL: South Bristol Link MetroBus route

SCI: LPA produced Statement of Community Involvement document

SGC: South Gloucestershire Council

SGTL: Stoke Gifford Transport Link

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

SNCI: Site of Nature Conservation Interest

SoCI: Statement of Community Involvement submitted by the applicant in support of the planning application

SUDS: Sustainable Urban Drainage Systems

TA: Transport Assessment

TTRO: Temporary Traffic Regulation Order

UWE: University of the West of England

WEP: West of England Partnership

WNS: Wildlife Network Site

The report is structured as follows:

Summary and Conclusion

Application and Site Description

Relevant History

Pre-application Community Involvement

Response to Publicity and Consultation

Relevant Policies

Key Issues

- A. Is the principle of the NFHP supported?
- B. Are the traffic, travel and access implications of NFHP acceptable?
- C. Is the NFHP acceptable in that part of the site designated Green Belt?
- D. Are the impacts of the M32 Bridge / bus only junction acceptable?
- E. Is the impact of the NFHP on Stoke Park acceptable?
- F. Are the impacts of the scheme on agricultural land acceptable?
- G. Are the ecological impacts of the scheme acceptable?
- H. Are the noise, vibration and air quality impacts of the scheme acceptable?
- I. Does the scheme adopt an appropriate approach to sustainable design and construction, crime and disorder issues and health?
- J. Is the re-configuration of the city centre section of the route acceptable?

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

K. Is the impact of the NFHP scheme on East Street and Bedminster Parade acceptable?

L. Have statutory requirements regarding consultation and access to information been met?

M. Does the scope of the conditions retain appropriate controls over the proposed development?

Recommendation

SUMMARY AND CONCLUSION

The North Fringe to Hengrove Package MetroBus scheme refers to the route alignment as proposed from the North and East Fringes of Bristol, through the City Centre and on to South Bristol via Bedminster to Hengrove. These proposals are part of a single planning application submitted by the applicant - South Gloucestershire Council (SGC) and Bristol City Council (BCC) to the local planning authorities at BCC and SGC. This report considers the proposed NFHP scheme within the BCC area.

The proposed North Fringe to Hengrove Package (NFHP) scheme is part of a wider transport package for the West of England sub-region. The other two schemes that form part of the MetroBus Network submitted to the Development Control Committee to date have included the South Bristol Link (November 2013), the Ashton Vale to Temple Meads MetroBus route revision (February 2014) and now the NFHP scheme which is the subject of this application.

The current planning application seeks detailed approval for the infrastructure to support the NFHP which proposes a more frequent and reliable passenger services connecting the North Bristol Fringe including the Cribbs Causeway, Aztec West, Bradley Stoke, Parkway Station, Emersons Green and the University of the West of England (UWE) Frenchay Campus with Bristol City Centre as well as the areas of Redcliffe, Bedminster, Knowle and Hengrove.

The Council recognises the scale of the proposed development and the complex technical matters relating to this application. Council Officers have scrutinised the proposals, raised queries and requested further information following a detailed review of the submitted drawings, documentation and representations made on the application to ensure the local planning authority has sound basis on which to base an informed decision.

The Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the Development Plan unless material considerations indicated otherwise.

The principle of the scheme and its proposed corridor is firmly supported by the Development Plan, specifically Bristol Core Strategy (BCS) Policy BCS10, which sets out the Council's support for the delivery of significant improvements to transport infrastructure, to provide an integrated transport system and to improve accessibility within Bristol to support the proposed levels of development set out in the BCS. The planning application therefore reflects up to date policy.

Paragraph 14 of the National Planning Policy Framework (NPPF) sets a presumption in favour of sustainable development. Specifically for decision taking this means that development proposals that accord with an up-to date development plan should be approved without delay, unless other material considerations indicate otherwise.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Given the support of the development plan, it is considered, that the principle of the proposed NFHP scheme should be supported with significant weight attached to this aspect of the assessment.

It is recognised that a proposal of this scale and complexity must not only be justified in accordance with established national and local planning policy and guidance; but also within the detail of the scheme. As such, the proposed scheme is assessed under a broad range of headings within this report.

The Council's Highways Officers are satisfied that the proposed NFHP scheme conforms to the wider Transport Strategy for the city and the sub-region. The Transport Assessment (TA) modelling represents a robust basis upon which to forecast future patterns of movement in the area. These forecasts show a reduction in movements along the proposed route with traffic being displaced to the surrounding network, thereby enabling a frequent and reliable public transport by virtue of it bypassing existing congested routes to access South Bristol, the City Centre and the North Fringe.

The impact on local traffic areas has been satisfactorily considered and the impacts addressed. Improvements to the pedestrian and cyclist accessibility in the vicinity of the NFHP route would, along with the proposals for bus improvements, ensure that the proposed corridor along which the NFHP MetroBus travels will provide high quality non-car modes of travel in line with policy requirements.

Significant changes in journey times and reliability together with improved passenger facilities will provide an opportunity to deliver public transport linkage to generate sufficient modal choice, compatible with the City Council's strategic aims for high quality public transport routes and facilities in this area. Such measures will assist in reducing private car dependency and contribute to the delivery of a reliable public transport service.

The proposed scheme includes an access to the M32 via a new slip road onto a proposed bus-only road and bridge over the M32. A key aspect of the proposed NFHP scheme is to support the improvement of transport links locally including reducing traffic congestion and journey times. As part of the EIA submitted alongside the NFHP application, a separate assessment was undertaken on the impact of the M32 bus only junction on journey times. This is based upon services travelling to / from UWE towards the city centre via the M32, with and without the bus only junction.

The assessment found that the bus only junction results in journey time savings in both directions in forecast years and across all time periods, due to the avoidance of congestion experienced at Junction 1 of the M32. Typical journey savings will be between five and ten minutes in peak times for journeys to UWE and the North Fringe (including Bradley Stoke, Aztec West, Cribbs Causeway). It is considered that total time savings from Hengrove or the city centre to Cribbs Causeway would be greater taking into account all the dedicated bus priority measures.

With regards to the access to the M32 via a new slip road onto a proposed bus-only road and bridge over the M32 – this aspect of the NFHP scheme falls within the green belt between Stoke Lane, the M32 and Frenchay Park Road. It is considered that the proposed NFHP scheme is not "inappropriate" development and, therefore, acceptable in principle in the Green Belt. Even if it was concluded that the development was "inappropriate" then it is considered that there are "very special circumstances" to justify the requirement for a Green Belt location.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Following concerns raised by consultees, the applicant has submitted a revision to the proposed NFHP scheme in this location. The amended plans would see a reduction in the proposed double span bridge across the M32 to a single span width so that it is limited to what is required to facilitate the MetroBus proposals. Landscape and planting mitigation secured by condition would mean that the impact of the proposed NFHP scheme on visual amenity would be further reduced.

The proposed scheme passes the Stoke Park Estate, a Grade II listed historic park and garden occupying a 108 ha site north of the M32 motorway, west of Stoke Lane and to the south of the UWE campus. It contains locally known landmarks including the Grade II* Listed Dower House. A number of consultation responses have been made by members of the public relating to the Stoke Park Estate, and how the proposed NFHP scheme would affect the area. English Heritage has been consulted on the proposed NFHP scheme as the Government's lead advisory body for the historic environment. Their response states that given the existing impact of the M32 on the Stoke Park Estate, the impact of the proposed NFHP scheme on the Stoke Park Estate is not considered to be substantial.

A large number of objections have cited the impact of NFHP on Stapleton Allotments and the Feed Bristol project to be unacceptable. The Stapleton Allotments site is approximately 11.75 hectares in area. The site is made up of 108 allotment and 22 smallholding plots. Smallholdings 1 – 3 are leased to the Avon Wildlife Trust to a grant aided community project known as Feed Bristol.

The NFHP scheme would result in: the permanent loss of 43 existing allotments and 24 existing smallholdings and a loss of 5.28ha BMV agricultural land.

A scheme for the partial extinguishment of allotment use and provision of off-site mitigation to reduce the impacts of the scheme has been submitted to and considered by the Secretary of State for the Department of Communities and Local Government (DCLG). That application was consented on 14 October 2013, in advance of the full planning application for the NFHP project being submitted.

Allotments are not considered within the context of an application for planning permission under the Town and Country Planning Act 1990. Sites for allotment use cannot be converted to other uses without ministerial consent under Section 8 of the Allotments Act 1925. Under this section of the Act, the Secretary of State must be convinced that arrangements for an alternative site will be made of any allotment holders displaced by the action of the local authority, unless such provision is unnecessary or not reasonably practicable.

The scheme consented under the Allotments Act 1925 proposes to address the loss of land at Stapleton Allotments by reconfiguring the allotments so as to ensure there is no loss of allotments as a consequence of the scheme. Off-site mitigation as part of the consented scheme includes proposals for a new building providing a shop, a social area, meeting room and welfare society.

As a result of the offsite mitigation:

- There would be no temporary or permanent loss of allotments.
- There would be a permanent loss of 12 smallholdings and the temporary loss of 3 smallholdings (during construction).

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Despite the proposed off-site mitigation, the NFHP scheme would result in the loss of 1.79ha best and most versatile quality agricultural land (Grade 1, 2 and 3a).

The NPPF and specifically Paragraph 143, is relevant in considering the loss of this land. Here it is stated that the development of BMV land (Grade 1, 2 and 3a) for non-agricultural uses should only be considered acceptable where there is demonstrable economic and other benefits and/or the land loss is slight, where slight is defined as less than 20ha. Against this test, the development of agricultural land for the proposed NFHP scheme would be acceptable given that the land loss would be defined as slight, coupled with the predicted positive economic and transport benefits of the development.

In the consideration of this application, a “Grampian” style condition (i.e. requiring the mitigation to be in place before the development is commenced) is attached to this recommendation, requiring the applicant to implement the compensatory allotment development prior to the construction of the proposed NFHP scheme. In addition to this, a Soil Handling and Management Strategy is included as a required component of the Construction and Environmental Management Plan (CEMP) condition so as to protect soils, manage and reduce the risk of soil erosion.

This proposal directly affects a number of Wildlife Network Sites (in line with policy DM19 in the Site Allocations and Development Management Policies these sites are now known as Wildlife Corridors). It is considered that any impacts that affect the Sites of Nature Conservation Interest - Stoke Park SNCI and Pigeonhouse Stream and adjacent Meadows SNCI can be protected by use of conditions and opportunities along the route can be taken to enhance the ecological value of the new landscaping, sought by way of condition for a Landscape and Nature Conservation Management Plan.

Noise and vibration impacts from the scheme have been assessed. The majority of properties located within 600m of the proposed scheme would experience only a minimal change in noise impacts across Bristol. Whilst the scheme would lead to construction noise from piling and earthworks, the best practicable means to reduce this would be secured by way of the Construction Environmental Management Plan to be conditioned.

Impacts on air quality have been assessed and are on balance, considered acceptable when considering that the proposals aim to offer an improved public transport infrastructure for the city and to encourage a shift towards using public transport to access the city centre. The overall predicted impacts on air quality are mixed with both negative and positive impacts being predicted throughout the city. The predicted negative air quality impacts in some locations emphasise the importance of following through with the commitment to using low emission buses on the route, which should help to minimise any negative air quality impacts and to maximise any predicted improvements at locations close to the NFHP MetroBus route. Best practicable means to reduce any impacts during the construction phase would be secured by way of the Construction Environmental Management Plan to be conditioned.

The application has addressed a broad range of matters relating to sustainable design and construction. The proposal seeks to achieve a Very Good CEEQUAL rating. CEEQUAL is an Assessment and Awards Scheme seeking to improve sustainability in civil engineering, infrastructure, landscaping and works in public spaces. Its objective is to deliver improved

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

environmental and social performance in the specification, design and construction of projects such as this scheme.

The approach to sustainable design and construction is supported. Conditions to require a Very Good CEEQUAL rating; to manage material use; and to request the detail of drainage so as to maximise the use of Sustainable Urban Drainage Systems (SUDS) are attached to this report. Matters relating to health impact, crime and disorder have also been adequately addressed.

The application has received a substantial number of objections, which have raised issues such as the principle of the scheme, traffic and movement implications, impacts to green belt, ecology, landscape, noise, air quality and agricultural land. At a detailed level there has been substantial objection to the M32 bridge and bus only junction, loss of land at Stapleton Allotments, impact on Stoke Park, configuration of road and public realm infrastructure in East Street, Bedminster Parade and the city centre.

There has been some support relating to the need to deliver access improvements for the benefit of the Bristol economy and the wider Bristol area. Views are expressed that delivery of this scheme would contribute to improving accessibility to employment; training and education in the city, as well as improving sustainable transport in the region by offering an alternative to the private car and improving congestion.

Whilst the scheme would deliver a transformational project for the City and the local economy; it is acknowledged that it will bring areas of change such as the new bridge over the M32 as well as benefits and impacts for residents, businesses and local community/interest groups at certain locations along the route. It is appreciated that the linear nature of the scheme and scale of the proposed development has raised understandable concerns.

The role of the Council as the local planning authority (LPA) is to consider the concerns within the context of the national and local planning framework and to consider detailed matters through the environmental impact assessment process. This requires judgements to be made on impacts based on evidence and against national standards and guidance.

Having carefully considered the policy context and specifically against the Core Strategy as the development plan, as well as the technical information for the assessment of the impacts, on balance, this application is considered to be consistent with the Council's policy and is not considered to raise significant adverse impacts to warrant refusal of the application on these grounds.

Overall it is assessed that the NFHP scheme would provide significant benefits to the transport infrastructure, as planned in adopted transport policy, and economy benefits for the wider sub-region and will support growth and the economy of Bristol, as reflected in the objectives and policies of the Core Strategy.

It is considered that the submitted scheme, subject to some detailed design variations and the use of conditions, has mitigated its harmful effects as far as possible, including the wider and local traffic impacts of the scheme.

It is recommended that planning permission is granted.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

APPLICATION AND SITE DESCRIPTION

The North Fringe to Hengrove Package (NFHP) is one of three rapid transit schemes in the Bristol area, the other two being the Ashton Vale to Temple Meads MetroBus route (AVTM) and the South Bristol Link MetroBus route (SBL), collectively referred to as the 'MetroBus Network'.

The NFHP MetroBus scheme refers to the route alignment as proposed from the North and East Fringes of Bristol, through the City Centre and on to South Bristol via Bedminster to Hengrove.

These proposals are part of a single planning application submitted to BCC and SGC. This report considers the proposed NFHP scheme within the BCC area.

The scheme proposes to deliver a MetroBus route with an emphasis on segregation and priority over general traffic, high profile stops and interchanges, improved passenger information and new, low emission, accessible vehicles. Services are proposed to run on a combination of segregated busways and bus lanes, separate from car traffic where possible, with priority over other road users at traffic signals. In addition, the scheme proposes improvements for pedestrians and cyclists along the route.

The NFHP MetroBus route makes use of established bus lanes and routes where possible and where quality connections exist. The scheme proposes the implementation of new development, including activities described in the General Permitted Development Order 1995 (i.e. works that would not normally require planning permission), as this is an Environmental Impact Assessment (EIA) Development under the EIA Regulations 2011.

In line with Regulation 10 of the EIA Regulations 2011, the applicant submitted a Scoping Report to both BCC and SGC in May 2012. A Scoping Opinion was issued by BCC in June 2012 on the content and the extent of environmental information that should be covered by the EIA. The planning application is supported by an Environmental Statement (ES).

For the purposes of the planning application and the ES, the applicant has defined the route into four sections, so as to provide a structured approach to the consideration of the impacts of the scheme. Set out below is an area by area description of each section of the route with an overview of the proposed development for each section of the route.

Area A: South Gloucestershire – Cribbs Causeway and Emersons Green to A4174/Coldharbour Lane Junction

It is important to note that Area A is wholly within SGC. An overview of the proposed scheme for the SGC section of the route is provided for information purposes only. This aspect of the application will be determined by SGC as the local planning authority for this section of the NFHP scheme.

North Fringe: This part of the route serves the Cribbs Causeway Regional Shopping Centre; Aztec West Business Park; and Bradley Stoke, before passing to Area B at the junction of the A4174 with Coldharbour Lane. The route will use the Stoke Gifford Transport Link (SGTL) to make the connection between Bradley Stoke and Area B. This section of the route includes a spur to Bristol Parkway Railway Station.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

East Fringe: This part of the route serves the Emersons Green District Centre; the Emersons Green East development; the Science Park (SPark); and the community of Hambrook, before passing to Area B at the junction of the A4174 with Coldharbour Lane.

Area B: Coldharbour Lane to Bond Street via M32

When the Cribbs Causeway and Emersons Green sections (Area A) meet at the junction between A4174 Filton Road and Coldharbour Lane, the proposed scheme heads south. Where Coldharbour Lane becomes Stoke Lane, the proposed NFHP scheme crosses the local authority boundary from SGC to BCC.

This section of the route is to connect new and planned residential developments along Coldharbour Lane; the University of the West of England (UWE); and Bristol Business Park with the City Centre via a new bus-only junction that will bridge over to connect to the north and southbound carriageways of the M32. The route will pass along the M32, using an extension of the existing bus lane on the approach to Bristol, and the A4032 Newfoundland Circus and enter Area C at the junction with the A4044 Bond Street.

Area C: Bristol City Centre – Bond Street to Bedminster Bridge Roundabout

This section of the route will make use of existing roads through Bristol City Centre. Services will use Haymarket, Rupert Street, Lewins Mead, Colston Avenue East and West, Broad Quay, Prince Street, The Grove, Redcliffe Way, Redcliff Hill and Bedminster Bridge. On exiting the Bedminster Bridge Roundabout, the route passed into Area D.

Area D: South Bristol – Bedminster Parade to Hengrove Park

This section of the route proposes to connect the main residential and employment areas in South Bristol with Bristol City Centre with onward northern connections into the Bristol North and East Fringe areas. This part of the scheme route will serve Bedminster, Parson Street Railway Station, Knowle West Regeneration Area and new and planned mixed use developments at Hengrove Park.

RELEVANT HISTORY:

- PT13/1529/R3F - APPROVED - 24 October 2013:
Application for the proposed Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order and Deemed Planning Permission.
- TWA/10/AAP/04 - APPROVED - 6 November 2013:
Application for the proposed AVTM and Bristol City Centre Rapid Transit Order and deemed planning permission.
- 13/03108/F - APPROVED - 03 December 2013:
South Bristol Link – proposed highway and bus only link including bridges, structures, construction compounds, drainage and landscaping, traffic signs, lighting and bus shelters, shared cycleway and footway, works to existing highway, provision of replacement Highridge common land.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- 13/05648/FB – APPROVED – 27 March 2014:

Revision to the route of the RTS authorised by the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order. The development comprises construction of a new junction with Cumberland Road, a new bridge at Bathurst Basin, flood protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter.

PRE-APPLICATION COMMUNITY INVOLVEMENT

A Statement of Community Involvement (SoCI) has been submitted with the application. It details the measures taken to consult and involve the community prior to the submission of the application and outlines how the scheme has evolved as a result of public engagement.

The Statement sets out the context of the MetroBus network and identifies that consultation on the scheme was carried out for 8 weeks between 17 May and 13 July 2012. The Consultation was in line with the Statement of Community Involvement produced by BCC and the Corporate Consultation Framework produced by SGC. It involved a series of exhibitions and publicity of the consultation through the TravelWest, South Gloucestershire Council and Bristol City Council websites, and West of England Partnership (WEP) websites, with press releases and articles within the Bristol Evening Post and local newsletters.

Information was publicised on a dedicated website, distribution of 32,000 postcards (delivered to properties within a 400 meter catchment either side of the route alignment), posters, public exhibitions and the production of leaflets and consultation letters to statutory consultees, including local interest groups and organisations, outlining details of the pre-application consultation and inviting comments in response to the draft proposals.

Following this, BCC carried out a review of alternative routes. The review recommended a revised route along Bedminster Parade and Redcliff Hill as the best alternative to using Prince Street Bridge for the scheme. A Cabinet decision was made on the 27 June 2013 that BCC would proceed with the revised plans and subsequently the change was approved by the Joint Transport Executive Committee for the West of England on the 31 July 2013.

The Statement outlines that consultation on the revised scheme commenced in July 2013 and ran until August 2013. This further pre-application consultation took place on the revised scheme route and involved the publication and explanation of the revised route. The revised scheme was uploaded to a dedicated website and an additional 11,692 postcards were delivered. Public exhibitions were held to discuss the revised plans and statutory stakeholders were engaged. The public consultation ran for one month between the 17 July and the 14 August 2013 with responses and comments accepted until the 30 August 2013.

Since this consultation, there has been continuing engagement with Bristol City Council and South Gloucestershire Council and statutory bodies (Highways Agency, Environment Agency, Natural England, English Heritage) through design workshops and meetings with local stakeholders.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

RESPONSE TO PUBLICITY AND CONSULTATION

The planning application was received and validated by BCC on 13 March 2014.

On 2 April 2014, 37 site notices and a press advertisement were issued as well as notification letters to 2,442 properties within the surrounding area.

Paper copies of the application were available in Filwood Library, Fishponds Library and the Central Library from 2 April 2014.

Amended details for the scheme and responses to technical queries from Council Officers were submitted to BCC on Monday 14 July 2014.

All those who previously commented on the application, were notified by email or by post (if no email address was provided) on Tuesday 15 July 2014 that amended details had been submitted by the applicant. The notification letter set out a 21 day consultation period. The published date for consultation responses was 5 August 2014.

Minor amendments were made to certain plans for the revised elements of the scheme by the applicant and re-submitted to BCC on the 23 July 2014. On the 24 July 2014, all those who previously commented on the application, were notified by email or by post (if no email address was provided) that amended details had been submitted by the applicant. The notification letter set out that the published date for consultation responses was extended to 12 August 2014.

Comments received on the amended details relating to the scheme after this date, have been considered and are included in this report.

Paper copies of amended plans were available in Filwood Library, Fishponds Library and the Central Library from 25 July 2014.

GENERAL RESPONSES FROM THE PUBLIC

On the application there were 335 replies from interested parties. Of the 335 responses to the application:

- 324 responses were in objection to the application.
- 4 comments were in support of the application.
- 7 comments were made on general aspects of the application neither specifically objecting nor supporting the proposed NFHP scheme.

Although this application refers to the section of the proposed North Fringe to Hengrove Package within the Bristol City Council administrative area, representations for this application have been received from individuals, groups and organisations from both Bristol and South Gloucestershire. It is noted that a number of individuals and organisations commented more than once on the application.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

MATTERS RAISED IN SUPPORT OF THE APPLICATION

ECONOMIC BENEFITS

The most commonly raised points under this heading were:

- Proposal would improve accessibility to employment, training and education in the city.
- Proposal would provide better access to the public and over 14,000 businesses in Bristol.

TRANSPORT BENEFITS

The most commonly raised matters under this heading were:

- Traffic congestion along routes in Bristol would be improved.
- The MetroBus proposals would advance sustainable transport in the region increasing walking and cycling and offer an alternative to the private car.

MATTERS RAISED AS OBJECTIONS

ENVIRONMENTAL IMPACT

The most commonly raised issues under this heading were:

- The environmental impacts would outweigh the benefits of the proposal.
- The proposal would impact on countryside and Grade 1 agricultural land (best and most versatile land).
- The proposal would result in the permanent loss of allotments, smallholdings and the Feed Bristol project.
- Insufficient mitigation proposed for the loss of allotments.
- The proposal was not considered in keeping with Bristol's status as the 2015 European Green Capital City.
- Objectors considered proposals would impact on valuable green spaces and promote car use.
- Objectors considered the proposal was contrary to NPPF Section 11 Conserving and enhancing the natural environment.
- The impacts of the proposals on wildlife.
- Objectors considered the environmental assessment was inadequate, particularly in relation to the importance of 'blue finger land' (grade 1 agricultural land) and the impact on the Feed Bristol project.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

TRAFFIC AND TRANSPORT

The most commonly raised issues under this heading were:

- Objectors raised concerns that the proposal would increase traffic in the city.
- Time savings would be insignificant compared to the environmental and financial costs of the proposal.
- Objections stated that the new road alignment from St Augustine's Parade to Baldwin Street insufficiently considers cycleways.
- Proposal was considered to be obstructive to pedestrian and cycle movement and would result in the loss of a pedestrianised area in the city centre.
- Considered that the forecasted passenger volume for the proposed MetroBus service would be low.
- Proposed services would not go into the centre of communities consequently there would be limited take up by local residents.
- Objectors considered that the proposal would be of little benefit to the communities of Stapleton or Lockleaze.
- Objectors considered that funding would be better spent on creating an integrated transport plan linking the bus and rail networks at Temple Meads, Bedminster, Filton Abbey Wood, Parkway and the proposed reopened stations at North Filton and Henbury.

The following alternative schemes and routes were suggested by objectors:

[NB. None of the schemes below form part of the proposal or the application and therefore are not for assessment by the Local Planning Authority as part of this application.]

- The northbound route at Bedminster Parade should go via Dalby Ave to form an interchange with new MetroWest rail services.
- Buses should be re-routed via Broad Quay and Marsh Street.
- Prince Street should be closed to general traffic, Marsh Street and Baldwin Street would then become access roads for local traffic.
- Bus lanes should be introduced from Stapleton to the Hambrook Junction.
- Buses from Emersons Green should serve Stapleton Village and access the M32 at Junction Two.
- The M32 bus only junction would be better situated close to the M4/M32 or M32 Avon Ring Road junctions and/or at Bristol Parkway railway station.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

IMPACT ON AMENITY AND HEALTH

The most commonly raised issues under this heading were:

- Loss of amenity at the Feed Bristol site.
- Loss of community allotments.
- Proposal was considered contrary to Bristol's Status as a Sustainable Food Capital.
- Proposal was not considered to be in line with the Bristol Good Food Plan.
- Proposal would impact on the educational and wellbeing benefits of Feed Bristol at Frenchay Park Road, which provides support for disadvantaged people and school children.
- Proposal would increase noise, vibration, dirt and light pollution from traffic.
- Road safety and congestion concerns were raised (particularly on Stoke Lane).
- Proposal would impact on Stoke Park Estate (Grade II listed parkland) and Dower House (Grade II* listed building).

ECONOMIC IMPACT

The most commonly raised issues under this heading were:

- Overall cost of the proposal.
- Objectors were concerned that plans for the proposed NFHP scheme are being progressed in a time of austerity, when public spending is being reduced.
- Objectors considered that the proposal did not represent good value for money.

[NB. The matters above are for the promoter of the scheme to consider and are not considered material planning considerations in the assessment of this application.]

- Objectors raised concerns about proposed revisions to highways in the city centre stating that it would result in lengthier journeys for car users that could deter customers and impact on business.
- The proposed MetroBus route that passes along West Street, East Street and Bedminster Parade was considered to be damaging to businesses and residents.
- Objectors considered the proposed road widening and removal of the footway at Bedminster Parade would be in conflict with the Bedminster Conservation Area designation which gives priority to pedestrians.
- Proposal would result in the loss of farm land.
- The proposal would result in the loss of jobs at the Feed Bristol project.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

- Objectors considered the loss in economic value of the jobs at Feed Bristol had not been sufficiently assessed.
- Proposal would impact negatively on the Sims Hill / Shared Harvest community business.

IMPACT ON GREEN BELT LAND

The most commonly raised issues under this heading were:

- The proposal would cause damage to the Green Belt.
- Objectors considered that the application had not demonstrated a requirement for development in a Green Belt location
- Objectors considered that exceptional circumstances did not exist to justify Green Belt development for the proposal.
- Objectors considered that the transport and regeneration benefits of the proposal would not outweigh the loss of Green Belt land.
- Objectors considered that Green Belt land was protected through the NPPF.

OTHER

The most commonly raised issues were:

- Objectors raised issues regarding the clarity of the consultation process and considered that there was insufficient engagement when designing the route.
- Objectors stated that it had been difficult to gain access to information on the proposal citing problems with the Council website, downloading and accessing plans.
- The availability of paper copies of the proposal at locally accessible public buildings was considered insufficient.
- Objectors stated that the online planning application had no clear referencing system for documents and could not be easily navigated.
- Objectors considered that there were too many documents with no clear structure making it difficult to obtain information about specific sections of the proposed route.
- Objectors considered that no changes have been made to the proposal as a result of the consultation.
- Objectors considered that there had been a failure to incorporate the view of communities into the proposed plans.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

AMENDED PLANS

The representations from interested parties to the amended details continued to re-state previous points of objection. The additional points of objection to the amended details are summarised as follows:

- Objectors stated that the revisions were not sufficiently explained.
- Objectors stated that the revised plans were not sufficiently labelled.
- Objectors considered that the revised plan for the M32 bus only bridge would not sufficiently mitigate the impact on the food growing land.
- Objectors considered that the narrower bridge would potentially cause more congestion.
- Objectors considered the siting of bus stops on West Street was unsuitable.
- Objectors considered that there would be a detrimental impact along West Street in terms of noise and air pollution.

SITE SPECIFIC OBJECTIONS

M32 BRIDGE AND BUS ONLY JUNCTION / STAPLETON ALLOTMENTS

The most commonly raised issues under this heading were:

- Objection to the creation of the M32 bus only junction and overbridge.
- Representations considered the proposal would result in the loss of green space in a Conservation Area and in the Green Belt.
- Representations considered the bus only junction would be inappropriate because it was designed to serve a previous M32 Park and Ride scheme which has no funding or planned timescale.
- The expenditure on bus only lanes was considered disproportionate to the increase in users.
- Concerns that the application was in preparation for a Park and Ride site that had previously been refused.
- Objectors stated that the application must not be considered on its own and the consequences of a Park and Ride site next to the bus only junction must be factored into the decision making process.
- Objectors stated that construction of a bus only junction on land identified as Stapleton Allotments (also known as the Market Gardens) was a failure to recognise the value of the site and its importance.
- Objectors considered that the proposal would result in the permanent loss of allotments, smallholdings and impact on the Feed Bristol project.
- Objectors considered that there was insufficient mitigation for the loss of allotments.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Requests were made for a feasibility study of whether the existing road network and junctions could be utilised before a new junction is built.

STOKE PARK ESTATE

The most commonly raised issues under this heading were:

- Objectors raised issues in regard to the proposals and the impact on Stoke Park Estate (Grade II listed parkland) and Dower House (Grade II* listed building).
- Representations considered the structures at the M32 Junction would have significant impact on the setting of Stoke Park and Dower House due to its scale, location and size.
- Objectors stated that Stoke Park is a high value asset used by local people for many recreational activities and that the proposal would impact significantly on its amenity value.
- Representations considered the proposal would impact on the important wildlife habitat of Stoke Park, including habitats for various bird species, bats, newts, flora and fauna, fungi and ancient woodland.
- Representations considered the proposal would increase the division of the park on the north-south access.
- Objectors considered that the proximity of the proposal to the 18th Century viewing bastion would create irreparable damage to the unique heritage asset.
- Objectors considered the proposed bus junction linking Stoke Lane with the M32 would take an unacceptable amount of open parkland.
- Representations raised concerns that the proposals would lead to future erosion of the park.
- Representations raised concerns that the proposals would impact on the complex geology of Stoke Park.

CITY CENTRE / 'THE CENTRE'

The most commonly raised issues under this heading were:

- Objectors considered the public realm designs for the city centre would fail to provide safe movement for pedestrians and in particular disabled people.
- Concerns were expressed that it would be difficult for cyclists, vehicles and pedestrians to negotiate the same shared space as indicated in the proposed layout for the city centre.
- Representations stated that insufficient consideration was given to cycleways, particularly around the city centre (St Augustine's Parade - Baldwin Street - Colston Avenue).
- Objectors considered that closing off Colston Street would cause displacement of congestion to Perry Road.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Representations consider that the closing of Colston Street would increase the poor air quality, noise pollution and displace it to the area around Perry Road.
- Objectors cited that closing off Colston Street was contrary to Core Strategy policies: BCS22, BCS21 and BCS9.
- Objectors suggested that the western end of Baldwin Street (between Marsh Street and The Centre) should be pedestrianised, with a cycle path running through it.
- Representations suggested that buses should be re-routed via Broad Quay and Marsh Street.
- Representations suggested the opportunity should be taken to remove through traffic from the city centre by pedestrianising the Eastern end of Baldwin Street (with a cycle lane).
- One objector considered that the representations of road use in the application were misleading and considered that the application would encourage car travel through the city centre and away from higher capacity roads.
- A large portion of representations object to the proposed road linking Baldwin Street to St Augustine's Parade / Park Street considering it would bisect the area used by pedestrians and encourage through traffic.
- Objectors considered the proposed new road linking St Augustine's Parade - Baldwin Street did not align with the Public Realm and Movement Framework.

BEDMINSTER PARADE

The most commonly raised issues were:

- Objectors stated that the impact of road widening and the addition of bus stops on Bedminster Parade would add to existing congestion.
- Road safety was cited as a concern as no traffic calming measures are included in scheme.
- Representations suggested alternative routes for the MetroBus through Bedminster.
- An objector considered that the northbound route through Bedminster should go via Dalby Ave to form an interchange with new MetroWest rail services.
- An objector considered that there had been insufficient assessment of the traffic movements through Bedminster and considered that no impact study had been undertaken on the exit strategy for ASDA customers, specifically stating that southbound traffic impacts of the proposal had been inadequately assessed.
- Several objectors highlighted concerns about the size of the bus stops and the impact they would have in the Bedminster Conservation Area citing the the loss of pedestrian space and blockage of shop frontages.
- Respondents considered that the proposal was contrary to BCC hierarchy of road users that gives priority to pedestrians.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Proposed bus stops and shelters were considered to be oversized and unacceptable because of the visual impact they would have on the Bedminster Conservation Area and the listed buildings in immediate proximity.
- Objectors considered that the impacts of the proposals on the Bedminster Conservation Area have been under reported and inadequately assessed.
- Objectors commented that insufficient information has been provided in regard to parking provision and cycling provision.
- Respondents considered that there has been failure in consultation with public consultation only taking place over a brief summer period (2013).
- Representations considered that no changes had been made as a result of the consultation process and that there had been a failure to incorporate the view of local communities in the proposal plans.
- Objectors stated that the plans made available were unclear with poor referencing making them difficult to navigate.

HARTCLIFFE WAY / PARSONS STREET

The most commonly raised issues under this heading were:

- The road widening on Hartcliffe Way / Parsons Street.
- Objections specifically identified the loss of parking on Hartcliffe Way / Parsons Street.
- Representations raised concern on the issue of highway safety.
- The location of Parsons Street School was identified as being in close proximity to the route.
- Objectors considered that proposals for two lanes would create a hazard.
- Objectors considered that the proposal would result in less space being available to pedestrians.
- Representations objected to the proposal not incorporating existing trees.
- No local mitigation for the loss of B grade trees (trees of moderate quality or value capable of making a significant contribution to the area for 20 or more years) in this area.
- Objectors considered that proposals would impact on local amenity.
- Objectors considered that the proposal would cause noise and air pollution and therefore health impacts.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

RESPONSES FROM COUNCILLORS AND MEMBERS OF PARLIAMENT

No comments were received from Members of Parliament. The following comments were received from Councillors:

COUNCILLOR BILL PAYNE (FROME VALLEY WARD)

The issues raised by this Councillor were:

- Proposal would have a huge impact on a designated wildlife corridor.
- Proposal would impact negatively on the protected setting of Stoke Park and on the Stapleton and Frome Valley Conservation Area.
- MetroBus proposals were considered contrary to local planning policies such as Core Strategy policy BCS9, Bristol Local Plan saved policies DM17 and DM19.
- Proposal considered inappropriate as it would cause serious harm to the Green Belt.
- Failure through consultation to incorporate community feedback into decisions.
- Project team's statements considered misleading, specifically statements that Avon Wildlife Trust and Stapleton Allotments are happy with the mitigation measures, these were considered incorrect.
- Stated that there is massive local opposition which had not been represented accurately.

COUNCILLOR LESLEY ALEXANDER (FROME VALLEY WARD)

The issues raised by this Councillor were:

- Proposal had not demonstrated a need for an extra wide bridge (originally required to support park and ride).
- Proposals impact on Grades 1 and 2 - Best and Most Versatile Agricultural Land. The land is part of the Feed Bristol project which has benefited thousands of Greater Bristol residents.
- Allotments are proposed to be relocated to inferior land, this was not considered compliant with regulations which state re-provision of allotments must be on land that is of equal quality or better.
- A bus service on the M32 would not benefit the motorists using Frenchay Park Road or Stoke Lane.

The issue raised by this Councillor in relation to the revised plans was:

- The cost of the M32 bridge and the route would not be justified by the anticipated additional passengers.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

COUNCILLOR CHARLIE BOLTON (SOUTHVILLE WARD)

The issue raised by this Councillor was:

- Loss of blue finger top quality agricultural land used for the production of local food.

COUNCILLOR ROB TELFORD (ASHLEY WARD)

The issue raised by this Councillor was:

- Objection to proposal, considered the planning application does not take into account the needs of Bristol residents trying to build resilient/sustainable food systems.

COUNCILLOR GILL KIRK (LOCKLEAZE WARD)

The issues raised by this Councillor were:

- M32 bus only junction and over bridge would be hugely detrimental to the integrity of Stoke Park Estate.
- Minimal journey times would be saved as a result of the proposal at huge costs and with little benefit to local people.
- Proposal encroaches on Stapleton Allotments and the Feed Bristol site that make contributions to health and wellbeing to the people of Lockleaze.
- Considers that there has not been a full assessment of the impact on wildlife habitat or the Feed Bristol Project.
- Proposed plans had been difficult to obtain and unclear, impairing the ability of local people to provide feedback.
- Considered that there has been a lack of consultation with the community and the Lockleaze Voice Neighbourhood Forum.
- Considered that the benefits of the proposed scheme would not justify the loss of green space or impact on public areas.
- Considered that the proposed scheme does not align with Bristol as a sustainable food city, the Bristol Good Food Plan in 2013 and the Feed Bristol Project.
- Considered that the application had not demonstrated the requirement for a Green Belt location and that the application does not guarantee diminished openness of the Green Belt.

The issues raised by this Councillor in relation to the revised plans were:

- The revised plans fail to address issues in the original plans relating to loss of green space, protected parkland and wildlife corridor at the Stoke Park Estate.
- Concerned that the slip road to the proposed M32 bus only junction would encroach on the Stoke Park Estate.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

COUNCILLOR ESTELLA TINCKNELL (LOCKLEAZE WARD)

The issues raised by this Councillor in relation to the revised plans were:

- The revised plans fail to address issues in the original plans relating to loss of green space, protected parkland and wildlife corridor at the Stoke Park Estate.
- Concerned that the slip road to the proposed M32 bus only junction would encroach on the Stoke Park Estate.

COUNCILLOR SEAN EMMETT (LOCKLEAZE)

The issues raised by this Councillor were:

- Proposed plans and documents are disordered, without a proper index and the documents fail to download properly from BCC's website.
- Lockleaze Voice Neighbourhood Development Forum should have been consulted on a statutory basis.
- Councillor considered consultation events should be held in Lockleaze and plans made available at the Eastville (Muller Road) and Horfield (Filton Ave) Libraries.
- Stoke Park should be compensated for any loss of land.

COUNCILLOR MHAIRI THRELFALL (EASTVILLE)

The issues raised by this Councillor were:

- Need had not been sufficiently demonstrated for the proposal.
- Proposal would lead to an increase in noise pollution.
- Objected to the impact of the bus only junction on Stoke Park (Grade II listed parkland).

PETITIONS

There has been a single petition lodged in objection to the application. The petition from Bristol residents, urged the application to include dedicated and protected cycling infrastructure. The petition was submitted with a total of 151 signatories. The following objections were raised within the petition in regard to the application:

Cycle Lanes:

- The need for dedicated cycle lanes to minimise conflict between cyclists, pedestrians and motor traffic.
- Routes need to be safe and convenient for all ages and abilities.
- The scheme only proposes two cycle lanes, both of which end at busy pedestrian centres or onto busy roads.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- The application was below the quality expected of a cycling city in terms of continuity and quality.
- The 'dedicated' cycle lane nearest Quay Street would be used extensively as a 'rat-run' by taxis.

Shared Space:

- The use of shared space would cause conflict between users.
- Deaf and blind pedestrians are particularly concerned about the proposed shared space.

Road traffic:

- Dedicated cycle routes would reduce accidents and traffic, resulting in more reliable bus services.

RESPONSES FROM INTEREST GROUPS AND ORGANISATIONS

SUPPORT

BUSINESS WEST

- The Chamber supported the MetroBus project that would provide a new express, high quality public transport network for Bristol.
- Proposal would address congestion and traffic problems that act as a barrier to growth and significantly increase access to public transport accessibility.
- Business West stated that despite benefits there must be flexibility in the decision making process for minor design improvements to ensure that the public and business are not negatively affected.
- Business West supported improvements to wider traffic conditions that would be triggered by the proposed road link across The Centre between Park Street and Baldwin Street.
- The Chamber identified concerns about some bus stop locations and considered that the stops are not located in prime locations near employment. Suggested re-siting the Redcliff Hill stop towards the city centre end to better suit commuter travel and that the system should be given priority on the route between Emersons Green and Bristol Parkway station.
- Business West considered the plans to contradict policy contained in SPD8 for Nelson Street; the area should be pedestrianised as is shown in the SPD.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

BRISTOL CIVIC SOCIETY

The Bristol Civic Society supported the principle of the scheme; however, the Society considers there is an opportunity to refine specific aspects of the proposals where the Society had concerns and objections.

- Objected to the proposed route through East Street and Bedminster Parade, however considers that changes could be accommodated through planning conditions without delay to the decision making process.
- The Society supported the approach to the new junction with Baldwin Street and the one way turn to St. Augustine's Parade.
- The Society supported the provision of a new signalised pedestrian crossing north of the Christmas Steps junction.
- Considered that there was a need to balance the needs of all users including pedestrians and cyclists.
- Road widening approach taken in Bedminster would not acceptable without calming measures in place.
- It was not considered acceptable that pavement would be removed outside the Imperial Arcade; it was considered that it would increase the probability of accidents.
- The Society highlighted that there was insufficient provision made for pedestrians crossing East Street and that the accident record in this area was unacceptable.
- Proposed bus shelters would block five continuous shop frontages (two Grade II listed buildings) the Society considered that the shelters should be repositioned as they would harm the setting of listed buildings and leave insufficient space for pedestrians.
- The purpose of the revised traffic flow scheme was considered unclear.
- Considered the proposal would increase Bedminster Parade traffic.
- The Society considered that the current proposals are not in line with BCC's cycling policy, which states that clear segregation is needed to encourage cycling.

OBJECT

REDCLIFFE NEIGHBOURHOOD DEVELOPMENT FORUM

The issues raised by this organisation were:

- The proposed route and stops was considered to fail to relate to the local community in Redcliffe.
- Suggested relocating the Redcliff Hill Stop, to the northern end of Redcliff Hill or the western end of Redcliffe Way.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Requested further public consultation.

BRISTOL TREE FORUM

The Bristol Tree Forum made an objection identifying a series of site specific issues:

- Considered the proposal plans for Coldharbour Lane required more planting.
- Considered the proposals for Stoke Lane required more planting - the mitigation should run from a row of trees into the woodland.
- M32 bus only junction – considered the trees should be retained as much as possible. This is a B grade grouping. Considered construction of the bus lane should be undertaken without felling so much of the B grade woodland.
- Objected to the loss of a self-contained woodland area with its own local environment in the area of land within the vicinity of Stapleton Allotments.
- Objected to the loss of trees without adequate local mitigation at Stoke Lane south of the M32.
- Objected to Rupert Street not incorporating existing trees. The loss of B grade trees and C grade trees was considered unacceptable.
- Objected to Prince Street and the lack of local mitigation. The loss of A grade trees was considered unacceptable.
- Objected to Hartcliffe Way/Parsons Street not incorporating existing trees/no local mitigation. The loss of B grade trees was considered unacceptable.

TRANSPORT FOR GREATER BRISTOL ALLIANCE

The issues raised by this organisation were:

- Considered that the Park and Ride would be better situated close to the M4/M32 or M32/Avon Ring Road junctions; and/or at rail stations - either/or Bristol Parkway and the future North Filton Parkway MetroWest station.
- Considered that proposals break up the existing pedestrianised area in the city centre.
- Considered that proposals at Bedminster Parade would be obstructive to pedestrian and cycle flows.
- Suggested that the northbound route at Bedminster Parade should go via Dalby Ave to form an interchange with new MetroWest rail services.
- Suggested that the MetroBus network should be integrated with Bristol's rail network; and bus/rail interchanges are required at Temple Meads, Bedminster, Filton Abbey Wood, Parkway and the proposed reopened stations at North Filton and Henbury.
- Objected to the lack of operator partnership and the resulting competition with existing commercial bus services.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

- Suggested that in the south of the city, services should be integrated with the 75 and 76 bus services and in the north of the city running direct to Cribbs Causeway instead of the current proposals which head north on A38 at Patchway.

BRISTOL URBAN DESIGN FORUM

The issue raised by this organisation was:

- The panel was uncertain whether the proposals would deliver step change in transport provision.

AVON GARDENS TRUST

The issues raised by this organisation were:

- Considered that there would be no proven public benefits to offset any harm caused to the Stoke Park Estate.
- Considered that there was no justification for the proposed scheme, given any harm or loss the scheme would cause to heritage assets.

STAPLETON ALLOTMENTS ASSOCIATION

The issues raised by this organisation were:

- Considered that the proposed M32 bridge was not justified.
- Objected to the loss of prime agricultural land.
- Considered that the construction process for the proposed scheme would damage wildlife and the environment around Stapleton Allotments.
- The Allotment Association considered that congestion on the M32 and Frenchay Park Road would be worsened as a result of the M32 bridge.
- Considered that the revised plans would not address the loss of allotment land.
- Whilst the Association welcomed the 'future-proofing' against a Park and Ride – still object to the fact that any bridge is still being considered.
- The overbridge was considered to be unnecessary waste of public money, which could be spent on improving junction 1 so that the Metrobus could join the M32, following the existing bus only/2 driver lane on the ring road
- The loss of prime agricultural land was considered a monumental failure of vision and an environmental catastrophe.
- The smaller bridge being considered will deliver no amelioration for the loss of green/food growing space.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Considered that congestion would be worsened by the bridge, as it still requires a 'busgate' over the existing M32 bridge, which will force other traffic to back up beyond UWE along Frenchay Park Road, with impacts on quality of air and civic amenity for residents.
- Considered the massing and bulk of the bridge to be an eyesore, in one of the most beautiful approaches to the city.
- Stated that the construction process would damage wildlife and the local environment.
- Requested the applicant to rethink the whole Metrobus project.

SOUTH WEST TRANSPORT NETWORK

The issues raised by this organisation were:

- Considered that a number of the proposed bus stops and paving were not disabled accessible.
- Objected to the proposed location of several bus stops concerning their connectivity to existing bus services.
- Considered that at several locations dropped kerbs need to be identified and provision made for road crossing.
- Objected to the M32 bus only junction. Considered that the environmental impact of the M32 bridge should be given greater weight.
- Considered that an additional service should be provided from Filton Abbey Wood and Filton North stations to Cribbs Causeway bus station via Charlton Hayes.

SOIL ASSOCIATION

The issues raised by this organisation were:

- Objected to the loss of good quality agricultural land within four miles of Bristol city centre.
- Objected to the loss of opportunity to support existing plans for feeding Bristol sustainably.

BS3 PLANNING GROUP

The issues raised by this organisation were:

- Objected to the proposal citing difficulties in crossing the road to Bedminster Parade and displacement of parking.
- Objected to bus shelters that would obscure shop frontages at Bedminster Parade and impact on the Conservation Area where there are eight listed buildings.
- Objected to the Imperial Arcade proposals and the removal of pavement which provides open vision and feels safer.
- Objected to the proposal for no right turn from Regent Street, which was considered to cause congestion problems and impact negatively on Stillhouse Lane / Bedminster Bridge. The BS3

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Planning Group considered that there is no need for this alteration and stated that directing the traffic north would add to the taxi fares for ASDA users.

BRISTOL CYCLING CAMPAIGN

The issues raised by this organisation were:

- Proposal considered to impact negatively on green space.
- Proposal for shared use on sections of major, highly used cycling routes was not considered acceptable.
- Considered the proposals would not align with the goal for facilities to be suitable for all ages and abilities eight to eighty.
- Considered cycling a key component of Bristol that is sufficient to warrant a document or impact assessment to identify specific cycling provision and arrangements made as part of proposal.
- Considered the proposals should show how the application fits with other planned schemes i.e. The Local Sustainable Transport Fund, Cycling Ambition Fund, Temple Quay Enterprise Zone and other parts of the Metrobus project.
- Considered the proposal should be used for completing the “desire line” cycle route from Prince Street Bridge, through to Park Street, Colston Street and Quay Street with a segregated, continuous, cycling priority facility.
- Objected to all new roads across The Centre.
- Considered that Baldwin Street should be closed, at least to private vehicles.
- Considered that the cycleway at Redcliff Hill should be clearly marked for shared use as per the section on Redcliffe Bridge.
- Considered that the project has had inadequate communication and involvement of stakeholders.
- Considered that the notification of planning process commencing was not adequately provided.
- Considered that the documentation and plans available was disorganised with no suitable method of reference.

REDCLIFFE RESIDENTS GROUP (REDCLIFFE FUTURES GROUP)

The issues raised by this organisation were:

- The Redcliffe Residents Group requested to be consulted on the proposal as a Neighbourhood Forum.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Considered that the Redcliff Hill bus stops fail to relate to the local community (Redcliffe) and should be sited at the north end of Redcliff Hill or western end of Redcliffe Way.

LIVING HEART FOR BRISTOL

The issues raised by this organisation were:

- Considered that the proposals for new linking of Baldwin Street with Park Street would conflict with the Public Realm and Movement Framework.
- Consider that the Western end of Baldwin Street (between Marsh Street and The Centre) should be pedestrianised, with a cycle path running through it.
- Considered that the buses should be re-routed via Broad Quay and Marsh Street.
- Considered that the Prince Street Bridge should be closed to general traffic Marsh Street and Baldwin Street should become access roads for local traffic and buses only.

LOCKLEAZE VOICE NEIGHBOURHOOD DEVELOPMENT FORUM

The issues raised by this organisation were:

- The Forum considered that the applicant failed to consult with the Forum in contravention of the NPPF and Bristol City Councils SCI 2008.
- The Forum considered that no consultation had taken place, alternative schemes and designs had not been considered, viability and sustainability options had not been tested or considered.
- Considered that no checks for compliance on the emerging local Neighbourhood Plans had been carried out.
- Considered that the proposal impacts on the Green Belt, Sims Hill Conservation Area and the Feed Bristol site.
- Considered that the information could not be obtained from the Bristol City Council Planning Portal.
- Plans and documents available had no clear organisational structure and were difficult to navigate.
- Proposal considered to impact negatively on Stoke Park (Grade II listed historic landscape).
- Proposal considered to impact on wildlife habitats including invertebrates, plants, rare fungus, animals, birds and insects.
- M32 bus only junction design was considered inappropriate, unnecessarily large in size, scale height and location.
- The costs of the M32 bus only junction was considered excessive.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

- Demand for buses was considered low with approximately 60% empty at peak hours and 95-100% empty at other times.

STOKE PARK ACTION GROUP

The issues raised by this organisation were:

- Failure to consult Stoke Park in contravention of the NPPF and Bristol City Council SCI 2008.
- Proposal impacts on the Green Belt, Simms Hill Conservation Area and the Feed Bristol site, the most important food growing region in Bristol.
- Information could not be obtained from the Bristol City Council Planning Portal.
- Plans and documents available had no clear organisational structure and were difficult to navigate.
- Proposal considered to impact negatively on Stoke Park (Grade II listed historic landscape).
- Proposal considered to impact on wildlife habitats including invertebrates, plants, rare fungus, animals, birds and insects.
- M32 bus only junction design was considered inappropriate, unnecessarily large in size, scale height and location.
- The cost of the bus only junction was considered excessive.
- Demand for buses is considered low with approximately 60% empty at peak hours and 95-100% empty at other times.

BRISTOL RAMBLERS

The issues raised by this organisation were:

- Considered that the plans had been difficult to obtain.
- Considered that the planning application documents were unclear with no suitable referencing in place.
- Considered proposed new road linking Baldwin Street to Park Street fall short of transport and planning policies to give pedestrians priority.
- Considered that the proposals should include properly segregated cycle routes.
- Considered that the proposals would impact on Stoke Park and other green spaces.

BRISTOL PHYSICAL ACCESS CHAIN

The issues raised by this organisation were:

- Shared space was indicated in the proposed layout for The Centre where cyclists, vehicles and pedestrians would have to negotiate the same space.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

- Loss of on street parking for disabled people in the city centre.
- Designs of the bus stops do not fully consider the needs of disabled people in regard to seating options, safe movement in and around the approach to the bus stops, negotiating and interpreting information.

THE BRISTOL GREEN CAPITAL PARTNERSHIP

The issues raised by this organisation were:

- Proposal impacts on Grade 1 agricultural land (best and most versatile land).
- Proposal would result in the permanent loss of allotments, smallholdings and impact negatively on the Feed Bristol project.
- Proposes a re-examination of alternative public transport solutions that would not result in the loss of Grade 1 agricultural land.

SUSTRANS

The issues raised by this organisation were:

- M32 bus only junction results in the loss of land at Feed Bristol, allotments and Grade 1 agricultural land (within Bristol's Blue Finger).
- Proposed siting of this junction should be reviewed.
- Proposal compromises valuable work that is producing food from some of the Bristol's best land.
- Sustrans objected to the creation of the link between Baldwin Street and St. Augustine's Parade.
- Sustrans considered that no assessment has been made of the pedestrian and cycling journeys made across The Centre in any of the modelling carried out.
- Suggested closing Baldwin Street to prevent the Old City being used as a congested short cut for car journeys across the city.
- Considered that the proposal would result in disjointed facilities for cyclists across the city centre.
- Considered that the road widening proposed in the northern part of the scheme would lead to additional journeys, congestion and pollution.

ST AGNES PARK FOOD GROWING GROUP

The issues raised by this organisation were:

- Proposal would impact on prime grade food growing land and would be counter to Bristol Good Food Plan.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

- Proposal would impact on the M32 wildlife corridor which is protected through the NPPF conserving and enhancing the natural environment.

SIMS HILL SHARED HARVEST

The issues raised by this organisation were:

- The proposed M32 bus only junction was not considered necessary as it was designed to serve a Park and Ride on Stapleton Allotments which is no longer part of proposals.
- The M32 bus only junction was considered over specified for its purpose and associated cost.
- M32 bus only junction and overbridge was considered to result in the loss of green space in a conservation area and in the Green Belt.
- Proposal was not considered to have demonstrated a requirement that justifies development in the Green Belt
- Proposal requires the development of Grade 1 agricultural land (best and most versatile land) and Grade 2 and 3a land.
- Proposal not considered to be aligned with the Bristol Good Food Plan.
- Proposal considered to be contrary to Bristol's aspirations as a European Green Capital City.
- Proposal plans were not considered to have taken account of the views of local people and stakeholders when designing the route.

AVON WILDLIFE TRUST

The issues raised by this organisation were:

- Objected to the proposal citing its negative impact upon the wider area in terms of loss of nature conservation value, public amenity and landscape benefits as well as current and potential value for sustainable food production.
- Considered that the proposal would impact negatively on Green Belt, Stapleton and Frome Valley Conservation Area.
- Considered the proposal would contradict guidance set out in NPPF and would lead to the loss of Grade 2 agricultural land (best and most versatile).

CAMPAIGN TO PROTECT RURAL ENGLAND

The issues raised by this organisation were:

- Considered that the benefits of the scheme to the people of Bristol would be minimal.
- Objected to the landscape and visual impact on Stoke Park and the Stapleton and Frome Conservation Area.
- Objected to the felling of trees along the proposed route.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Considered that there had been insufficient assessment of damage to hedgerows.
- Objected to the justification of a Green Belt location.
- Objected to the loss of food growing land.

The issues raised by this organisation in relation to the revised plans were:

- Considered that the impacts of the revised M32 bridge would remain using a similar amount of agricultural land.

RESPONSES FROM INTERNAL CONSULTEES**BCC: TRANSPORT DEVELOPMENT MANAGEMENT (TDM)**

- Supportive of the principle of the scheme as part of the strategic requirement to support housing and economic growth throughout the Bristol region by offering realistic modal choice through reliable and frequent public transport connections in the interests of minimising public transport journey times, reducing car reliance and improving air quality.
- A number of issues / concerns arise that require clarification in order to provide TDM with comfort that accessibility, safety and adoption issues were being properly addressed.
- The first matter being the requirement to provide Independent Stage One Road Safety Audits for the entire route within the BCC area.

Area B (Coldharbour Lane – Bond Street via M32)

- Compliance with revised speed limits along Stoke Lane and suitability / enforcement of bus-only restrictions from Stoke Lane.
- Extent of ownership / adoption / lighting of proposed M32 bridge.
- Quality of accessibility to MetroBus from Frenchay area.
- Safety implications of removal of M32 hard shoulders.
- Supportive of speed limit rationalisation / revisions along M32 between junction 2 and Bond Street.

Area C (Bond Street – Bedminster Bridge roundabout via City Centre)

- Revisions to coach parking / loading arrangements in the vicinity of Cabot Circus.
- Safety implications and design of additional bus stop outside Spectrum building.
- Detail of shelters and associated furniture and potential creation of footway pinchpoints.
- Proposals need to fully take account of existing planning consents and regeneration construction projects in the vicinity of the site, particularly along Lewis Mead, Rupert Street, Nelson Street and Christmas Street.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Further information required in relation to traffic modelling and tracking of bus movements along Rupert Street / Christmas Street.
- Further clarity required in relation to the traffic routing proposals in and around the Old City area.
- Potential conflict between Colston Avenue private accesses and two-way traffic along Colston Avenue.
- Potential conflict between buses accessing Colston Avenue from Colston Street and pedestrians crossing due to removal of signalised crossing.
- Further traffic modelling required of proposed Baldwin Street extension and its junction with St Augustine's Parade and notably the interaction between this junction and the signal junction of College Green / Anchor Road.
- Greater consideration of pedestrian and cycle desire lines across the Centre in order to minimise conflict between these users and vehicular traffic.
- Re-allocation of road space along the Grove requires further consideration in terms of safety / potential conflict with existing bollards / chains.
- Comfort required that revision to loadings along the Redcliffe Way Bridge can be accommodated without detriment to its structural integrity.
- Adequacy of Cycle / Pedestrian provision along Redcliff Hill.

Area D (Bedminster Bridge – Hengrove Park)

- Avoidance of conflict along Bedminster Parade between pedestrians, cyclists and buses needs to be integral to the proposals.
- Minor safety adjustments recommended to Temple Street / West Street / Parson Street junction.
- Hartcliffe Way lane allocation / road markings require to be revisited for safety reasons.
- Confirmation of ownership of structures abutting highway along Hartcliffe Way.
- Rationale and effectiveness of redesigned junctions along Creswicke Road and Bamfield queried.

Clarifications to the above were provided and are discussed within Key Issue B of the report.

ECONOMIC DEVELOPMENT

- Economic Development supports the scheme and welcomes the delivery of jobs and Gross value Added (GVA) growth associated with it. They are supportive of the proposed improvements in connectivity between residential and employment areas and the scheme's aim to reduce congestion.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- The scheme should lead to investors having a more positive perception of Bristol as an area in which to invest and more likely to take the view that BCC has a coherent public transport network, a public sector willing to invest in it and less congestion.
- Economic Development encourage effort to be made to enable businesses based on or near to the route of the scheme to benefit from it, particularly through efforts to attract customers to those areas by raising the profile of the locations and the businesses within them.
- Economic Development support efforts to ensure both local labour and businesses will have access to opportunities in the construction phase and ask that the Council's employment and skills teams have the opportunity to help shape these initiatives.
- Economic Development requested that all efforts are taken to minimise disruption to businesses in the construction phase, so that they are made aware of any significant and prolonged disruption likely to affect business areas as far in advance of those works occurring as possible, so that Economic Development can work with the project delivery team to identify appropriate mitigation measures.

ECOLOGY

The comments from Ecology are structured as follows.

Habitats Regulations:

- A Habitats Regulations Screening Assessment has been undertaken for this proposal and submitted with this application. The document has been approved by Natural England (letter from Amanda Grundy, dated 6 February 2014).
- As set out in the conclusions of the Habitats Regulations Screening Assessment, as a requirement to meet the regulatory requirements of the Conservation of Habitats and Species Regulations (2010) (as amended) appropriate planning conditions need to be applied in relation to the Severn Estuary SAC/SPA/Ramsar Site. These comprise conditioning firstly, a Construction Environmental Management Plan to minimise pollution impacts during the construction phase (please see below) and secondly, a drainage strategy condition (to include the use of attenuation and interceptor ponds) to address impacts during the operational phase (please see below). Attenuation ponds should be designed where possible with shallow margins to maximise their value for wildlife.
- This proposal affects two Sites of Nature Conservation Interest (SNCI), Stoke Park SNCI and Pigeonhouse Stream and adjacent Meadows SNCI. A pre-commencement condition is requested for a Construction Environmental Management Plan (CEMP). The CEMP should address the entire route but also include special protection measures for the SNCIs.
- A pre-commencement condition is requested for a drainage strategy to be submitted to, and approved in writing by the Local Planning Authority.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Other ecological considerations and recommended planning conditions:

- This proposal directly affects a number of Wildlife Network Sites (in line with policy DM19 in the Site Allocations and Development Management Policies these sites are now known as Wildlife Corridors). Accordingly the ecological mitigation set out below should be undertaken.
- An ecological mitigation, enhancement and monitoring strategy is required for the scheme as a whole and this should be secured by condition and produced prior to the commencement of works. This should include an ecological mitigation method statement and habitat management and monitoring plan with particular reference to works that affect the Sites of Nature Conservation Interest, Stoke Park SNCI and Pigeonhouse Stream and adjacent Meadows SNCI. This should include a method statement for the translocation of 500 m² of species-rich neutral grassland and hedgerow in the Hartcliffe Way area and control of invasive Himalayan balsam.
- In addition any removal of trees and demolition of structures should take a precautionary approach to the possible presence of legally protected roosting bats. The strategy should include the provision of bird and bat boxes along the route, an ecologically sensitive design of the new surface water attenuation ponds in Areas B and D of the route and a Precautionary Method of Working with regards to reptiles which occur in the vicinity of the Stoke Park SNCI. A pre-commencement of works check for badger setts and the following measures (which are set out below in the form of a planning condition) should be included within the strategy.
- A pre-commencement condition is requested for measures to protect badgers from being trapped in open excavations and/or pipes and culverts and for the details to be and approved in writing by the local planning authority. Measures should include cover-plating, chain link fencing or the creation of sloping escape ramps for badgers by edge profiling of trenches/excavations or placing a plank in the bottom of open trenches at the end of each working day to allow any trapped badgers to escape. This is to prevent foraging badgers falling into trenches during the construction phase of the development. Open pipework larger than 150 mm outside diameter should be closed off at the end of each working day.
- A pre-commencement condition is requested for the ecological enhancement component of the strategy should include the provision of bird and bat boxes and habitat log piles. Two hedgehog hibernation boxes should be provided in the Junction 32 area (area B) (which was assessed as having a high suitability for hedgehogs in ecological surveys) and two hedgehog hibernation boxes in the area of Hartcliffe Way / Pigeonhouse Stream and adjacent Meadows SNCI. In addition, five reptile/amphibian hibernacula should be provided in the vicinity of the Stoke Park SNCI (in Area B) and Pigeonhouse Stream and adjacent Meadows SNCI.
- A five year landscape and nature conservation management plan is requested for the application area. This should include consideration of features of interest, objectives, management prescriptions, a work schedule including a five year annual work plan, resourcing including a financial budget and monitoring.
- A condition is requested that all site clearance and construction works shall be carried out in strict accordance with the recommendations in the submitted Environmental Statement report

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

(Chapter 13: Ecology) dated March 2014, unless otherwise agreed in writing by the local planning authority.

- A condition is requested that prior to commencement of development details of any external lighting adjoining the Sites of Nature Conservation Interest, Stoke Park SNCI and Pigeonhouse Stream and adjacent Meadows SNCI shall be submitted and agreed by the local planning authority. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries.
- A condition is requested that landscaping of the site should predominantly employ native species of local provenance including berry and fruit-bearing tree, hedgerow and shrub species for birds and nectar-rich flowering plants for invertebrates. As such a condition is requested for details of a landscaping scheme including new boundary treatments to be submitted and agreed in writing by the Local Planning Authority.
- This shall include the planting of species-rich native hedgerows, wildflower meadows along the M32 section of the route and a living roof (which employs local substrates and a wildflower mix and not Sedum) and wildlife corridor on the unused portion of the concrete bridge deck at the M32 Junction.
- A condition is requested that no clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority. The authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected before giving any approval under this condition.

Changes requested to landscape plans:

- A condition is requested that in Area D, on the landscape plan Drawing Number 510742/LA/650/4901 and the adjoining plans ending 4902 and 4900a, trees and the areas of proposed new native woodland mix planting should be removed from the planting plan in the vicinity of Hartcliffe Way. A native hedge rather than trees should be planted alongside Hartcliffe Way. This is because this area of land is designated as a Site of Nature Conservation Interest as covered by Council Development Management policies BCS9 and DM19 for its grassland interest and trees and woodland would shade out the grassland interest and make its maintenance more difficult.
- A condition is requested that in Area B, the concrete bridge deck at the M32 Junction in Area B should receive a living roof treatment (this is set out in the ecology chapter in the ES but does not seem to be shown on the landscape plans for Area B). Species-rich wildflower meadows along the lines of the 'Meadow Bristol' approach should be employed rather than 'verge grass' alongside the M32 (verge grass seems to be currently shown in the landscaping plans for Area B).

Change requested to site compound layout:

- This relates to the proposed site compound in area B shown on Drawing Number NFH-PA-04 (zone 04), Proposed Compound. There will need to be a secure badger corridor provided

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

around the site compound for foraging badgers from the sett to use so that they can forage to the north-east.

Additional information was provided by the applicant in response to these queries:

- The Ecology Officer considered the response from the applicant to have taken into account and incorporated the requested changes within the design of the scheme.
- The only matter that has not been fully detailed is the treatment of the new concrete bridge deck over the M32 Junction with the opportunity for providing landscaping and green infrastructure or the possibility for a living roof type treatment with advantages in such an approach from the point of view of Sustainable Urban Drainage System (SuDS), through the retention of precipitation, thus contributing to the drainage strategy. It was considered that a detailed specification could be requested by way of a planning condition, linked to a detailed landscape condition.

BCC: CITY DESIGN GROUP (Archaeology, Urban Design, Conservation, Landscape and Public Art)

ARCHAEOLOGY

- Detailed discussions with the Heritage consultants for the scheme have taken place and a principal package of mitigation agreed. It is considered that the proposal would not have an adverse archaeological impact.
- Area B (Coldharbour Lane to Bond Street via M32): The main impact in the BCC area would be in the area of the existing allotments, immediately north of the M32 and the impact of the new overbridge. There is currently no information to allow for assessment archaeological potential of this area (there may be potential for pre-medieval settlement in the area). The recommendation in the Environmental Statement for pre commencement evaluation is considered reasonable. This work should be secured by suitable conditions, further mitigation would need to be considered in the light of the results of the evaluation work.
- Area C (Bristol City Centre - Bond Street to Bedminster Bridge Roundabout): significant archaeological features and stratification are likely to lie at some depth, probably well below levels to be affected by the construction works. A watching brief should be conducted on the following sites: the proposed bus stop on Rupert Street; the roundabout on Redcliffe Way/Redcliff Hill; the two bus stops along Redcliff Hill; and Redcliffe Wharf.
- Area D (South Bristol - Bedminster Parade to Hengrove Park): Hartcliffe Way some land-take is proposed along the east side, adjacent to Pigeonhouse Stream. An archaeological watching brief should be maintained during these works.

URBAN DESIGN AND CONSERVATION

- The Environmental Statement submitted with the planning application assessed proposed works in area B concerning the proposed new bus access junction to the M32 and concludes that these would have a slight/moderate effect.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- The impact on the setting of the Grade II* Listed Dower House (an Asset of High value) is considered to be slight adverse. This is on the basis that the proposed new motorway bridge and associated slip roads would be screened from the public vantage points. The majority of the existing setting of the Listed Building can still be appreciated.
- Proposal would impact on Stoke Park (an Asset of Medium Value) through widening of the motorway within an area of the designated Park and Garden, forward of the exiting of Stoke Lane Bridge.
- The intensification of the existing motorway would cause a further negative effect on this historic landscape; however the area of works affects one small section of the designated area. The effect of this potential change is considered on balance to be slight adverse as works only affect one section of the asset and remain contained within the existing motorway channel through the historic landscape. The overall sense of the historic landscape would remain unaffected.
- The scale of the impacts and the value of the assets affected by the scheme were considered to be slight/moderate effects.

LANDSCAPE

- The submitted proposals for the LVIA were considered acceptable and sufficiently describe the views and impact of the proposed development, particularly the M32 bridge visualisations and Bristol City Centre.
- Concerns about the visual impact of the new bridge and the level of screen planting and mitigation required on each side of the motorway.
- Extensive details have been provided describing the proposals and materials for Area C (Bristol City Centre Bond Street to Bedminster Bridge Roundabout) in terms of the overall design strategy; proposed materials, lighting, preservation of existing features and trees, and new planting. However, for areas B and D proposals were considered less detailed.
- The proposals for Area B (Coldharbour Lane to Bond Street via M32) were considered to have a weak planting strategy for the woodland, tree planting and meadow/grassland areas and were lacking detailed information on the treatments for the hard landscape and structures.
- The proposals for Area D (South Bristol Bedminster Parade to Hengrove Park) were identified as a particular concern as they only show part of the route, with missing landscape proposals and an incoherent design approach.
- Proposals for the Bedminster Parade section were not considered to reflect the character of the conservation area and setting of significant buildings.
- The pedestrian and cycling movement proposals were identified as a concern as there would be little space provided for pedestrians in the vicinity of the new shelters.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

BCC: SUSTAINABLE CITY TEAM

Climate Change

Mitigation

- Consideration should be given to ways of further mitigation in order to retain Feed Bristol's role to help reduce food related carbon from the city.
- Welcome the applicant's proposal to undertake a full life cycle assessment of key materials for construction. The applicant also proposes that the site waste management plan will include responsible sourcing and use of local materials where appropriate, both of which are welcomed. The Sustainable City Team advised the Planning Officer that these two actions must be conditioned to ensure the energy use of raw materials is minimised for the delivery of the scheme.
- Note the applicant's plans to submit a Travel Plan to ensure a sustainable travel approach to construction is implemented. Sustainable City Team advised the Planning Officer to condition the development of a Travel Plan as a pre commencement condition to reduce the environmental impact of travel during this time.

Adaptation

- The application should address how the scheme will adapt to climate change, actively demonstrating Bristol as a resilient city. Such measures should include resilience to extreme temperatures and extreme weather e.g. planting for heating and cooling, water conservation, minimising flooding and protecting and enhancing the green infrastructure in the city.
- Note the applicant's plans to address and minimise surface water flooding through the use of sustainable drainage which are welcomed. These measures will also bring additional benefits to protect local surface water quality from contaminated runoff. Sustainable City Team advise the Planning Officer to condition the adoption of the recommendations of Sustainable Drainage Solutions outlined within the Sustainability report and in consultation with the Flood Defence Team.
- Note the applicant's plans to reduce water consumption in operation and construction through the provision and use of grey water systems as part of CEEQUAL requirement (Section 8) which is welcomed. Sustainable City Team advise the Planning Officer to condition water conservation through the named scheme and in conjunction with the CEEQUAL Requirement Section 8 to achieve Very Good standard.

Sustainable energy

- The delivery, construction and operation of Metrobus would create an additional energy demand for the city. Sustainable City Team recognise the scope of this proposal does not include the provision of the Metrobus vehicles for the proposed infrastructure, Sustainable City Team note the additional energy requirements such as lighting, signage, ticket machines, cctv, etc.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Note the applicant has not submitted an energy strategy specifically addressing what this energy demand will be and how it will be met. The energy demand and mitigation measures for the construction, delivery and operation of a transport scheme such as this, should be clearly outlined in an energy strategy.

Energy efficiency

- Welcome the applicant's plan to produce a Construction Environmental Management Plan (CEMP) which will include measures to reduce energy use, promote energy efficiency within the construction of the scheme and set ambitious targets for each stage. This should contribute to the requirements of CEEQUAL, Section 8. Sustainable City Team advise the Planning Officer to condition the production of a CEMP at the pre commencement stage. The CEMP should outline how the scheme will reduce energy use at construction.
- Welcome the plans to keep lighting changes to a minimum except where necessary, reducing additional energy demand from the scheme. Likewise, Sustainable City Team welcome the City Centre Lighting Strategy and the proposal to replace the existing high energy consuming lights with energy efficient dimmable LED lights in the city centre. Note that lighting should meet the current and best practice standards. Sustainable City Team welcome the plans to include motion sensitive lighting to reduce consumption. Sustainable City Team advise the Planning Officer to condition the delivery of the City Centre Lighting Strategy proposed.

Renewable energy generation

- Policy BCS14 requires 20% renewable energy provision within developments in the city. Although this scheme is not a building, the equivalent standard for an engineering scheme, CEEQUAL (Section 8) requires similar consideration be given to potential opportunities for renewable and/or low or zero carbon sources. The applicant has not provided any details on opportunities to include renewable energy within the infrastructure.

Sustainable construction

- Welcome the applicant's plans to meet CEEQUAL Very Good as a minimum. Prior to determination, request the CEEQUAL scheme to be registered and the Pre Assessment to be submitted in order to identify how the scheme will meet the required Very Good Standard.
- Strongly emphasise the importance of conditioning the requirement to achieve CEEQUAL Very Good as a minimum for this scheme. The CEEQUAL standard addresses a lot of Bristol Core Strategy Policy 15 and in doing so demonstrates compliance with this Core Policy.

Waste & recycling

- Welcome the applicant's proposal to undertake a site waste management plan and request a copy is submitted outlining what relevant targets have been set. Advise the Planning Officer to condition this requirement as a pre commencement condition outlined planned waste & recycling targets.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Water

- In line with CEEQUAL, welcome the applicant's proposal to reduce water consumption through the adoption of grey water systems during construction.

Materials

- In line with CEEQUAL, welcome the applicant's proposal to address the selection and use of materials for the construction of this scheme. Advise the Planning Officer to condition the submission of a written scheme setting targets for the use and supply of materials which should include the % of reclaimed and recycled material, the % of locally sourced materials and the % construction waste to landfill.

Flexibility & adaptability

- BCS15 requires the scheme to be flexible and adaptable to allow future modification of use or layout. Examples should include the ability of the route alignment to adapt as the city grows and evolves e.g. accommodating underground infrastructure capacity and connections, responding to growing neighbourhoods and to take account of interconnectedness with key city systems, especially ICT, energy & water e.g. planned district heating networks.
- Informative note: The applicant should consider the use of intelligent highways, and consult the City Innovation Team, to embrace new technologies such as the installation of sensors within the network e.g. gullies & road surfaces etc.

Biodiversity

- Note the Ecology Officer's advice outlining specific required and recommended conditions, which include, but not limited to: Construction Environmental Management Plan (CEMP); Drainage Strategy; a five year Landscape and Nature Conservation Management Plan; a landscaping scheme to include the planting of species rich native hedgerows and wildflower meadows and a living roof and wildlife corridor on the M32 bus only bridge.

Flood risk and water management

Flood resilience and mitigation

- The applicant has submitted a flood risk assessment due to the surface water flood risk associated with the scheme and in line with the Environment Agency's recommendations. The scheme proposes to mitigate flood risk by reducing surface run off through the installation of sustainable drainage systems.
- As outlined in the proposal, and in consultation with the BCC Flood Defence Team and the Environment Agency, Sustainable City Team advise the Planning Officer to condition the development of a Flood Management Plan to address how the scheme will operate if the route were to flood.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Reducing surface run off

- It is encouraging to see that the applicant has considered the predicted 30% increase in rainfall intensity due to climate change and the 100 year design life within the proposals to include sustainable drainage options to reduce surface run off.
- Welcome plans to incorporate highly visible sustainable drainage into the scheme, specifically the rain gardens incorporating water sensitive urban design, planting of tree pits and additional planting which will decrease the amount of impermeable paving and reduce surface run off in the city centre.
- Note the proposal to include swales, rills and other sustainable drainage options within the wider scheme and keen to establish if there may be other tailored solutions and approaches which may also work within the constraints of the system and deliver multiple benefits (biodiversity, amenity, visual, etc.).
- Advise the Planning Officer to condition the provision of sustainable drainage systems as part of the scheme where at all possible, in consultation with BCC Flood Defence Team.

AIR QUALITY

- The air quality assessment that formed part of the ES submitted for this application proposed mitigation of predicted negative air quality impacts through adjustment of traffic signal timings. Annual average daily traffic (AADT) figures were included within the air quality assessment to demonstrate the effectiveness of the proposed mitigation. The mitigation involved the adjustment of traffic signal timings at key junctions in order to improve peak and inter-peak weekday traffic conditions.
- A request was made for the applicant to model the air quality impacts of these proposed mitigation measures. A technical note was produced which takes into account the affect that the proposed mitigation has on the predicted air quality impacts of the North Fringe to Hengrove Metrobus.
- The predicted air quality impacts of the proposed mitigation are mixed throughout the city. Generally, the proposed mitigation lessens the more extreme adverse impacts as predicted within the original air quality assessment.
- The overall predicted impacts on air quality are mixed with both negative and positive impacts being predicted throughout the city. On balance these impacts are considered to be acceptable when considering that the proposals aim to offer an improved public transport infrastructure for the city and to encourage a shift towards using public transport to access the city centre.
- The predicted negative air quality impacts in some locations emphasise the importance of following through with the commitment to using low emission buses on the route. This should help to minimise negative air quality impacts and to maximise any predicted improvements at locations close to the proposed NFH Metrobus route.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

PUBLIC HEALTH

- Public Health strongly supports the development of public transport services, and improved infrastructure for walking and cycling that Metrobus will bring. It is essential for the health and wellbeing of Bristol residents that we develop travel and transport facilities and routes that enable Bristol residents to access their workplaces, schools, local services, retail outlets, leisure opportunities, friends and family by means of public transport combined with walking and/or cycling that promote physical activity.
- Travel and transport arrangements must also be designed in such a way that they assist the regeneration of the deprived areas of Bristol, and they must help to enable Bristol as a City to meet its carbon reduction targets and develop resilience against the impacts of declining supplies of cheap oil and of the economic consequences of Peak Oil.
- We are pleased to see that the proposal currently has a 'very good' CEEQUAL sustainability assessment and hope the final scheme will achieve 'excellent'. This should be requested by way of a planning condition.
- Public Health had two recommendations: 1) that any permission be subject to a cycling and pedestrian infrastructure audit/review being undertaken by the applicant; 2) for the design of The Centre to incorporate a dedicated, segregated cycle route.

CONTAMINATED LAND

- No objection in principle to the application. Planning conditions requested concerning contaminated land, reporting unexpected contamination, and the management of materials.

PUBLIC RIGHTS OF WAY

- No objection. Route BCC/547/30 near Hartcliffe Way needs to be diverted appropriately using the correct legislation. Request that the appropriate advice note is provided citing the appropriate legislation for Public Rights of Way (PROW).

RESPONSES FROM EXTERNAL CONSULTTEES

HIGHWAYS AGENCY

- The Agency supports the principle of the scheme in terms of its potential for reducing congestion on the Strategic Road Network.
- The Agency requested the detailed modelling of the new junction and the submission of multiple departures for assessment.
- The Agency placed a 'direction of non-determination' on the application (April 2014) for a period of up to six months to allow the required technical work to be completed.

NATURAL ENGLAND

- No objection: Natural England is aware that the scheme has been screened to check for the likelihood of significant effects on European designated sites on behalf of Bristol City Council

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

and South Gloucestershire Council, as the competent authorities under the provisions of the Habitats Regulations. The assessment concluded that the proposal can be screened out from further stages of assessment because significant effects are unlikely to occur, either alone or in combination. As previously advised, on the basis of information provided, Natural England concurs with this view.

- Green Infrastructure potential: Natural England strongly supports the incorporation of green infrastructure into this development. We welcome the references to green infrastructure in the Design and Access Statement and are pleased to note that the need for proposed landscaping proposals to make a positive contribution to the landscape setting, as well as benefitting the maintenance and enhancement of existing green infrastructure networks, has been recognised.
- Other advice: Natural England would expect the Local Planning Authority (LPA) to assess and consider the other possible impacts resulting from this proposal on the following when determining this application, namely: local sites (biodiversity and geodiversity); local landscape character; local or national biodiversity priority habitats and species.
- The LPA assessment of local impacts and securing enhanced biodiversity is detailed in comments from BCC: Ecology Officer.

ENGLISH HERITAGE

- English Heritage considers that as the route will largely utilise the existing road network, the overall impact on the historic environment would be minimal.
- With regard to the impact of the scheme on Grade II* Listed Dower House and Grade II Listed Stoke Park as a result of a new bridge and loss of land from the park, whilst considered to have a harmful impact, English Heritage does not consider this to be substantial given the existence of the M32.
- English Heritage acknowledge the potential for mitigating the visual impact of the bridge over the M32 may be minimal but a case for mitigation elsewhere, such as improvements to the Park itself.
- Regarding works in the centre of Bristol, English Heritage commend the holistic approach taken to redesigning this area, citing the detail of the materials and street furniture as key to the delivery of a high quality scheme.
- For the remainder of the scheme, English Heritage does not consider that there will be an unacceptably harmful impact on the overall historic environment due to the utilisation of existing roads. Where the scheme does pass through conservation areas or runs adjacent to other heritage assets, it is important that the location of bus stops is given careful thought to ensure minimal impact.
- Advise that the bus shelter in front Grade II* Listed Church of St Mary should be relocated. It is proposed that this can be dealt with by way of condition.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

ENVIRONMENT AGENCY

- No objection in principle to the application.
- Three planning conditions requested concerning surface water drainage; contamination and should contamination not previously identified be found.

AVON & SOMERSET CONSTABULARY: CRIME PREVENTION DESIGN ADVISOR

- No comment at this stage. Neighbourhood Police Team Inspector, Traffic Management Teams and Force Counter Terrorist Security Advisors have been made aware of proposals.

THE COAL AUTHORITY

- Application site falls within the defined Development High Risk Area. Mining hazards need to be considered in relation to determination of this application.
- Applicant considered to have obtained appropriate up to date coal mining information.
- Parts of the site are likely to have been subject to historic unrecorded underground coal mining at shallow depth and are in proximity to recorded mine entries.
- Environment Statement considered to have been informed by an appropriate range of sources.
- Conclusions of Chapter 15 of the Environmental Statement are considered sufficient and meet the requirements of the NPPF in demonstrating that the application site is, or can be made, safe and stable for the proposed development.

RELEVANT POLICIES**National Planning Policy Framework – March 2012****National Planning Practice Guidance – February 2014****Bristol Core Strategy (Adopted June 2011)**

BCS1	South Bristol
BCS2	Bristol City Centre
BCS3	Northern Arc and Inner East Bristol
BCS5	Housing Provision
BCS6	Green Belt
BCS8	Delivering a Thriving Economy
BCS9	Green Infrastructure
BCS10	Transport and Access Improvements
BCS11	Infrastructure and Developer Contributions
BCS13	Climate Change
BCS14	Sustainable Energy
BCS15	Sustainable Design and Construction
BCS16	Flood Risk and Water Management
BCS20	Effective and Efficient Use of Land
BCS21	Quality Urban Design
BCS22	Conservation and the Historic Environment

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

BCS23 Pollution

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

DM1 Presumption in favour of sustainable development
 DM14 The health impacts of development
 DM15 Green infrastructure provision
 DM17 Development involving existing green infrastructure
 DM19 Development and nature conservation
 DM22 Development adjacent to waterways
 DM23 Transport development management
 DM24 Transport Schemes
 DM25 Greenways
 DM26 Local character and distinctiveness
 DM27 Layout and form
 DM28 Public realm
 DM31 Heritage assets
 DM33 Pollution control, air quality and water quality
 DM34 Contaminated land
 DM35 Noise mitigation

Bristol Central Area Plan: Submission Version (July 2014)

BCAP5 Development and flood risk
 Noise and Air Quality
 BCAP25 Green infrastructure in city centre developments
 BCAP26 Old City – Reducing traffic in the heart of Bristol City Centre
 BCAP27 Safeguarded transport links and railway land
 BCAP29 Car and cycle parking in Bristol City Centre
 BCAP30 Pedestrian routes
 BCAP33 City centre spaces
 View and landmarks
 BCAP35 Bristol Temple Quarter
 BCAP36 Bristol Shopping Quarter
 BCAP40 Redcliffe Way
 BCAP41 The Approach to Harbourside
 BCAP43 The Approach to St Michael's
 BCAP44 The Approach to Old City

Supplementary Planning Documents

SPD5 Sustainable Design and Construction (February 2006)
 SPD7 Archaeology and Development (March 2006)
 SPD8 Nelson Street (March 2006)

Supplementary Planning Guidance

PAN 14 Safety and Security (1997)
 PAN 15 Responding to Local Character - a Design Guide (1998)
 PPS10 Planning for Sustainable Waste Management (July 2005)
 PAN 1 Residential Guidelines (November 1993)

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

KEY ISSUES**A. IS THE PRINCIPLE OF THE NFHP SUPPORTED?**

The submitted proposals form an integral part of a comprehensive strategy to deliver high quality connectivity to support future planned housing and economic growth, whilst tackling traffic congestion through improving the reliability of alternative forms of transport to the private car.

This cannot be achieved through one scheme alone, but only through an interrelated package of major transport interventions which deliver a network of safe and reliable linkages for public transport users, cyclists and pedestrians, providing fast and efficient connections between residential areas, employment sites, retail centres and other essential facilities. This is an essential requirement if the area is to successfully grow to accommodate increased activity.

The identified package of objectives for the next decade are set out in the Joint Local Transport Plan (JLTP) for the former Avon area and policy BCS10 of the adopted Bristol Core Strategy (BCS) and include: the delivery of additional and improved rail connectivity; more frequent and direct bus services; the provision of safe and convenient walking and cycling linkages; and additional capacity where bottlenecks currently exist to provide better access for all of the above users.

Policy BCS10 of the Core Strategy sets out clear support for the proposed NFHP scheme as a rapid transit route in Bristol, alongside other improvements to transport infrastructure, in order to provide an integrated transport system which improves accessibility within Bristol and supports growth through proposed levels of development. The Core Strategy states that rapid transit will “provide a fast, frequent and reliable public transport service with a high quality passenger experience. Services will run on a largely dedicated route, separate from car traffic, with priority over other road users”.

The proposed NFHP scheme spans three areas defined within the Core Strategy’s spatial strategy.

- Policy BCS1 concerning South Bristol, places a particular emphasis on the regional priority of the area as a focus for development and regeneration. The policy supports the development of major improvements to transport infrastructure between existing communities within South Bristol and also between the city centre and the north of the city, whilst mentioning specifically the development of rapid transit routes connecting Hengrove with the north fringe of the Bristol urban area via the city centre.
- Policy BCS2 concerning Bristol city centre supports development of improved transport systems and connectivity, including new public transport, pedestrian and cycling routes and transport hubs. The policy seeks to promote and strengthen the regional importance of Bristol city centre via mechanisms which include addressing congestion issues and promoting sustainable transport.
- Policy BCS3 concerning the Northern Arc and Inner East Bristol, states that in the Northern Arc the NFHP will enable local residents to better access of the city centre and North Fringe whilst providing access to major employment locations for residents in the Inner East area.

In addition to this, the implementation of safer streets through the rollout of the 20mph project across the city along with further measures including the Residents Parking Scheme, increased cycle provision for new developments, and the implementation of car clubs and electric vehicle charging

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

points aim to encourage sustainable patterns of travel whilst delivering health benefits. As a result, this should improve the quality of life for many existing and future residents of the city. The above package accords with the requirements for sustainable development and co-operation between neighbouring authorities, as set out in the National Planning Policy Framework (NPPF)

It is also material that the proposed NFHP scheme is part of a wider transport package for the West of England sub-region, which, for the Bristol area, also comprises the Ashton Vale to Temple Meads MetroBus (AVTM) and South Bristol Link (SBL). Major interventions submitted to the Development Control Committee to date have included the South Bristol Link (November 2013), the Ashton Vale to Temple Meads MetroBus route revision (February 2014) and the North Fringe to Hengrove Package (NFHP) scheme which is the subject of this application.

The current planning application seeks detailed approval for the infrastructure to support the NFHP which will enable more frequent and reliable passenger services connecting the North Bristol Fringe including the Cribbs Causeway, Aztec West, Bradley Stoke, Parkway Station, Emersons Green and the University of the West of England (UWE) Frenchay Campus with Bristol City Centre and beyond including the areas of Redcliffe, Bedminster, Knowle and Hengrove.

These proposals are in alignment with a number of key areas of growth within the Bristol region that are identified within planning policy documents for considerable housing and employment expansion over the following decades. By way of example, major proposals include:

- Cribbs / Patchway New Neighbourhood: up to 5,700 homes and 9,000 new jobs (up to 2031)
- East of Harry Stoke New Neighbourhood: up to 2,500 homes (up to 2031)
- Bristol City Centre: 150,000sqm of new office space and 7,400 homes (2006 - 2026)
- South Bristol: 60,000sqm of net additional office space, 10ha of industrial uses and 8,000 new homes (2006 - 2026)

The submitted planning application comprises a series of public transport priority measures including bus-only access, additional bus lanes (some of which are shared with the AVTM scheme), bus priority measures and enhanced and improved passenger facilities and will provide the appropriate infrastructure for the delivery of MetroBus to serve the above areas, therefore delivering realistic alternatives to private car use.

Transport Officers have scrutinised the proposals and raised a series of questions upon receipt of the submitted drawings and documentation (These matters are covered under Key Issue B).

Following dialogue with the project team, Transport Development Management are now satisfied that the proposal is in conformity with the wider Transport Strategy for the area as an integral part of the need to encourage the use of more sustainable modes of transport in and around Bristol. The wider strategy fulfils the need to ensure that the demands and impacts of housing and economic growth going forward can therefore be satisfactorily accommodated by the infrastructure that is identified in the BCS and JLTP.

The economic benefits of the proposed NFHP scheme are important to the scheme's policy support. The application is supported by a Socio Economic Assessment submitted as part of the

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Environmental Statement. The Socio Economic Assessment identifies the level of existing transport provision and connectivity as a barrier to economic growth across the West of England sub-region. The Assessment states that new transport infrastructure is an important aspect of unlocking new economic growth, including between key retail (Cribbs Causeway), employment (Aztec West, Filton Aerospace, Bristol city centre), residential (Patchway, Emersons Green, Bedminster, Hengrove Park) and educational areas (UWE, City of Bristol Academy) as well as key regeneration areas including South Bristol, Redcliffe and the Northern Arc. The Assessment states the importance of the proposed NFHP scheme to support high levels of economic activity, population growth and high working age population in the area.

The application is accompanied by an Economic Impact Study of Major Transport Schemes in the West of England, submitted as an appendix to the Environmental Statement. The Impact Study assesses the extent to which the proposed NFHP scheme, as part of a wider package of transport infrastructure improvement to the West of England, will help to unlock economic growth in the sub-region. The Impact Study highlights that there are currently poor public transport links in South Bristol, and long bus journey times and high car use in the North Fringe and M32 corridor

Consultation undertaken with 33 stakeholders as part of the Impact Study, including business and local authorities, found that the proposed NFHP scheme to be a significant benefit to Bristol in terms of improving public transport options, and providing a viable alternative to the car.

The Impact Report identifies potential economic outcomes of the proposed NFHP scheme, namely an improved depth of labour market (for businesses in the North Fringe) and better access to jobs elsewhere, improved access to education and training, reduced business travel and goods movement costs and the potential to unlock the capacity for growth in the city centre, South Bristol, Emersons Green and Filton.

The Council's Economic Development Officer supports the scheme, specifically - the delivery of jobs and the Gross Value Added (GVA) growth associated with the scheme; the proposed improvements in connectivity between residential and employment areas; and the scheme's aim to reduce congestion. The Economic Development Officer considers the scheme should lead to investors having a positive perception of Bristol as an area in which to invest and more likely to take the view that the City has a coherent public transport network, a public sector willing to invest in it and less congestion.

One aspect of the economic potential of the proposal is the opportunities offered by the construction stage for local employment and trading, associated with this scheme. It is normal for major schemes to enter into a S106 agreement with developers to secure local training opportunities e.g. to secure a target for apprenticeship schemes. As the Council is the applicant it is not possible to secure such an obligation through a planning agreement, but there is a commitment to consider this, subject to compliance with employment and procurement legislation. It is also relevant that the Council is involved with other initiatives to improve access to employment and training.

A number of consultation responses have questioned both the principle and the positive economic predictions of the proposed NFHP scheme. Consultees have also challenged the cost associated with the proposals. The challenges to these predicted outcomes should be weighed alongside the level of support for the general principle of the scheme from the business community, namely Business West,

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

the very strong policy basis, particularly BCS1 and BCS10, and the considerations of the Council's Transport and Economic Development Officers. In addition to this, the business case for the proposal and the wider MetroBus Network has been subject to assessment by the Department for Transport (DfT).

In conclusion, the principle of development and the proposed corridor of the NFHP scheme are firmly supported by the development plan. The scheme is reflected in up to date policy and follows strategic reviews of the scheme leading to its inclusion in the West of England JLTP in 2007. Underpinning the proposal is the access and economic benefits it will bring to Bristol and the wider sub region with the proposal being part of a wider network of transport infrastructure for the greater Bristol area.

Paragraph 14 of the National Planning Policy Framework (NPPF) sets a presumption in favour of sustainable development. Specifically for decision taking this means that development proposals that accord with an up-to date development plan should be approved without delay, unless other material considerations indicate otherwise.

Given the support of the development plan, it is considered, that the principle of the proposed NFHP scheme should be supported with significant weight attached to this aspect of the assessment.

It is recognised that a proposal of this scale and complexity must not only be justified in accordance with established national and local planning policy and guidance, but also within the detail of the scheme. As such, the proposed scheme requires assessment under other policies that deal with transport, environmental and site specific issues as detailed in the following sections of the report.

B. ARE THE TRAFFIC, TRAVEL AND ACCESS IMPLICATIONS OF NFHP ACCEPTABLE?

The traffic impact of the proposal is an aspect of the Environmental Impact Assessment of this scheme as required by BCS10 of the Core Strategy. The recently adopted policy DM23 within the SA&DM document provides a more detailed list of criteria for matters to be considered. Relevant aspects of policy DM23 in relation to this proposal are:

Development should not give rise to unacceptable traffic conditions and will be expected to provide:

- i. Safe and adequate access for all sections of the community within the development and onto the highway network including designs which secure low vehicle speeds; and*
- ii. Adequate access to public transport including, where necessary, provision for public transport improvements; and*
- iii. For appropriate transport improvements to overcome unsatisfactory transport conditions created or exacerbated by the development; and*
- iv. For pedestrians and cyclists including, where appropriate, enhancing the pedestrian and cycle network and, for major non-residential schemes, providing adequate changing, shower, storage and drying facilities for cyclists.*

Proposals should be supported by a Transport Assessment and/or a Travel Plan where development is likely to have a significant traffic impact.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

The proposals submitted have been judged against these criteria and in accordance with DfT Guidance on Transport Assessment.

Transport Assessment Methodology

For the submitted Transport Assessment (TA) to be considered acceptable to BCC Officers, there are two broad areas of quantitative analysis that are required to reflect the impact and effects of the proposals.

The first method is a strategic transport modelling exercise to forecast the change in future-year transport patterns and routing that arises on the wider road network as a direct result of the proposed NFHP. The G-BATS3 strategic SATURN model has been used to forecast the impacts of this scheme. It has been specifically designed to enable future-year forecasts to be carried out concerning patterns of movement associated with major transport infrastructure. The following outputs are provided in this regard:

- Vehicle movements
- Origin and destination of trips
- Routing patterns
- Congestion and delay
- Public transport-based movements, patronage and journey time

The second tranche of modelling comprises a series of more local assessments concerning the operation of individual junctions in greater detail using the LINSIG, ARCADY and PICADY programs. Both modelling methodologies include “With development” scenarios in the 2016 opening year and 2031 future year for the AM peak & PM peak hours. This provides the following outputs:

- Signal staging and phasing
- Timings allocated to traffic & pedestrians / cyclists
- Queue lengths
- Degree of saturation
- Practical reserve capacity / ratio of flow to capacity

For the purposes of net comparison, the operation of the wider network in the event that the NFHP is not delivered has also been tested. In the “Do Nothing” scenario the Ashton Vale to Temple Meads (AVTM) MetroBus scheme and the Stoke Gifford Transport Link (SGTL) are assumed as committed, as are the various land-use proposals contained within local planning policy documents.

A further “Cumulative” scenario has also been tested within the strategic model which includes all of the above infrastructure along with the delivery of the South Bristol Link (SBL) MetroBus route.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

Strategic Model Validation

Any modelling work must be demonstrated to adequately represent the existing highway situation before it can provide a realistic forecast of future year scenarios. In order for the model to be considered fit for purpose scrutiny was required through a number of validation reports. Firstly through the completion of Public Transport and Demand Model Development Reports (2011), as well as two further Forecasting and Highway Assignment Model Development Reports (both carried out in 2013).

BCC Transport Officers are satisfied that appropriate validation has taken place of the models used to inform the TA and confirm that this represents a robust basis upon which to forecast future patterns of movement in the area.

Transport Assessment Findings – Strategic Modelling Impacts

In order to adequately assess the effects of the NFHP, Highway Officers first concentrated upon how the availability of additional highway network capacity has been forecasted by the G-BATS3 SATURN model to influence the peak hour routing patterns of vehicles, and how this change in routing patterns has affected the forecasted flow of traffic in a number of key areas.

A quantitative and illustrative analysis of the forecasted change in traffic flows across key locations on the local highway network for the opening (design) year of 2016 and for the future year of 2031 is submitted as part of the TA, as calculated by the SATURN model.

A future year of 2031 has been modelled (in addition to 2016) as it comprises the year at which all currently identified housing and economic growth in the area is anticipated to be delivered. A summary of the various outputs from the TA that have been considered by Highway Officers is provided below.

Forecast Changes in Traffic Flows

The submitted analysis indicates that a number of locations are forecast to experience reductions in traffic volumes in 2031 whilst other locations will be subject to increases as a result of the NFHP and its associated bus priority measures. In comparing the difference in flows between the “with development” and the “do nothing” scenario, reductions in traffic flows are forecasted as a result of NFHP in the following locations: along the M32 in both directions during all scenarios tested; along Gloucester Road, Stokes Croft The Haymarket, Rupert Street and Lewins Mead; significant reductions in flow along Colston Avenue (northern section); along Bedminster Parade in all scenarios tested, and at the Hartcliffe Way / Hengrove Way roundabout.

The modelling forecasts that many of the above forecast changes are attributable to a shift in the mode of transport used from car to bus, particularly for journeys originating in the North Fringe. Another significant factor relates to the change to traffic management in the City centre, where access to Baldwin Street from the north will be restricted to buses only under the proposals.

Locations where traffic flows are forecasted to increase include: Frenchay Park Road (as a result of increases to capacity at the Frenchay Park Road / Stoke Lane junction); Park Street, College Green and St Augustine's Parade (due to the easier access to Baldwin Street proposed as part of the NFHP), and localised increases along Bedminster Road, Novers Lane; with small increases along Hartcliffe Way and St Peter's Rise.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

Cumulative Impact Scenario (including South Bristol Link)

A further model run has been undertaken to understand the behavioural patterns of traffic occurring on the highway network where both MetroBus packages are accompanied by further transport infrastructure in the form of the South Bristol Link. The impacts of this cumulative assessment in 2031 are largely unchanged from the “with development” scenario for the M32 and City centre. However, the model confirms the re-routing of traffic away from current links including Winterstoke Road, Parson Street gyratory system, Highridge Green, Whitchurch Lane (north of Cater Road) and Kings Head Lane, in favour of the SBL and Brunel Way (south of Clift House Road) as per the findings of the Transport Assessment provided in accompaniment to the SBL proposals.

NFHP Bus Patronage

Concerns have been raised in relation to the low patronage figures forecasted for the MetroBus services serving the NFHP routes. In consideration of the modelling outputs provided within the TA, the three services proposed to comprise the NFHP Bus Rapid Transit Routes serving Bristol (the X90 and X93) are forecasted to carry around 1,460 passengers during the 2016 morning peak hour rising to 1,570 passengers in 2031. For the evening peak period this rises from 1,240 passengers to 1,380 passengers from 2016 to 2031.

It is noted from the results that an element of this patronage relocates from existing bus services. This can be attributed to the more direct and frequent nature of MetroBus services and this is reflected in the reduction in passenger kilometres travelled, where the MetroBus routes provide a more direct service to central and South Bristol, in favour of existing more convoluted routes which either terminate in the city centre and / or require a change of bus to reach South Bristol, which in itself is a deterrent to bus travel.

It should be noted at this juncture that transport models are commonly arranged around the need to ensure that a robust base year model is constructed and accurately reflects not only existing conditions on the highway network, but also ensure that the correct existing situation is inputted into the model in relation land-use zoning and current travel demand.

Consequently, where a defined zone or area has either low, or very little existing demand, any uplift of this demand is accordingly factored from this low base, which in this case has generated relatively low bus patronage results that are contained within the supporting analysis. This is directly attributed to the baseline transport model.

In consideration of the above, and in relation to the wider growth already planned as part of both Bristol and South Gloucestershire’s Core Strategies, it is Highway Officers’ view that the analysis confirms that NFHP provides an opportunity to provide much greater reliability and direct routes to centres of employment and activity than the current routes that are also considered within the submitted TA.

NFHP Bus Journey Times & M32 Bridge Rationale

A significant factor in the attractiveness of a bus service is the journey times and reliability / consistency associated with those journey times. The modelling outputs provided as part of the submitted TA confirm the forecasted travel times to reduce significantly when compared with the

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

performance of existing routes during the same scenarios. As an example the forecasted journey time between the City Centre and UWE reduces from 39 minutes to 20 minutes during the 2031 morning peak, a time saving of 49%, during the evening peak, the same journey is forecasted to reduce by a similar amount.

In relation to the provision of a new bridge across the M32 to provide direct and exclusive access to and from the M32 for buses, concerns have been raised that the costs and impacts of this infrastructure outweigh the benefits that are achieved by the ability for public transport services to avoid Junction 1 of the M32. In relation to this, specific assessment work is included in the TA which takes into account journey times between the City Centre and UWE using alternate bus routing via Junction 1 and the A4174 Ring Road in the event that the M32 bridge is not provided. The results of this assessment work are forecasted within the TA to result in an average journey time saving of up to 200 seconds and it is this that has created the greatest level of concern.

The SATURN program is a strategic model predominantly used to forecast the wider effects of routing and congestion across a region. As such, it provides a very crude and blunt estimation of the future year M32 junction operation when compared with more accurate junction modelling techniques / programs such as LINSIG.

Transport Officers' technical view is that in practice, it is very unlikely that daily journey times will only reduce by such a small amount given the congestion at Junction 1 and the need for buses to undertake what would become a sizeable detour in order to access UWE. To illustrate this, the assessments of Junction 1 using the LINSIG program predict the junction to operate, on average, at 20% over capacity in the 2031 peak hour scenario. As with the SATURN modelling, this figure is an average and can go up as well as down, which will call into question the reliability of the MetroBus service to efficiently meet the needs of housing and economic growth proposed across the Bristol region. Congestion is often variable, and the consequences of this as historic experience has confirmed, generates significant problems for bus reliability, resultant patronage and restricted finance for the following reasons.

The fundamental determinant in the effectiveness and financial stability of a public transport service is its reliability. In the absence of direct and exclusive access to the M32, Highway Officers concur with the promoters that the reliability of the NFHP would become severely compromised by the unexpected and compound nature of congestion occurring at Junction 1 in the future year scenario.

The negative effects of variations in journey times and therefore reliability are threefold as clarified below:

- The number of passengers reduces as the service struggles to adhere to the published timetable due to the varying effects of congestion.
- This can result in the need for bus operators to schedule and commission additional vehicles in order to honour the published timetable.
- As a combination of the above two issues, the costs of providing the service rise, whilst the revenue obtained from passenger falls, calling into question the viability of the route.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

The absence of a bus-only junction would reduce the overall benefits of the scheme by a considerable amount and would also create further additional journey times in order for the bus to still access UWE, making the route convoluted and undesirable to passengers boarding the service further north. This would severely deplete the business case for the scheme.

It has been estimated that the reduction in benefits over a 60-year lifespan of the NFHP route not serving UWE would amount to £52 million whilst the costs associated with the route continuing to serve UWE but without direct access to the M32 would amount to around £60 million. This represents a considerable risk that would serve to reduce the attractiveness of the routes to operators and passengers alike.

Local Highway Network: Proposals and Impacts

The submitted proposals within the BCC area are identified within three specific areas. These are considered in turn below. The design proposals have been subject to detailed analysis by an Independent Stage One Road Safety Audit.

Area B: Coldharbour Lane to Bond Street via M32

This section of the proposed NFHP route comprises a number of bus priority measures including: the implementation of new bus lane along Coldharbour Lane; the provision of a bus gate on Stoke Lane; the construction of a new motorway junction to deliver bus-only access slip roads to and from the M32 motorway including the construction of new earthworks and retaining structures; the installation of vehicle-deterrent measures to prohibit misuse of the bus-only access; the provision of junction capacity improvements at Frenchay Park Road / Stoke Lane; the provision of new bus stops to serve the NFHP bus services and the improvement of walking and cycling connections to provide access to these stops. Along the M32 the proposals include the extension of the current southbound bus lane further north between junctions 2 and 3 of the current motorway.

Stoke Lane

The delivery of southbound bus priority measures along Stoke Lane is supported by Highway Officers and will add greater reliance to new and existing bus routes which use this stretch of road. Where the carriageway narrows before crossing over the M32 the width does not allow for a continuous bus lane and as such a bus gate is proposed in order to hold general traffic back upon being activated by an approaching bus in order for that bus to effectively jump the queue of traffic and benefit from faster more reliable access to the M32.

Highway Officers have queried the enforceability and suitability of proposed speed limits in this location which identify a change from the current National Speed Limit (60mph) to 30mph at a point just prior to the steep downward hill as Stoke Lane enters the Bristol area. Following cross-border dialogue with Officers of South Gloucestershire Council, a more realistic transition from 40mph to 30mph at the bottom of Stoke Lane at the junction of Frenchay Park Road is currently being considered.

A peak hour operational assessment of the revised junction arrangement at Frenchay Park Road / Stoke Lane has been included within the Transport Assessment and considers both the 2016 and 2031 scenarios. This modelling confirms that the new junction will operate more effectively than the

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

current arrangement and this is attributable to the increase in the number of approach lanes at the Stoke Lane and Frenchay Park Road entry arms to the junction which provide additional capacity at the junction.

M32 overbridge and bus-only access

The submitted proposals include a new bridge over the M32 accessed directly from / to a northbound off-slip road and a southbound on-slip road to provide direct and exclusive access for buses. Revised drawings have been submitted to enable a reduced width design which in turn reduces the visual impact and landtake of the structure whilst providing only the width that is required to support the MetroBus access.

The construction and responsibilities associated with the proposed new overbridge to serve the NFHP route has been subject to detailed discussions between the Project Team, the Highways Agency (HA) and BCC Maintenance and Structural Engineers. It has been agreed that the HA will take ownership and maintenance responsibilities for all new earthworks and structures (including the new bridge) which abut the M32, whilst BCC will take responsibility for the maintenance of the new bus-only road construction along with the earthworks that support the slip roads, subject to the progression of a formal Approval in Principle (AiP). Whilst the bus only access will be provided to an adoptable standard and maintained by BCC it will not be registered as public highway. Drawings have been submitted that confirm the various ownerships.

In order to discourage general traffic from abusing the bus-only access to the M32, the installation of a gravel trap will block errant car traffic from proceeding along the bus-route whilst allowing buses with a wider wheel-base to pass safely over the gravelled area. This will be backed up by the installation of Automatic Number Plate Recognition (ANPR) cameras that would monitor movements to ensure larger vehicles other than buses recognised by the ANPR camera are deterred from using the access. Highway Officers have queried the effectiveness of these measures, particularly in relation to whether emergency vehicle access would be allowed. The project team responded that the measures proposed were arrived at following an options report which was submitted to BCC. Of the various measures that were considered within that report other than those proposed above, (lifting barriers, sliding gates, rising bollards and remote control / management) these were discounted for various operational and enforcement reasons. Highway Officers understand that the measures adopted in the current design have been agreed by the emergency services.

Potential bus access from M32 directly to Stoke Lane Bridge

Whilst this report is concerned with the assessment of the planning application as submitted and not alternative suggestions, it is felt to be helpful to consider this option at this juncture, particularly as this was an alternative previously considered by BCC and the applicant. There is however a number of reasons why the option of providing slip roads to the Stoke Lane Bridge have been discounted. These are summarised below:

- A new bridge over the M32 allows the control of the type of vehicle using the junction whilst other vehicles will be turned around using the new roundabout to the east of the M32. This would not be possible with a slip road scheme meaning errant vehicles could end up stranded or reversing onto the motorway generating safety problems that would not be acceptable to the Highways Agency.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- A slip road only option in the normal location to the south of Stoke Lane Bridge would not meet the minimum design standards for Motorways. An alternative to the north with a return loop would require significant additional land acquisition and substantial earthworks in order to conform to appropriate engineering design and safety standards, particularly on a Motorway. Given that the current earthworks design is complex this could both increase the risk and cost as well as prejudicing access and possibly viability for the smallholding tenants on the west side of the M32;
- It would severely impact on the historic landscape that forms the curtilage of a listed building (the Dower House) within Stoke Park as a result of these works due to the height of Stoke Road Bridge and the length and elevation of slip roads that would be required;
- In order to accommodate slip roads to allow MetroBus vehicles to turn on and off of Stoke Lane Bridge, the bridge would need to be widened which would be costly and require complex structural approvals.
- The Highways Agency has confirmed that they would not approve of a design of slip road for a bus only junction that resulted in safety concerns on their network.

Access from Frenchay

The application proposes a number of changes to accessibility in this area in recognition of the provision of bus stops along the bus only access / egress from the M32. They comprise additional crossing facilities at the Stoke Lane / Frenchay Park Road signal junction as well as further standalone controlled pedestrian crossings a short distance to the north west along Stoke Lane and to the north along Frenchay Park Road.

Highway Officers raised a number of queries with these arrangements, firstly seeking comfort that the new Stoke Lane crossing will operate in tandem with the revised Stoke Lane signals and secondly in relation to the new Frenchay Park Road crossing - the need to ensure safe and adequate access to MetroBus for pedestrians and cyclists from the Frenchay area given the amount of vegetation abutting the highway and the quality of footpath links where the new crossing is located. The first issue has been confirmed whilst the latter will be subject to further investigation as part of a condition.

M32 changes

Whilst the majority of changes to the M32 occur outside of the BCC highway area of adoption, it is worth noting at this point for completeness the extent of the changes and how these have been assessed and considered by the Highways Agency. The principal changes to the M32 are to allow for the integration of bus access and bus lanes to comprise: the extension of the existing southbound bus lane at the expense of the hard shoulder between junctions 2 and 3; the narrowing of the central reservation to facilitate new bus access; reductions to forward visibility caused by the installation of new barrier restraint systems; and the replacement / narrowing of hard shoulder to provide additional hardened verge.

The changes mentioned above represent departures from the HA's standard details for motorways and as such this requires to obtain the HA's written approval to authorise these changes. Within the

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

application for that approval, the applicant provides the following summary justifying the reason for the departures:

“Providing a fully compliant design would require extensive demolition and reconstruction of the northbound and southbound hard shoulder and Junction 3 slip roads, as well as widening of the existing structures along the route.....

.....Acceptance of the proposed departures will allow the M32 Southbound Bus Lane Extension to be provided without the need for extensive demolition and reconstruction works (including existing structures, widening of existing M32 mainline carriageway, and the realignment of the Junction 3 slip roads), which would have far greater safety, financial and environmental implications.”

At the time of writing, the project team are currently awaiting the HA's approval of the departures referred to above and the lifting of the current holding direction placed on the scheme.

M32 / A4032 Newfoundland Way speed limit changes

A further change to the M32 / A4032 Newfoundland Way concerns adjustments to the speed limit following pre-application dialogue with road safety officers at BCC and the HA. The current speed limits along this link comprise a transition from 70mph - 60mph to 30mph a short distance south of junction 3. It was felt that in view of the provision of the bus lane and the loss of hard shoulder, a more staggered transition would be more effective at controlling and gradually slowing approach speeds via the 70mph-60mph-40mph transition that is now proposed before the 30mph limit is reached, close to the junction of Houlton Street.

Area C: Bond Street to Bedminster Bridge via City Centre**Bond Street, Lewins Mead and Rupert Street**

The main changes proposed along these routes are concerned with the provision of additional new bus stop infrastructure in recognition that the frequency of the MetroBus services will be such that a number of existing stops are not considered to have the capacity to accommodate additional services given their current use.

New bus stops are proposed along Bond Street in both directions; Lewins Mead outbound (subject to the reduction of the existing bus gate) and Rupert Street inbound. Highway Officers have raised a number of safety concerns with the new infrastructure in these areas.

The applicant accepts that the outbound bus stop along Bond Street (outside the Spectrum building) is located within an existing free-flowing traffic lane (as opposed to a lay-by) and that it would cause blockage to outbound traffic including passing cyclists and buses that would consequently be required to cross lanes to overtake a bus boarding / alighting at this stop, raising safety implications and reducing capacity of this link causing a knock on effect back to St James' Barton roundabout. A condition will be applied for the applicant to confirm that MetroBus services are able to satisfactorily board / alight from the existing bus stop outside the former GE Capital building.

Positioning of stops, information displays and associated street furniture

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

A further safety concern arises from the positioning of the street furniture accompanying MetroBus stops including information / ticket purchase monoliths, bins, benches and shelters in these and other locations. It will not be acceptable for such infrastructure to create undesirable pinch points and obstruction to pedestrians, pushchairs and mobility vehicles and it is required that further scrutiny is made of bus stop infrastructure with the detailed designs by way of condition to be agreed prior to construction.

Committed developments in the central area

Several sections of the NFHP route, particularly along Lewins Mead and Rupert Street are subject to existing (committed) planning proposals that are likely to be developed over the forthcoming years following planning consents between 2011 and 2013. These include the construction of residential / student apartments at the former New Bridewell Police HQ, the former Magistrate's Court, Fromsgate House and Electricity House in addition to consent for a hotel / pub use on the site of the former Hill House Hammond / Artichoke public house.

Cumulatively, these developments alongside the delivery of the MetroBus proposals and their associated streetworks, road closures and other traffic management have the opportunity to severely affect the highway, depending upon their proposed build programmes and the works that are required to be undertaken. Alternatively, opportunities would also seem to arise for potential time and cost savings in terms of effectively co-ordinating the delivery of works to minimise the timescale of delays to the highway network.

In view of this, the applicant has provided a report that assesses the likelihood of any of the proposed works contradicting one another. Whilst this does not appear to be the case, Highway Officers will eventually require this assessment to go further than assessing merely the extent of the works but to understand the timing and construction management associated with them in order to achieve the economies of scale that would seem to be reasonable to expect, depending upon the timescales of the various build projects. A condition is required to more accurately assess this matter.

Reconfiguration of City Centre – This is considered under Key Issue J.

Prince Street, The Grove, Redcliffe Way and Redcliffe Hill

The changes along this section from the current situation to accommodate the NFHP route comprise the installation of new bus stop infrastructure along Prince Street; the implementation of a bus lane along The Grove; the provision of an eastbound bus lane along Redcliffe Way bridge; alterations to the St Mary Redcliffe roundabout; alterations to Redcliffe Hill including a new northbound bus lane and further revisions in relation to access to / from the Waring House shopping Parade.

Much of the infrastructure proposed above has already been approved by the Development Control Committee and/or Transport Works Order (TWO) as part of the AVTM Metrobus project. However, additional improvements have been proposed as part of the NFHP proposals including a segregated cycle lane to the west of Redcliffe Hill.

Highway Officers have queried a number of aspects of the design in this area and this is concerned with the re-allocation of road space to incorporate a new bus lane. Firstly, on The Grove, concern was raised in relation to the close proximity of existing bollards / railings to the westbound carriageway

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

which could cause vehicles to cross the centreline to maintain clearance, especially where vehicles are overtaking cyclists. In relation to Redcliffe Bridge, concerns are raised in relation to the revision of loadings resulting from half of the bridge's width under the proposals now being allocated to cycle or bus lane. This could have implications for the structural integrity of the bridge as all general traffic will now be assigned to one half of the deck. The applicant has accepted a number of conditions to investigate, report and conclude the above matters to the satisfaction of the highway authority

Traffic modelling has been submitted as part of the NFHP proposal to assess the implications of the scheme upon the St Mary Redcliffe roundabout and the signalised roundabout at Bedminster Bridge. The modelling assessments confirm that the delivery of the NFHP route will result in these junctions continuing to operate above capacity, with a net negligible impact upon queuing and delay.

Area D: Bedminster Parade to Hengrove Park via Hartcliffe Way

Bedminster Parade – This is considered under Key Issue K.

Dalby Avenue, Malago Road, Sheene Lane and West Street

The NFHP route splits into two in this area with the southbound routing travelling along Dalby Avenue, Malago Road and Sheene Lane, whilst the northbound route retains the existing established bus route through Bedminster along the one-way northbound section of East Street.

The NFHP scheme proposes a number of changes to the existing arrangements in the above locations between Bedminster Parade and Parson Street gyratory system. These include the upgrading of existing bus stops and amendments to the Sheene Road/West Street/East Street signalised junction. Highways Officers are satisfied that these improvements are acceptable.

Highway Officers are not satisfied with the proposals in relation to the lack of northbound bus stop facilities on West Street given that this is the most densely populated area through which the NFHP would run. The nearest stops proposed are adjacent to Parson Street Station and at the western end of East Street and are likely to result in a walking time for many potential passengers much greater than the maximum reasonable distance of 400m (5 minutes) to serve an urban area. A condition is applied to this recommendation for the applicant to investigate and address this matter prior to construction of the route.

Parson Street and Hartcliffe Way

To improve the quality and reliability of public transport accessibility along Hartcliffe Way, further changes are proposed as part of the NFHP application. These include improvements to bus stops along the route; a reconfiguration of the Hartcliffe Way / Parson Street T-junction to provide signal control and improved safety for pedestrian crossing movements; the incorporation into the carriageway of a new northbound bus lane between Headley Lane and Parson Street; the implementation of a 3m footway / cycleway on the eastern side of Hartcliffe Way between Wimborne Road and Novers Park Road; the incorporation of new junction facilities to serve committed development; the construction of a new southbound bus lane between Headley Lane and Novers Lane, the provision of a further splitter island at the Hartcliffe Way / Novers Park Road junction and associated retaining structures, adjustments to the existing Public Right of Way BCC/547 and removal of on-street parking as appropriate.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

In assessing the proposals for this part of the route, Highway Officers have queried some of the proposed designs in safety terms and these matters have also been picked up as part of the Stage One Road Safety Audit. A condition is therefore required to investigate the proposed markings along Hartcliffe Way to the south of Parson Street where the proposed centre line, combined with a relocation of the northbound bus stop from outside the Finch Auto Centre creates an undesirable pinch point for northbound traffic wishing to overtake buses boarding / alighting at the new stop. This is not helped by the relocation of a southbound (non-MetroBus) bus stop which may generate further conflict given its close proximity to the northbound stop. Subject to this being reviewed prior to construction, Highway Officers are satisfied that this section of the proposals will realise the benefits to public transport access and highway safety desired, particularly in relation to the signalisation of the Hartcliffe Way / Parson Street junction and resultant banned northbound right-turn. This junction has a history of turning movement collisions in recent years and it is expected that these proposals shall assist in removing this concern.

Hartcliffe Way / Novers Lane junction

The proposed adjustments to the signalised T-junction of Hartcliffe Way and Novers Lane represent a significant change to the current arrangement comprising the incorporation of the new southbound bus lane leading to a 40-metre dedicated left-turn facility (for all traffic) into Novers Lane. This arrangement includes an additional splitter island in order to segregate this turning movement from the straight on movement and improve safety for pedestrians who will benefit from safer crossing facilities. A further change is the removal of the ability for northbound traffic to turn right between gaps in southbound traffic. These movements will be signal controlled and therefore removes the element of risk from this manoeuvre.

These changes to the junction have been subject to modelling in the LINSIG program which indicates that the junction is forecasted to run with a small improvement to capacity during the morning peak hour but with a reduction in capacity in the evening peak hour. This is a result of the re-phasing of the junction. Highway Officers note this issue but recognise that this junction has a history of turning movement collisions, and the improvements need to be considered in the wider context of improving safety whilst providing benefits to public transport.

Novers Lane / Inns Court Avenue / Creswicke Road

The proposals in this area comprise the upgrade / improvement of a number of existing bus-stops to MetroBus standard along with adjustments and improvements to traffic management along Creswicke Road and Inns Court Avenue. This includes additional footway buildouts, revisions to the existing traffic calming (speed cushion) features, the formalisation of existing on-street parking provision and resurfacing. A reorganisation of the junction of Creswicke Road and Broadbury Road is also proposed. Currently a mini-roundabout, this junction is proposed to be reconfigured to a T-junction in order to give priority to traffic (and resultantly buses) along Creswicke Road. This is integral to the need to increase the reliability of public transport as part of a range of major infrastructure and minor changes, which serve to cumulatively reduce journey times.

Bamfield / Whitchurch Lane

The proposed improvements along this section of the route relate to the enhancement of traffic management measures and the upgrading / improvement of existing bus stops to provide MetroBus

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

standard facilities, as referred to elsewhere in this report. The most significant change along this section of the route however relates to the operation of the current Whitchurch Lane / Bamfield T-junction. This is proposed to be remodelled in the form of a mini-roundabout. The rationale for this is to once again ensure priority for public transport vehicles in the interests of reducing journey times. This is illustrated in the traffic modelling results for this junction.

When tested as a T-junction, in the future year (do nothing) peak hour scenarios, the Bamfield arm of the junction is forecasted to become increasingly congested with long queues, particularly during the evening peak as the majority of movements are approaching from the direction of central Bristol but have few opportunities to join Whitchurch Lane due to the level of traffic travelling along the main arm of the junction. It is considered by the applicant that this would cause particular problems for the reliability of bus services and as a result make the services less attractive to potential passengers.

The modelling submitted to accompany the proposal for the revised junction forecasts that this junction will function more efficiently as a roundabout, with an element of the congestion occurring on Bamfield being re-assigned to Whitchurch Lane as vehicles, including buses approaching the junction from Bamfield will have priority over motorists approaching from the east.

The provision of a roundabout in this location is considered beneficial by officers in line with policy, given the advantage this will give to public transport but also in terms of pedestrian safety due to the proposed crossing facilities and the reduction in speed this will help to ensure in conjunction with the existing traffic calming along this route.

Whitchurch Lane – Hengrove Leisure Park

A number of minor alterations are suggested to the final part of the proposed route along Whitchurch Lane and within Hengrove Leisure Park. These include an adjustment to an existing speed table at the junction of Whitchurch Lane / Longway Avenue to improve passenger comfort and some kerb realignment and revision to priorities within Hengrove Leisure Park. The latter proposal attracted a number of concerns as raised by the Road Safety Audit and officer expect this matter to be addressed prior to construction.

Transport Issues Summary**Junction impacts**

Appropriate modelling of affected junctions along the NFHP route and key junctions in the Bristol including Frenchay Park Road / Stoke Lane, St Augustine's Parade / Baldwin Street / Anchor Road, St. Mary Redcliffe roundabout, Bedminster Bridge roundabout, Hartcliffe Way / Novers Lane and Bamfield / Whitchurch Lane has been carried out. The modelling assessments confirm that the delivery of the NFHP route will result in these junctions continuing to operate above capacity, with a net negligible impact upon queuing and delay.

With regard to the above, it should be noted that the modelling assessments provided are 'worse case' predictions that do not take into account future modal shift brought about by improved walking and cycling networks, restrictive parking measures or the opportunity available to BCC's Network Management team to maximise the efficiency of the local highway network in the interests of maintaining the free-flow of traffic and minimising disruption caused by congestion. Taking all these

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

factors in account and the policy of gradually shifting priority towards public transport the scheme is acceptable in this regard.

Pedestrian/cycle access

The proposal includes the provision of cycleways and footways alongside and in close proximity to the NFHP route, and also improved both formal and informal crossing points at strategic locations. Key improved route/links comprise new and improved footway at Frenchay, improved facilities for pedestrians and better segregation for cyclists across the reconfigured Centre, a segregated cycle route on Redcliff Hill, a widened cycleway/footway at St Mary Redcliffe roundabout, improvements to cycle safety along Bedminster Parade, improved footway provision at the junction of Sheene Road and West Street and improvements to the public right of way alongside Hartcliffe Way.

A number of the objections received relating to the proposed links associated with the proposal concern the integration of cycleways and footways instead of using dedicated segregated spaces for cyclists and pedestrians. Where deliverable, segregated facilities for cyclists are provided and this includes the north-south route across the centre and also at Redcliff Hill. Shared cycleways/footways are proposed in other locations. Transport Officers are satisfied that the proposed shared provision is an acceptable means of safeguarding cyclists and pedestrians from vehicular traffic.

Bus stop locations

The proposals result in the construction of new bus stops along the route, all of which will provide high quality facilities in the form of raised kerbs, high specification shelters, seating and lighting along with passenger facilities including information displays and real-time information.

Aside from the issues raised above, Highway Officers are content that the location of the majority of these stops is appropriate and satisfactorily balances physical constraints with the need to locate the facilities appropriately in order to maximise accessibility to the NFHP route as well as linking to new housing and employment facilities both in Central and South Bristol as well as the North Bristol Fringe.

Bus priority measures

Bus priority is proposed in a number of locations in order to maximise segregation from and avoid delay caused by other vehicular traffic. In line with policy the features of the route, which include: an inbound bus lane and bus gate along Stoke Lane; a bus-only link to and from the M32; new bus lane throughout the reconfigured City Centre area; additional bus lane northbound along Redcliff Hill; additional bus lane along Bedminster Parade and Hartcliffe Way, and reconfigured priority at Bamfield. These measures are considered by Officers to provide significant improvements to the operation of buses along this route in terms of reduced journey times, greater reliability and, as has been the case elsewhere on Bristol's bus network where major improvements have been implemented, increased patronage.

Disruption during construction

A number of concerns have been raised regarding the impact of construction works and the operation of the NFHP MetroBus route on homes and businesses along the route.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

In terms of construction impacts, there will be transport related effects during the construction phase in the form of temporary and partial road closures along with the need to divert traffic away from areas of construction. But these will be temporary in nature. The applicant has advised that the construction programme outlined in this submission is indicative as a final contractor has not been appointed. Until this occurs and a construction programme is developed, definite traffic management arrangements and timescales for the works are not known. A Construction Environmental Management Programme including a Traffic Management Plan is required to be submitted for agreement prior to construction and details of these requirements are contained within the conditions.

In advance of construction works the contractor will be required to coordinate and apply to the Highways Authority for Temporary Traffic Regulation Orders (TTRO's). As part of the TTRO process the contractor is required to provide a minimum of two weeks' notice to those parties affected in advance of works commencing normally via a letter drop and site notices.

Overall Summary

In summary, Highways Officers are satisfied that the proposed NFHP scheme conforms to the wider Transport Strategy for the city and the sub-region. The Transport Assessment modelling represents a robust basis upon which to forecast future patterns of movement in the area. These forecasts show a reduction in movements along the proposed route with traffic being displaced to the surrounding network, thereby enabling a frequent and reliable public transport by virtue of it bypassing existing congested routes to access South Bristol, the City Centre and the North Fringe.

The impact on local traffic areas has been satisfactorily considered and the impacts addressed. Improvements to the pedestrian and cyclist accessibility in the vicinity of the NFHP route would, along with the proposals for bus improvements ensure that the proposed corridor along which the NFHP MetroBus travels will provide high quality non-car modes of travel in line with policy requirements.

Significant changes in journey times and reliability together with improved passenger facilities will provide an opportunity to deliver public transport linkage to generate sufficient modal choice, compatible with the City Council's strategic aims for high quality public transport routes and facilities in this area. Such measures will assist in reducing private car dependency and contribute to the delivery of a reliable public transport service.

C. IS THE NFHP ACCEPTABLE IN THE PART OF THE SITE DESIGNATED AS GREEN BELT?

The section of the proposed NFHP scheme between Stoke Lane, the M32 and Frenchay Park Road is within the Green Belt.

The primary purpose of the Bristol Green Belt is to prevent the uncontrolled spread of the northern and eastern fringes of the urban area of Bristol into the open countryside and to protect open land between individual settlements to prevent merging and allow settlements to maintain their separate physical identities.

Factors that are likely to affect openness include the characteristics of the Green Belt, the prominence of proposed development, the potential for disturbance and the impact of the development on the setting of the countryside.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

The openness of the Green Belt would, to some extent, be diminished by this addition of new carriageways and structures in this particular location. However, the NFHP is not considered to materially significant impact on the openness of the Green Belt for the following reasons:

- NFHP has been designed to draw minimal land from the Green Belt by its very nature of tying the existing highway to the M32, including the use of retaining walls at Stoke Park.
- NFHP proposes a significant landscape planting, with tree and landscape planting along the embankments of the new road and substantial mature landscape buffers along Stoke Lane and the existing farm access track. These landscaping proposals are not considered to compromise the openness of the Green Belt.
- The proposed development is tied to the existing highway and appears much less prominent. In time, the landscaping planting would have the effect of screening the additional road infrastructure, including detracting elements such as tarmac surfacing, bus stops, signage and traffic controls, and would assist in maintaining the current impression of a continuous green buffer along either side of the M32, which assists in preserving the openness of the Green Belt.
- The additional road infrastructure would, despite its size, remain subservient to the existing M32 carriageway which creates a significant detracting and separating feature in the Green Belt.
- Any vertical elements of the NFHP would be visible from a distance; however, in order to reduce their impact, they are proposed to be unlit and unlikely to significantly alter the character of the existing landscape in this area, which already contains a number of visual elements such as bridges, roads and motorways. Such design measures should help to ensure that the NFHP would have a minimal impact on the setting of the countryside and prevent any potential local disturbance.

In recognition of the points above, the NFHP is not considered to have a materially significant impact on the openness of the Green Belt in this location.

Core Strategy policy BCS6 states that the Green Belt will be protected from “inappropriate” development. The National Planning Policy Framework (NPPF) is the source of advice for defining if development is to be regarded as “inappropriate” in this context and Paragraphs 79 to 92 of the NPPF deal with protecting the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl and to safeguard the countryside by keeping land permanently open.

The NPPF at Paragraph 80 confirms that the Green Belt serves five purposes. In relation to the five purposes of the Green Belt the impact of the Bristol section of the proposed NFHP scheme is assessed to be as follows:

- *To check the unrestricted sprawl of large built-up areas:* The NFHP route is in corridors of open land located between major road arteries and the edge of the Greater Bristol urban area. The most sensitive part of the Green Belt is closest to the edge of main conurbations, where pressure for contiguous development is at its greatest. The proposed development is to relieve pressure on these areas by tackling congestion and encouraging the shift to new forms of

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- public transport. In turn, this has a role in helping to remove pressure to develop the Green Belt for economic growth. There is not considered to be a conflict with this purpose.
- *To prevent neighbouring towns merging into one another.* It is considered the proposed NFHP scheme in Bristol would not lead to a merging of settlements. The proposal is for a transport scheme and does not include any other form of built development that would contribute to coalescence.
 - *To assist in safeguarding the countryside from encroachment.* this test is considered to be similar to the consideration of the impact on openness and urban sprawl. Landscaping has been included as an integral part of the design for the scheme to ensure that the proposals are not intrusive in terms of the Green Belt. It is not considered that this section of the proposed scheme would lead to encroachment on the countryside.
 - *To preserve the setting and special character of historic towns:* whilst Bristol is an historic town this part of Bristol within the area of the M32 bus only junction the NFHP route is located adjacent to the historic landscape of Stoke Park, a Grade II registered historic park and area of archaeological interest. Whilst the construction of the M32 junction would take place within the boundaries of the Grade II Registered Stoke Park, which is located within the Green Belt, due to the existence of the M32 motorway infrastructure, which has already significantly affected the Park, the Scheme would have minimal physical impact on the park and conservation area. Therefore it is not considered that there would be a conflict with this purpose.
 - *To assist in urban regeneration, by encouraging the recycling of derelict and other urban land:* one of the purposes of the proposed NFHP scheme is to assist urban regeneration, particularly in South Gloucestershire and South Bristol and Emersons Green by improving transport links. The route provides South Bristol with modes of transport (bus, bicycle and walking) therefore relieving pressure on the Green Belt. Therefore it is not considered that there would be a conflict with this purpose.

It is considered therefore that this component of the proposed NFHP scheme in Bristol does not harm the five purposes of the Green Belt. However, in order for the scheme not to be considered “inappropriate” development, the proposed NFHP scheme must also demonstrate a requirement for a Green Belt location.

The guidance within the NPPF (Paragraph 87) goes on to outline that “inappropriate” development is development that is harmful to the Green Belt and should not be approved except in “very special circumstances”. Paragraph 88 recommends that when considering planning applications, LPAs should ensure that “substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.”

Certain forms of development are however deemed not to be “inappropriate” development in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within it. The NPPF includes amongst these forms of development “local transport infrastructure which can demonstrate a requirement for a Green Belt location.”

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

The applicant has submitted supporting information in the form of a Green Belt Assessment as an Appendix to the Planning Statement that sets out the need for the section of the proposed NFHP scheme to be located in the Green Belt.

The Green Belt Assessment states that the new bus-only junction with the M32, located within the Green Belt, will facilitate faster journey times to UWE as opposed to the use of M32 Junction 1. The Assessment states that M32 Junction 1 is currently over capacity, therefore if a bus priority were to be introduced it would worsen congestion for general traffic in that location.

It is considered that the proposed NFHP scheme within the BCC section of the planning application is not “inappropriate” development and, therefore, it is acceptable in principle.

However, if it were deemed that the section of NFHP within the Green Belt in BCC is “inappropriate” development, there are “very special circumstances” which would outweigh any harm by reason of inappropriateness and any other harm. In summary, these would be the economic and employment benefits of the scheme arising out of this transport investment as set out in the previous sections of this report. In addition, the applicant has set out the modal shift and congestion improvements associated with the proposed NFHP scheme.

In conclusion, it is considered that the proposed NFHP scheme is not “inappropriate” development and, therefore, acceptable in principle in the Green Belt. Even if it was concluded that the development is “inappropriate” then it is considered that there are “very special circumstances” to justify the requirement for a Green Belt location.

D. ARE THE IMPACTS OF THE M32 BRIDGE / BUS ONLY JUNCTION ACCEPTABLE?

The proposed scheme includes an access to the M32 via a new slip road onto a proposed bus-only road and bridge over the M32. The new on-slip is proposed to connect to a new section of road forming a junction with Stoke Lane, to the east of the M32. This component of the proposed NFHP scheme includes earthworks and retaining structures including the realignment of the existing farm access track to the west of the M32.

There are several policies of relevance to this component of the proposed scheme, notably Core Strategy policies BCS9, BCS10 and SA&DM policies DM17 and DM19.

A key aspect of the proposed NFHP scheme is to support the improvement of transport links locally including reducing traffic congestion and journey times. As part of the EIA submitted alongside the NFHP application, a separate assessment was undertaken on the impact of the M32 bus only junction on journey times. This is based upon services travelling to / from UWE towards the city centre via the M32, with and without the bus only junction.

The assessment found that the bus only junction results in journey time savings in both directions in forecast years and across all time periods, due to the avoidance of congestion experienced at Junction 1 of the M32. Typical journey savings will be between five and ten minutes in peak times for journeys to UWE and the North Fringe (including Bradley Stoke, Aztec West, Cribbs Causeway). It is considered that total time savings from Hengrove or the city centre to Cribbs Causeway would be greater taking into account all the dedicated bus priority.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Following concerns raised by consultees, the applicant has submitted a revision to the proposed NFHP scheme in this location. The amended plans would see a reduction in the proposed double span bridge across the M32 to a single span width so that it is limited to what is required to facilitate the MetroBus proposals.

A number of objections to the new M32 bridge and bus only junction have cited its impacts on: landscape and visual, heritage; and agricultural land (best and most versatile land) / Stapleton Allotments.

Landscape & Visual Impact

The new M32 bridge and bus only junction would result in effects on visual amenity, particularly for those nearby residential properties and farmsteads with direct views on the M32. The construction of the proposed NFHP scheme would see the use of heavy plant and machinery and the use of material storage compounds including associated site security fencing and site traffic.

The operation of the proposed NFHP scheme would include new areas of tarmac and new slip roads on raised embankments running through previous agricultural lanes as well as the effect of the bridge raised above the M32. By their nature, such effects are difficult to mitigate against.

The proposed NFHP scheme route currently contains traffic moving along the M32 and whilst the new junction makes changes to the landscape it would not result in a complete departure in the character of views.

The revised plans submitted with the planning application include a single span bridge over the M32 rather than the previously proposed double lane width, which would result in a less significant impact on visual amenity. Changes to the proposed bridge result in minor, but reduced impact on landscape resources. The reduction of the bridge and its abutments minimises the land take in and around the proposed structure, lessening the removal of existing vegetation (scrub), areas of semi improved grassland and arable land encompassing the M32 corridor.

From these changes, it is concluded that the overall elements of the NFHP would remain the same as the original submission, which outlined that the significance of effect on landscape resource, character and visual amenity would have neutral long term significance, with the effects being neutral after mitigation measures are taken into account.

The Council Officers are satisfied that with landscape and planting mitigation secured by condition, the impact of the proposed NFHP scheme on visual amenity would be further reduced, with the opportunity to inform the detail of the screen planting and mitigation required.

Heritage

The original application previously assessed there to be no direct physical impacts or settings impacts on Stoke Park and Dower House by the double span bridge and connecting link road. With the revised plans proposing a reduction in bridge span and associated earthworks, this is therefore considered to remain a neutral effect.

The reduced new bridge span and associated earthworks would have a minor physical impact on the conservation area and its setting. Construction would have a minor physical impact on any surviving

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

archaeological assets, likely to be of low value. Depending on the presence of archaeology within the construction footprint, this will result in an overall slight adverse or neutral effect.

The reduced earthworks footprint will have a reduced impact on any surviving archaeology in this area. Measures for a programme of pre-commencement archaeological evaluation are secured by way of condition for a written scheme of investigation to be agreed with BCC Archaeological Officer.

The potential is currently unknown for whether there may be a pre-medieval settlement in the area. A pre-commencement condition is secured and any further mitigation that may be required in light of the results of the evaluation work.

Impacts on Stoke Park Estate, a Grade II listed historic park and garden and the Grade II* Listed Dower House were subject to a number of public objections. As such, this is assessed in Key Issue – E.

Agricultural Land / Stapleton Allotments

A large number of objections have been made in respect to the loss of best and most versatile land at Stapleton Allotments and the impact on the Feed Bristol project. As a result, this is assessed in Key Issue – F.

E. IS THE IMPACT OF THE SCHEME UPON THE STOKE PARK ESTATE ACCEPTABLE?

The proposed scheme passes the Stoke Park Estate, a Grade II listed historic park and garden occupying a 108 ha site north of the M32 motorway, west of Stoke Lane and to the south of the UWE campus. It contains locally known landmarks including the Grade II* Listed Dower House, the fishing lake and the Purdown BT Tower, together with formal recreation areas, including the dew pond, woodland areas and walks. Its importance as a heritage asset is emphasised by its listing on the English Heritage register of parks and gardens of special interest in England.

At the Stoke Park Estate, localised road widening and footway configuration is proposed along Coldharbour Lane and Stoke Lane as part of the proposed NFHP scheme. This would result in an encroachment into the Stoke Park Estate. A number of consultation responses have been made by members of the public relating to the Stoke Park Estate, and how the proposed NFHP scheme will affect the area.

The proposed NFHP scheme will permanently take approximately 0.37 ha of land from the Stoke Park Estate along its boundary with the M32 and an additional 0.2 ha during construction for landscaping.

Several policies concerning heritage, ecology and recreation have relevance to this key issue: Core Strategy policies BCS9, BCS22 and SA&DM policies DM31.

A key issue is the landscape and visual impact of construction activities associated with the proposed NFHP scheme on the Grade II listing of the Stoke Park Estate. The physical impacts of the proposed NFHP scheme on the Stoke Park Estate include the construction of the new junction with the M32. The effects would be temporary and short term until the proposed scheme would be operational. Such activity would have a negative effect on the visual amenity of the Stoke Park Estate and is by nature difficult to mitigate against.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

The impact of the proposed NFHP scheme on the visual amenity of the area in initial years is considered to be moderately adverse for some residents and footpath users. The proposed NFHP scheme currently contains traffic moving along the M32 transport corridor and is not considered to constitute a complete change in the character of the views from the heritage asset.

English Heritage has been consulted on the proposed NFHP scheme as the Government's lead advisory body for the historic environment. Their response states that given the existing impact of the M32 on the Stoke Park Estate, the impact of the proposed NFHP scheme on the Stoke Park Estate is not considered to be substantial.

As such, in line with English Heritage's advice, the Council Officers consider that the proposed NFHP scheme would only have a minor impact on the integrity of the Grade II listed Stoke Park Estate given the existence of the M32. Whilst the proposed NFHP scheme will result in 0.37ha of land being lost at the park, this is not considered to impact upon the function of the 108 ha site. In this instance, it is deemed that the loss of green infrastructure is acceptable, in balance to achieve the policy aims of the Core Strategy.

Council Officers recommend that a condition be attached to any permission granted specific to Stoke Park, requiring the submission of a detailed scheme for the mitigation of the boundary of the NFHP scheme with the registered Stoke Park to be submitted to and approved in writing by the Local Planning Authority. Council Officers consider that this would maintain and enhance the Grade II Registered Park and Garden.

Stoke Park is designated as a SNCI, owing to its semi-natural broadleaved woodland, scrub, calcareous grassland, semi-improved and improved grassland and pond. Construction work as part of the proposed NFHP scheme will cause the permanent loss of approximately 0.1 ha of the Stoke Park SNCI (of the 0.37 ha detailed above). Habitats affected will include coniferous plantation woodland, scrub and species poor semi-improved grassland. The loss of these habitats would result in a direct, permanent, negative impact.

So as to negate any ecological effects on the Stoke Park Estate, Council Officers recommend that a condition be attached to any permission granted requiring the applicant to submit an ecological method statement. The ecological method statement would include details of protection of all areas of the SNCI outside of the construction footprint throughout the construction period. Council Officers consider that the adverse impacts to the SNCI designation are marginal and by securing mitigation by way of condition, it should not disrupt the integrity of the site.

F. ARE THE IMPACTS OF THE SCHEME ON AGRICULTURAL LAND ACCEPTABLE?

A large number of objections have cited the impact of NFHP on Stapleton Allotments and the Feed Bristol project to be unacceptable. Stapleton Allotments site is located between Stoke Lane and Frenchay Park Road. The site extends to approximately 11.75ha. The site is made up of 108 allotment and 22 smallholding plots. Smallholdings 1 – 3 are leased to the Avon Wildlife Trust to a grant aided community project known as Feed Bristol.

As part of the proposals, land at Stapleton Allotments is required for the proposed slip road and bridging structures associated with the M32 bus only junction. Additional land is temporarily required for the compound to support the construction of the scheme (2015 – 2017).

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

The application is accompanied by a Land Use and Soils Assessment considering the potential impacts of the proposed NFHP scheme during its construction and operation periods. Types of impacts considered as part of the assessment of land use and soils for the NFHP scheme are:

- Land loss - the loss of land (in whole or part) which is required by the NFHP.
- Soils - the Agricultural Land Classification (ALC) of soils that would be affected by the NFHP.
For reference – the ALC grades and subgrade land as: Grade 1 (excellent quality); Grade 2 (very good quality); Grade 3a (good quality); Grade 3b (moderate quality); Grade 4 (poor quality); and Grade 5 (very poor quality). Best and most versatile agricultural land: grades 1, 2 and 3a of the Agricultural Land Classification.
- Severance - the physical division of established land uses that is created by the NFHP, leading to permanent changes in activity on the affected land.
- Drainage - that is affected or disturbed by the scheme.
- Water supply – water troughs and pipes disturbed or affected by the scheme.

The main two points within this objection have been to land loss and soils. These two points were assessed in the Environmental Statement as follows:

Land loss:

- During the construction period the NFHP would result in the permanent loss of 16 smallholding plots, temporary occupation of 3 smallholding plots and the loss of 43 allotment plots. This loss of land was assessed to have a major adverse effect.
- During the operational period the NFHP would result in the permanent loss of 16 small holding plots and the permanent loss of 43 allotment plots. This results in the loss of 1.79ha of land at the Stapleton allotment site. The loss of the land is irreversible and likely to impact on the functioning of the allotments. This loss of land was considered to have a major adverse effect.

Soils:

- During construction and operation, the NFHP scheme would result in the loss of approximately 3.78ha of Grade 2 land (very good quality) and Grade 3a land (good quality). This was assessed to have a moderate adverse impact.
- During the operation period, the NFHP would result in the permanent loss of 1.79ha of Grade 2 land (very good quality) and Grade 3a land (good quality). This was assessed to have a moderate adverse impact.

A scheme for off-site mitigation is proposed to address the impact of the loss of land at Stapleton Allotments. It is important to note that Allotments are not considered within the context of an application for planning permission under the Town and Country Planning Act 1990. Sites for allotment use cannot be converted to other uses without ministerial consent under Section 8 of the Allotments Act 1925.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Under this section of the Act, the Secretary of State must be convinced that arrangements for an alternative site will be made of any allotment holders displaced by the action of the local authority, unless such provision is unnecessary or not reasonably practicable. As such, the applicant submitted a separate application for the partial extinguishment of allotment use on the Stapleton Allotment site to the Secretary of State for the Department of Communities and Local Government (DCLG). That application was consented on 14 October 2013, in advance of the full planning application for NFHP being submitted.

The scheme consented under the Allotments Act 1925 proposes to address the loss of land at Stapleton Allotments by reconfiguring the allotments so as to ensure there is no loss of allotments as a consequence of the scheme. Off-site mitigation as part of the consented scheme includes proposals for a new building providing a shop, a social area, meeting room and welfare society.

It is recognised that despite the proposed off-site mitigation, the scheme would still result in the following effects.

Land loss:

- The impact is the permanent loss of 43 existing allotments and 24 existing smallholdings.
- The consented scheme of off-site mitigation reduces the land loss impact so that there is no temporary or permanent loss of allotments.
- There is a permanent loss of 12 smallholdings and the temporary loss of 3 smallholdings (during construction).

Soils:

- A soil survey has established that the smallholding land on which the displaced allotments are to be relocated is inferior to the existing allotments.
- Despite the proposed off-site mitigation, the NFHP scheme would result in the loss of 1.79ha BMV quality land.

A large number of objectors cite the land at Stapleton Allotments as falling within Grade 1 agricultural land. The Provisional Agricultural Land Classification map on www.magic.gov.uk is based on a rapid assessment of land quality. It shows the allotment area to be Grade 1. Natural England, the custodian of these maps publish them on Magic with the proviso that it is “intended for strategic purposes” and not sufficiently accurate for use in assessment of individual fields or sites and any enlargement could be misleading.

Having reviewed the application material and the consultation responses received, Council Officers requested a Technical Note specifically on the matter of agricultural land and the quality of replacement land. A soil survey of the land was undertaken by an agricultural specialist, and BCC Allotments Officer (Environmental Statement Appendix 16.3).

The survey considered the land at Stapleton Allotments to be too heavy for Grade 1. Generally the Allotment Land was assessed as Grade 3a land Grade 2 in places. The soils of most of the

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

smallholdings were considered the same as those of the allotments, but in places the ground is covered by rubble and concrete, and therefore uncultivable and unclassifiable within the ALC system.

The soil survey considered the remainder of the smallholdings' land as Grades 3a and 2, rather than Grade 1, as shown on the Provisional ALC map. However, deep, free draining Grade 1 soil lies under parts of Plots 5A and 6, adjacent to Frenchay Park Road - these plots are not affected by the NFHP scheme.

With regards to the soil quality on the compensatory allotments, it is not considered to constitute Grade 1 agricultural land. The form of the replacement land was considered generally similar to that of the allotment land to be lost. The soils were considered to exhibit the same range of topsoil and depth to clay encountered in the allotment land to be lost. In places where the topsoil is heavier, an intensive drainage system may have to be installed before it is of the same quality as the other allotment land. Overall, drainage, weed control and manuring measures would improve the quality of the land proposed for new allotments.

By the general application of good soil handling and good horticultural practice by using appropriate contractors, especially for the allotments, the quality of the soils is considered capable of rectification and, good allotments soils, similar to the existing, could be created. This work would include appropriate stockpiling, temporary seeding and compaction remediation for the smallholdings and direct translocation of allotment soils to the new sites.

The NPPF and specifically Paragraph 143, is relevant in considering the loss of this land. Here it is stated that the development of best and most versatile agricultural land (Grade 1, 2 and 3a) for non-agricultural uses should only be considered acceptable where there is demonstrable economic and other benefits and/or the land loss is slight, where slight is defined as less than 20ha.

Against this test, the development of agricultural land for the proposed NFHP scheme would be acceptable given that the land loss would be defined as slight, coupled with the predicted positive economic and transport effects of the development, as outlined earlier in this report.

In the consideration of this application, a Grampian style condition (i.e. requiring the mitigation to be in place before the development is commenced) is attached to this recommendation, requiring the applicant to implement the compensatory allotment development prior to the construction of the proposed NFHP scheme. In addition to this, a Soil Handling and Management Strategy is included as a required component of a Construction and Environmental Management Plan (CEMP) condition so as to protect soils, manage and reduce the risk of soil erosion.

G. ARE THE ECOLOGICAL IMPACTS OF THE SCHEME ACCEPTABLE?

Policies BCS9 of the Core Strategy and SA&DM policy19 collectively require careful assessment of the impact of development on ecology. They seek to protect habitats or provide compensation for any unavoidable loss of features or habitats.

The Council's Nature Conservation Officer (Planning) had significant input into ecological aspects of the design of this scheme at the pre-application stage.

A Habitats Regulations Screening Assessment was undertaken for this proposal and submitted with the application. The document has been approved by Natural England. As set out in the conclusions

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

of the Habitats Regulations Screening Assessment, as a requirement to meet the regulatory requirements of the Conservation of Habitats and Species Regulations (2010) (as amended) appropriate planning conditions would need to be applied in relation to the Severn Estuary SAC/SPA/Ramsar Site. These comprise conditioning a Construction Environmental Management Plan to minimise pollution impacts during the construction phase and a drainage strategy condition (to include the use of attenuation and interceptor ponds) to address impacts during the operational phase.

The Environment Agency and Natural England has been consulted on the planning application to make sure that the proposed NFHP scheme protects and enhances the environment. Both of these statutory bodies have made no objection to the scheme and request conditions covering aspects of further detail.

The Council's Ecology Officer has assessed the submitted Ecological Impact Assessment and advised that there would not be an adverse impact on the nearby receptors provided suitable prevention measures are carried out, specified in the submission of a CEMP to the LPA for approval.

This proposal directly affects a number of Wildlife Network Sites (in line with policy DM19 in the Site Allocations and Development Management Policies these sites are now known as Wildlife Corridors). Accordingly the ecological mitigation set out below should be undertaken. An ecological mitigation, enhancement and monitoring strategy is required for the scheme as a whole and this is to be secured by condition and produced prior to the commencement of works.

This should include an ecological mitigation method statement and habitat management and monitoring plan with particular reference to works that affect the Sites of Nature Conservation Interest, Stoke Park SNCI and Pigeonhouse Stream and adjacent Meadows SNCI. This should include a method statement for the translocation of 500 m² of species-rich neutral grassland and hedgerow in the Hartcliffe Way area and control of invasive Himalayan balsam.

In addition any removal of trees and demolition of structures should take a precautionary approach to the possible presence of legally protected roosting bats. The strategy should include the provision of bird and bat boxes along the route, an ecologically sensitive design of the new surface water attenuation ponds in Areas B and D of the route and a Precautionary Method of Working with regards to reptiles which occur in the vicinity of the Stoke Park SNCI.

In order to conserve and enhance the nature conservation and landscape features across the route, a five year landscape and nature conservation management plan is requested by way of a condition.

Prior to commencement of development details of any external lighting adjoining the Sites of Nature Conservation Interest, Stoke Park SNCI and Pigeonhouse Stream and adjacent Meadows SNCI is requested as a condition to be submitted and agreed by the local planning authority.

Prior to occupation, the details of a landscaping scheme including new boundary treatments is requested by condition to be submitted and agreed in writing by the Local Planning Authority. This is to include the planting of species-rich native hedgerows, wildflower meadows along the M32 section of the route and wildlife corridor on the unused portion of the concrete bridge deck at the M32 Junction.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

A number of changes have been requested on points of detail related to ecological considerations of the scheme. Additional information has been provided by the applicant in response to these queries and the points discussed above. The Council's Ecology Officer considers that the comments provided have been taken into account, incorporated within the design of the scheme and secured by the landscape and nature conservation plan requested by condition.

H. ARE THE NOISE, VIBRATION AND AIR QUALITY IMPACTS OF THE SCHEME ACCEPTABLE?

In summary, policy BCS23 of the Core Strategy states that development should be sited and designed in a way to avoid adverse impacts on environmental amenity or biodiversity by reason of pollution including noise, vibration and air quality. The viability of existing uses by reason of their sensitivity to noise or other pollution should be assessed.

SA&DM policy DM33 provides some additional elements for consideration including a recognition that development that has the potential for an unacceptable impact, but is considered desirable for reasons of economic or wider social need, will be expected to provide an appropriate scheme of mitigation that may include on site measures or a financial contribution. Policies are further supported by accompanying text in the emerging Bristol Central Area Plan concerning Noise and Air Quality.

The Environmental Statement submitted by the applicant in support of the planning application includes an analysis of the predicted noise and vibration impacts of the proposed NFHP scheme. An assessment in line with the Noise Policy Statement for England (NPSE) has been undertaken to determine the numbers of properties with adverse noise effects and significant adverse noise effects in the city centre area as a result of the construction and operation of the proposed NFHP scheme.

The introduction of the predicted levels of traffic onto the highway along the proposed NFHP scheme in BCC has seen predictions for the majority of properties to experience a negligible change in noise. In the city centre, there is one property with a moderate adverse impact in the opening year of the proposed NFHP scheme on Rupert Street whereas there are 19 residential and two non-residential properties where the impact of the proposed NFHP scheme is predicted to be significantly beneficial.

The Environmental Statement concludes that the majority of noise impacts across Bristol are not significant in EIA terms, and therefore no mitigation is recommended. The conclusion is considered appropriate to Council Officers.

The overall predicted impacts on air quality are mixed with both negative and positive impacts being predicted throughout the city. The predicted negative air quality impacts in some locations emphasise the importance of following through with the commitment to using low emission buses on the route. This should help to minimise negative air quality impacts and to maximise any predicted improvements at locations close to the proposed NFHP Metrobus route.

On balance the Council's Air Quality Officer considers these impacts to be acceptable when considering that the proposals aim to offer an improved public transport infrastructure for the city and to encourage a shift towards using public transport to access the city centre.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way****I. DOES THE SCHEME ADOPT AN APPROPRIATE APPROACH TO SUSTAINABLE DESIGN AND CONSTRUCTION, CRIME AND DISORDER ISSUES AND HEALTH?**

The group of policies BCS 13 – 16 cover climate change considerations, energy, sustainable design & construction and flood risk & water management.

The application is supported by a Sustainability Statement. Policy BCS15 of the Core Strategy promotes the use of BREEAM. However, this is not appropriate for this type of transport project so the applicant has used CEEQUAL; an Assessment and Awards Scheme for improving sustainability in civil engineering, infrastructure, landscaping and public realm projects to test its sustainability credentials. The project proposes to achieve a Very Good rating (within the range of categories of Pass, Good, Very Good and Excellent) upon request from BCC. This is a helpful way of capturing a broad range of sustainability matters through the design, construction and environmental management of the project. A condition on any planning permission granted would be used so as to secure at least a Very Good rating.

An important aspect of the proposed NFHP scheme will be the management of waste materials (e.g. excavated material) and new construction material. Even if a CEEQUAL Very Good rating is achieved there is no certainty that ambitious and appropriate targets will be set and achieved in order to reduce the use of new materials and maximise recycling levels for construction materials, therefore, a separate condition is proposed requiring agreement of targets for certain aspects of materials reuse and supply. The scheme by law will be required to have a Site Waste Management Plan and this would complement the planning condition proposed to set out targets for the management and supply of materials.

With respect to energy use in operation of the proposed NFHP scheme, Core Strategy policy BCS14 sets out an approach of firstly minimising energy use and a requirement that 20% of the energy demand is produced from renewable technologies. The proposed NFHP scheme is not typical in that it does not principally involve the construction of buildings, but there will be energy demands from bus shelters, highway lighting etc. Because all BCC's street lighting electricity supply (including traffic signals and illuminated signs) is provided by e-on from 100% renewable sources then it is considered that the proposal will exceed the requirements of the policy.

Regarding flood risk, policy BCS16 of the Core Strategy states that developments need to be resilient to flooding through design and layout, and incorporate sensitively designed mitigation measures to ensure the proposed NFHP scheme remains safe from flooding over its lifetime. The requirement to incorporate Sustainable Drainage Systems (SuDS) into new development is highlighted as is the expectation that new development will incorporate water management measures to reduce surface water run-off and ensure flood risk is not increased elsewhere.

A Flood Risk Assessment (FRA) has been developed in accordance with the methodology as set out in the Design Manual for Roads and Bridges Volume 11. As required by policy BCS16 and the NPPF, the FRA sets out the staged approach to the application of the Sequential and Exception Tests, in line with Environment Agency Standing Advice.

The type and linear form of the proposed scheme means that it has not been located in its entirety within zones with a lower probability of flooding.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Parts of the proposed NFHP scheme between Coldharbour Lane and Bond Street (via the M32) are located within Flood Zones 2 and 3 but follow pre-existing highways. Accordingly, it is considered that the proposed NFHP scheme here does not directly impact watercourses.

Areas of the proposed NFHP scheme within Bristol city centre are also partially within Flood Zones 2 and 3. Whilst these parts of the proposed NFHP scheme mainly follow pre-existing highways, some carriageway widening is proposed in parts of Bristol city centre. However, it is considered that widening will be onto pre-existing impermeable areas and as such the proposed scheme will not impact upon fluvial sources of flood risk.

Proposed works on Hartcliffe Way has been the subject of hydraulic modelling demonstrating that the proposed scheme has a negligible impact on water levels, flows or velocities within the Malago or Pigeonhouse watercourses. In addition, the applicant has had a SuDS solution designed so to attenuate additional surface water run-off associated with work on Hartcliffe Way.

The mitigation measures proposed by the applicant as well as environmental design ensure that the proposed NFHP scheme is suitable in terms of flood risk. It is deemed that the proposed NFHP scheme has no negative impact on flood risk elsewhere or has any significant effects on water quality. The Environment Agency and Council Officers consider that the proposed NFHP scheme is compliant with policy BCS16 of the Core Strategy and the flood risk requirements set out within the NPPF, including the Sequential and Exception Tests. A condition is attached to this report requiring the detail design of drainage schemes in line with the principles set out in the technical note prepared by CH2MHILL (17/12/2013, technical note ref: NFHP-D-M32).

As required by SA & DM policy DM13 this application has been accompanied by a Health Impact Assessment (HIA). The HIA lists a range of mitigation measures during both construction and operation stages of the proposed scheme so to maximise the health and wellbeing benefits of the proposed scheme. The majority of the compensation measures relate to the construction stage of the proposed scheme.

Council Officers consider that these measures will be effective in maximising the health and wellbeing benefits of the scheme and accordingly so to ensure there is no significant adverse impact of the proposed schemes construction, measures to commit the applicant / contractor to these measures will be contained in the CEMP submitted to the LPA as part of a pre-commencement condition.

In this assessment due regard has been had to duties within The Crime and Disorder Act 1998, aimed at reducing crime and fear of crime. This is an important consideration as part of the physical design of the new and altered highway, such as bus stops and pedestrian routes. Comment has been provided by the Avon & Somerset Constabulary: Crime Prevention Design Advisor that the proposed scheme has been reviewed with no objection or comment on the scheme as proposed.

In conclusion, the application has sufficiently addressed the broad range of issues covered by policies BCS13-16. Taking into account the ambition to achieve a Very Good CEEQUAL rating and conditions to manage material use, and the future approval of the detail of drainage so as to maximise the use of SuDS, the approach to sustainable design and construction is supported. Matters relating to health impact and crime & disorder are considered to have been adequately addressed.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way****J. IS THE RE-CONFIGURATION OF TRAFFIC IN THE CITY CENTRE ACCEPTABLE?**

This section of the report considers the part of the application that proposes changes to the Centre. The extent of these works is located broadly between Christmas Street and College Green / Anchor Road on a north-south axis; and between The Hippodrome and Baldwin Street from west - east.

The changes proposed represent a significant change in the circulation around this area by all highway users and as such there have been a number of fundamental issues to understand, query and seek further clarification on. Where aspects of the design have been considered to be problematic, the applicant has submitted further drawings which have been subject to further consultation. In addition to this, Highway Officers have made further requests for clarification and a condition is required to overcome a number of difficulties at one location.

Summary of changes

The re-configuration of the Centre is broadly described in the following bullets:

- Provision of a northbound bus-only right turn and approach lane from Colston Avenue to Christmas Street and the relocation of pedestrian crossings in this vicinity.
- Revision to Christmas Street to become one-way (southbound).
- Reconfiguration of Quay Street to become two-way between Christmas Street and Small Street, incorporation of taxi waiting areas at Quay Street and Colston Avenue.
- Provision of one-way southbound access across a shared space area between Quay Street and St. Stephen's Street.
- Removal of current bus-only access from Colston Avenue to Quay Street and closure of Colston Avenue (east) to traffic approaching from Rupert Street.
- Continuation of Rupert Street along Colston Avenue West as a single carriageway road for general traffic with continuous bus lane crossing the realigned western end of Baldwin Street to join the existing bus-only route along Broad Quay.
- Improvements to the area surrounding the cenotaph including the closure of Colston Avenue East to general traffic between Quay Street and Broad Quay.
- Public Realm enhancements to the areas surrounding the cenotaph including new surface treatments, trees and landscaping.
- Provision of a continuous segregated cycle lane between Quay Street and St Augustine's Parade, incorporating increased width crossings.
- Extension of Baldwin Street to form a signalised crossroads junction with Broad Quay / Colston Avenue East and a signalised three arm junction with St Augustine's Parade. Restriction of traffic movements at the above junctions to prohibit right turns from and left turns into Baldwin Street from both St Augustine's Parade and Colston Avenue East. Turning into Baldwin Street will only be permitted from the northbound St Augustine's Parade approach.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- Removal of left-turn from St Augustine's Parade into Colston Street.
- Restriction of Colston Street left turn into Colston Avenue to buses / taxis only. Removal of signalised crossing and provision of shared space and raised table.
- Provision of controlled pedestrian / cyclist crossing facilities: across the extended section of Baldwin Street; across Colston Avenue West adjacent Zed Alley; across Broad Quay and Colston Avenue East, either side of Baldwin Street, across Colston Avenue (north-south) adjacent the Colston Statue, and across St Augustine's Parade to the north of the Hippodrome.
- Provision of new MetroBus stops along Colston Avenue

Assessment of proposals

Highway Officers have assessed the above changes in relation to the following key criteria:

- Pedestrian / cyclist accessibility, permeability and safety.
- Operational capacity and performance.
- Relationship between proposals and Old City Public Realm Project.

All development proposals are required to maintain an appropriate balance between accommodating the demand for safe and permeable access for pedestrians, cyclists and disabled users of all ages and abilities with the needs of vehicular traffic including buses, coaches, taxis, emergency, delivery, service vehicles and general traffic.

The city centre represents a particularly complex and intricate range of interactions and desire lines for the various users referred to above and any proposals for significant changes require to be considered carefully.

Pedestrian / cyclist accessibility, permeability and safety

Highway Officers queried a number of aspects of the submitted design in relation to the need to ensure pedestrian and cyclist permeability. Upon inspection of the initially submitted plans, it was apparent that a segregated and safe cycle route from north-south was absent from a large section of the centre. The consequences of the original design may have led to increased conflict between cyclists and pedestrians. However, Highway Officers are now comfortable that this has been addressed in the revised drawings submitted in July which confirm the provision of a segregated route through the central area of the proposals.

A second concern is outstanding and is required to be addressed through a condition. This concerns the removal of the current signalised crossing at the bottom of Colston Street where it meets Colston Avenue via a left-turn. Whilst the provision of a raised table in this location may alert bus drivers to the presence of pedestrians, this is a heavily used pedestrian route and it is likely that buses will straddle the raised table in awaiting a gap in northbound traffic on Colston Avenue at the proposed give way line. This is also a safety concern in respect of the poor intervisibility between motorists and pedestrians on what is a fairly blind corner.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Highway Officers have suggested that the signal operation is retained in this location given the number of pedestrians that will continue to use this route and the potential for conflict. The retention of a stop line prior to (or instead of) the table will serve to create a more effective deterrent to this crossing becoming blocked in the future. Given that this route will be used by buses only it would be expected that for the vast majority of the time this signal will remain red for traffic unless triggered by an inductive loop. The applicant has accepted a condition to allow further investigation of this matter.

Subject to the above concerns being satisfactorily addressed / investigated, Highway Officers are satisfied that the revised drawings strike the correct balance between the obligation to ensure that traffic can move safely and efficiently without compromising the safety of pedestrians and cyclists. The reconfiguration of the area surrounding the Cenotaph is of particular benefit to the northern end of the Centre and where traffic is permitted around this area, the shared surface treatment proposed will ensure that motorists within this area are made aware of, and alert to the presence of pedestrians.

A further concern was raised in relation to the proposed relocation of the current pedestrian crossing outside The Hippodrome to a position further to the north. The current crossing is situated on a major pedestrian desire line and Highway Officers were concerned that crossing in this area would still be attempted regardless of the new layout, resulting in a safety risk. This matter was also picked up by the Road Safety Audit.

In response to this the applicant confirms that to add a further crossing stage at the southern arm would deplete the capacity of the new junction as it would necessitate an all red phase where no traffic movements would operate. The submitted signal design enables movements to / from Baldwin Street from St Augustine's Parade to operate at the same time as the pedestrian crossing from west-east, maximising the efficiency of the junction and reducing the likelihood of vehicles blocking back and compromising the operation of the Anchor Road / College Green signals.

In view of this and following further requested modelling (see below), Highway Officers are content that the proposed design of the area outside The Hippodrome manages to balance both the needs of pedestrian safety, highway capacity and constitutes a significant alteration that would be likely to change pedestrian behaviour in any event, particularly as to be able to cross the southern arm of the junction would result in an unnecessary crossing of Baldwin Street were pedestrians to be heading towards Corn Street.

Operational capacity and performance

Linked to the above concerns, Highway Officers required the applicant to re-submit traffic modelling analysis to consider the combined operation of the St Augustine's Parade / Baldwin Street / Colston Avenue junctions with the signals further south at Anchor Road / College Green, in addition to a further pedestrian crossing on College Green. The close proximity of these junctions make it inevitable that each junction will have a bearing upon the performance of the next and it is necessary to ensure that the design / timings do not cause blocking back that would compromise the operation of the new junction arrangement, particularly in view of the increased traffic that the design encourages to travel between Baldwin Street and Park Street.

Following discussions a further LINSIG model was constructed to include the junctions referred to above in order to provide Highway Officers with comfort that the Baldwin Street / St Augustine's

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Parade will not become compromised by blocking back from the Anchor Road / College Green junction.

On a related matter, a similar risk is present with regard to the bus-only northbound right turn from Rupert Street into Christmas Street (which would replace the current movement into Quay Street). The success of this feature relies upon the right-turn lane not exceeding its capacity of 5-6 buses which would result in buses queuing in the only lane allocated to general traffic. The modelling submitted confirms this to not generate an issue given that the maximum bus queue length is forecasted to be 3 vehicles. Highway Officers are aware of the variance of such models and have recommended that this is monitored carefully over time by the traffic control centre to ensure any buses blocking back into the general traffic lane do not compromise the operation of signal junctions further south.

The operation of the revised Centre has been tested in the 2016 and 2031 future-year peak hours. Given the extent of the changes proposed, it was not considered appropriate at the pre-application stage for the current operation to be tested for future years given that this would not provide a valid basis for comparison.

In relation to operational performance, the resubmitted modelling forecasts the Centre (the area modelled being between Christmas Street and Anchor Road and between St Augustine's Parade and Baldwin Street) to operate marginally over capacity for the 2016 and 2031 peak hours, although highway officers are mindful that these results are provided on the basis of the flows obtained from the strategic G-BATS SATURN model and as such whilst these flows may take account of modal shift to bus use the model does not forecast other important determinants and influences on travel patterns and demand, including parking restraint measures, improvements to cycle facilities and traffic management.

The application proposes a reduction in link and junction capacity for general (non-bus) traffic overall within the centre given the reduction in lanes and the transfer of a greater amount of space to buses, taxis, pedestrians and cyclists. As confirmed earlier this is forecasted by the strategic model to reduce the amount of traffic throughout the majority of the centre with the exception of Baldwin Street and Anchor Road / Park Street, where the current circuitous route between these two locations is proposed to be removed, increasing flows between these links, particularly during the future evening peak hours.

Relationship between MetroBus and Old City Public Realm Project

The MetroBus proposals have been developed in consideration of the Old City Public Realm Project (OCPR). This seeks to deliver the Mayor's vision for the Old City, making it a more walkable and people friendly environment. This is intended through a combination of removing parking, reducing through traffic and public realm improvements. Highway Officers were initially concerned by the potential extent to which the introduction of southbound traffic to St. Stephen's Street via Christmas Street / Quay Street by the MetroBus project may encourage additional traffic to the Old City area, compromising the integrity of this scheme.

However, in view of the various one-way orders and banned turns that are proposed as part of the OCPR project, it is unlikely that through movements will occur from this direction, partially as a result of the banned right turn from St. Nicholas' Street onto High Street proposed which will provide

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

negligible gain for traffic attempting to access through to areas south of the City Centre such as Bristol Bridge and Redcliffe. In the opposite direction, the one-way southbound order on St Stephen's Street removes what is currently a northbound short-cut to Colston Avenue from Baldwin Street for traffic heading towards College Green and Anchor Road.

Summary

Overall Highway Officers are satisfied that the proposals for the Centre will add significant benefit to the area, not just in terms of improving bus access in the interests of reliability, but also by creating a safer and more pleasant environment for non-motorised users. It must be understood that given the complex nature and volume of different interactions in this area it is not possible to accommodate all desired movements without some form of inevitable interaction between different modes. Where this occurs, Highway Officers are comfortable that appropriate signal control and traffic restraint measures have been proposed in the interests of safety, subject to the investigation of amendments to the design at Colston Street.

It is considered that the proposed changes, coupled with the various turning restrictions will enable the Centre to operate more efficiently whilst having the potential to move a greater number of people by non-car modes due to a number of factors, including: the introduction of new bus routes; reductions in bus journey times across routes that will serve the Centre, and greater safety for cyclists and pedestrians. The modelling forecasts that these measures will assist in increasing the use of the centre by those travelling by non-car modes and in turn, this is predicted to reduce the level of traffic within the centre. It is considered that in this respect, these proposals are broadly compliant with the policy criteria set out in the adopted Core Strategy and the Joint Local Transport Plan.

There are several policies which are significant to the effect of the proposed scheme on the city centre; Core Strategy policies BCS2, BCS7, BCS8, BCS10, BCS15, BCS16, BCS21, BCS22 and Policies BCAP27, BCAP33 in the emerging Bristol Central Area Plan.

Policy BCAP27 in the emerging Bristol Central Area Plan safeguards the route of the proposed NFHP scheme through the city centre. Policy BCAP33 states that development on an important city space will provide an appropriate level of public realm improvements having regard to the role and the priorities for each space. Although the policy is not yet adopted by the Council, it is salient in considering an application that will materially alter the configuration of an important city space.

The Design and Access Statement states that the exact appearance of the bus stop infrastructure, designed using MetroBus branding, can be adapted to cater to reflect different local contexts. The city centre is a significant heritage asset. The proposed NFHP scheme around the inner ring road passes through seven conservation areas and is within 100 metres of 230 listed buildings. The Cenotaph area is particularly significant when considering the effects of the proposed scheme, the character of the adjacent College Green Conservation Area and the setting of the City and Queen Square Conservation Area.

In response to the application, English Heritage commended the holistic approach taken to re-designing this area, citing that the detail of the materials and street furniture to be used as key to the delivery of a high quality scheme. The applicant has not submitted details of the paving treatments, lighting or a detailed landscaping plan. As such, a condition covering these detailed aspects of the

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

scheme is requested as a prior to commencement condition, so as to ensure any scheme is appropriate to the context and reflects the importance of the city centre section of the route.

The Council's Archaeological Officer has advised that there are likely to be significant archaeological features in some depth below the area of the city centre affected by the proposed NFHP scheme. A number of watching briefs have been recommended to be imposed by condition at the following sites: the proposed bus stop on Rupert Street, Redcliffe Way / Redcliff Hill roundabout, the sites of two bus stops on Redcliff Hill and in the vicinity of the construction compound on Redcliffe Wharf.

K. IS THE IMPACT OF NFHP ON EAST STREET AND BEDMINSTER PARADE ACCEPTABLE?**Proposed changes**

The original NFHP submission includes a number of changes to Bedminster Parade between Bedminster Bridge and Dalby Avenue. These are confirmed as follows:

- Provision of new southbound bus lane directly south of Bedminster Bridge.
- Removal of right-turn out of Regent Road onto Bedminster Parade and provision of contraflow northbound cycle lane and improved crossing facilities / island for pedestrians.
- Retention of pedestrian crossing location to the south of Regent Road.
- Upgrading of bus-stops to provide BRT / MetroBus standard facilities.
- Parking / loading restrictions to be reviewed in order to facilitate improvements to the free-flow of traffic along Bedminster Parade.
- Removal of footway to provide new northbound bus-lane along East Street in front of Imperial Arcade, pedestrian footway to revert to Imperial Arcade.
- Realignment of carriageway and removal of footway build outs to incorporate bus lane.

Further changes

Subsequent to the planning submission, further dialogue has been undertaken between highway officers, the applicant and local stakeholders and the following amendments to the scheme were submitted in July:

- Relocation of pedestrian crossing closer to the junction with Regent Road and the adjustment of kerb lines to provide a smoother alignment for cyclists turning left from Bedminster Parade into Regent Road.
- Improvements to the public realm in the above area, including new paving, planting and street furniture, including cycle parking and seating.

It was felt that the initial submitted designs in this area related only to bus infrastructure and therefore failed to fulfil the wider need for MetroBus works in this area to improve the public realm element. In transport terms the relocation of the crossing was considered to offer an improved level of safety as it would be situated more closely to pedestrian desire lines.

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

Highway considerations

The principle changes in this area in terms of highways relate to the extension of bus lanes along Bedminster Parade in both directions and the re-configuration of the junction with Regent Road. In keeping with the need to ensure a greater reliability for buses along the entirety of the NFHP route, these facilities have necessitated adjustments to and the loss of existing footway outside the Imperial Arcade, and potential removal of parking on both sides of the carriageway along Bedminster Parade.

Footway outside Imperial Arcade

Whilst the rationale behind the extension of the northbound bus lane outside the Imperial Arcade in favour of the existing footway in this location is understood, the safety implications of this have been queried by officers and also by the Road Safety Audit. Concerns were raised that if the footway was to be removed, this should be accompanied by the blocking of the existing gaps in the frontage of Imperial Arcade to deter pedestrians from attempting to cross the road in this location in the absence of any footway protection which would risk pedestrians becoming stranded within the new bus lane.

Whilst it could be argued that this location at present is not necessarily the safest place to cross the main road and that removal of the footway will further deter this movement, highway officers consider this issue to be a valid concern and the applicant has accepted that a condition be applied to further investigate the design aspects of this change prior to agreeing the detailed design of the scheme.

In relation to the use of Imperial Arcade as the main pedestrian route along this section of East Street, this is not currently adopted footway nor is it a Public Right of Way and it is possible that this may need to be classed as a walkway under Section 35 of the Highways Act if not already. At the time of writing some clarification is required on this matter from the project team.

Amendments to parking / loading facilities

In relation to the above, it is understood that a review of current parking / loading restrictions and potential changes will follow in conjunction with local stakeholders who will have a further opportunity to comment upon proposals when the consultation for the Traffic Regulation Order process is initiated.

Removal of right turn out of Regent Road

The above change improves safety at the junction of Regent Road and Bedminster Parade through the minimisation of conflicting manoeuvres that would otherwise cause safety concerns in addition to the delay caused to public transport along this route. Historic accident records support the need to remove this movement from the junction although the implications of this change in terms of traffic flow require to be understood.

As a result of the removal of the right turn from Regent Road, traffic exiting the Asda supermarket and wishing to head south will be required to exit the store onto Coronation Road via the dedicated left-out egress that currently exists. From this location, to continue south will require a detour along St John's Road, Lombard Street and Catherine Mead Street before emerging onto Dean Lane. Whilst this adds additional time and distance to such a journey, this is not considered by Officers to represent a problematic re-routing, given that the routes referred to above are adopted highways which are adequately surfaced, lit and traffic-calmed (where appropriate) to a reasonable standard. Movements onto Coronation Road from Asda are restricted to left-out only as a result of the central reservation

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

and as a result, on balance it is not felt that this generates a greater safety concern or potential for conflict than those which would remain were right-turns out of Regent Road to be continued.

Summary

On balance it is felt that the proposed improvements along Bedminster Parade / East Street effectively balance the need to ensure a degree of highway safety whilst providing the necessary advantage to public transport along this route. Concerns relating to the re-routing of traffic are not considered to generate a major safety implication, whilst the adjustments to the Regent Road / Bedminster Parade junction are considered to result in a significantly improved situation for pedestrians and cyclists.

The wider model forecasts traffic levels to be reduced through Bedminster Parade as a result of the wider NFHP proposals when the future peak hour 'do nothing' and 'with development' scenarios are compared and, as with other areas this is attributed to the proposed reallocation of highway space to public transport along this route coupled with a degree of modal shift towards public transport use.

Subject to further clarification at the detailed design stage concerning the management of parking and loading along this route and the confirmation of the status and ability for Imperial Arcade to accommodate pedestrian movements whilst deterring unsafe crossing manoeuvres, Highway Officers are content that the proposed changes to this section of the NFHP are acceptable in principle.

The proposed NFHP scheme passes through the Bedminster Conservation Area. There are two Grade II listed buildings (The Wills No. 1 Factory and Rock Cottage) within the Conservation Area that front onto the proposed NFHP route. The proposed scheme would cause changes to the setting of listed buildings along Bedminster Parade including the Bedminster Conservation Area.

The proposed scheme includes the replacement of existing bus shelters with new MetroBus shelters and associated infrastructure to the north of the existing location on the southbound side of the highway on Bedminster Parade south of Boot Lane and on the northbound side of the highway on Bedminster Parade adjacent to the ASDA superstore. Bus shelters will also be replaced with new MetroBus shelter and associated infrastructure on the northbound side of the highway on East Street outside property nos. 142 – 146.

Salient policies to this key matter are Core Strategy policy BCS1, BCS10 and BCS21. There has been much public comment on the size and style of bus shelter infrastructure to be installed adjacent to buildings on Bedminster Parade, and the widening of the highway.

The Council's Landscape Officer made comment on the proposed NFHP scheme in this location, citing the lack of detailed proposals submitted for how the new bus infrastructure will interact with the existing public realm, in comparison to other areas such as the City Centre. The Design and Access Statement in support of the application states that the exact appearance of the bus stop infrastructure, designed using MetroBus branding, can be adapted to cater to reflect different local contexts.

Accordingly, it is recommended that the detailed design of the proposed bus stop infrastructure, its configuration and associated materials for the public realm component of the scheme be submitted for

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

the LPA's approval as part of a prior to commencement condition, so as to ensure any scheme is appropriate to the context and the integrity of the Bedminster area.

L. HAVE STATUTORY REQUIREMENTS REGARDING CONSULTATION AND ACCESS TO INFORMATION BEEN FULFILLED?

Since the submission of the application, there have been a number of objections to the consultation process undertaken.

There has been two period of pre-application consultation undertaken in connection with the NFHP project:

- Initial full scheme pre-application consultation was conducted for eight weeks between May 2012 and July 2012 (referred to as '2012 Pre-Planning Consultation').
- Consultation on the revised route section within BCC taking place for one month between July 2013 and August 2013 (referred to as 'Revised Scheme Route Consultation').

BCC sets out within its Council adopted Statement of Community Involvement (SCI) document the expected community involvement techniques that applicants should carry out for certain types of development. For a development of the nature of the proposed NFHP scheme, the SCI defines 10 methods of community involvement (in italics below) to be applied.

The applicant has submitted a Community Involvement Statement outlining the measures undertaken to meet the 10 methods, as summarised below.

- *Consider employing specialist community involvement consultant to devise overall strategy and run specific events.*

Consultation on the scheme was managed by the West of England MetroBus communications team with consultancy support and project team members from BCC and SGC to answer questions regarding the scheme.

- *Provide professional independent facilitator to host forums, workshops or debates on controversial issues.*

Professional representation and hosting of public exhibitions and stakeholder meetings was undertaken by consultants supporting the Councils with the application.

- *Meetings / workshops to shape proposals involving targeted sections of the community e.g. planning groups.*

2012 Pre-Planning Consultation

Councillors of wards close to the NFHP route within both SGC and BCC were notified of events and offered a briefing before exhibitions took place.

Details of the consultation process emailed to the Bristol Neighbourhood Partnership and Bristol Neighbourhood Planning Network.

Exhibition venues chosen based on feedback from these groups.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

11 public exhibitions were held during May and June 2012. The selected venues covered a wide geographical area and included venues close to the proposed route.

Revised Scheme Route Consultation

2 public exhibitions were held on 31 July and 7 August 2013.

Councillors of wards affected by the revised scheme route (all in Bristol) were notified and offered a briefing.

Details of the revised scheme route and the consultation period were emailed to the Bristol Neighbourhood Partnership and Bristol Neighbourhood Planning Network.

Exhibitions were staffed by the MetroBus team, comprised of BCC Officers, staff from the WoE Partnership and consultants.

- *Mail drop to communities e.g. questionnaire and / or information on proposed future involvement events.*

2012 Pre-Planning Consultation

32,000 postcards printed and delivered to properties within a 400 metre catchment area either side of the NFHP route.

Postcards provided a brief summary of the scheme, a route map and details of venues, dates and times for 11 public exhibitions to be held in May and June 2012. Freephone number and web address for the schemes website were also provided.

An online feedback form was available on the TravelWest website.

A paper version of the feedback form was available on request and at the 11 public exhibitions.

Freepost address was set up for completed feedback forms to be sent to.

TravelWest website had a dedicated page about the consultation, with links to the consultation information.

SGC and BCC websites provided links to the information on the TravelWest website.

Revised Scheme Route Consultation

11,692 postcards printed and delivered to properties within a 400 metre catchment area either side of the revised scheme route and the section of the original route.

The postcard explained the revised route, the key scheme changes and gave information about the consultation period and the 2 public exhibitions. The postcard detailed how people could obtain further information on the revised route from the TravelWest website.

Leaflets about the revised route were available from the TravelWest website and in paper format at the 2 public exhibitions and on request.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

An online feedback form was available on the TravelWest website.

A paper version of the feedback form was available on request and at the 2 public exhibitions.

A Freepost address was set up for completed feedback forms to be sent to.

The TravelWest website had a dedicated page about the revised route with links to the consultation information.

BCC and AskBristol websites linked to the information on the TravelWest website.

- *Postal or street survey questionnaires, (web-based questionnaires might also be considered, but these should be run alongside other styles of questionnaire) with subsequent feedback opportunities.*

This is detailed within the response to the points above and below.

- *Public Forums to debate and discuss proposals – open to a wide audience.*

2012 Pre-Planning Consultation

11 public exhibitions were held.

Revised Scheme Route Consultation

2 public exhibitions were held.

- *Tailored media events publicising future applications, any involvement events taking place and how local communities can become involved.*

2012 Pre-Planning Consultation

Websites for TravelWest, BCC and SGC.

Press releases to regional media and articles in the Bristol Evening Post, local newsletters and on local news websites.

A3 colour posters displayed in public areas of Council offices, in community locations along the route.

Revised Scheme Route Consultation

TravelWest and BCC websites.

Press release to regional media and articles were published in the Bristol Post, local newsletters and on local news websites.

The consultation was promoted through the MetroBus, AskBristol and BCC Twitter accounts.

A3 colour posters displayed on Bristol City Council flats on Redcliff Hill.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- *Exhibitions / displays, questionnaires and information at local community centres or accessible locations to the communities likely to be affected by the application.*

2012 Pre-Planning Consultation

11 public exhibitions were held during May and June 2012. The venues covered a wide geographical area and venues situated close to the proposed route.

Revised Scheme Route Consultation

2 public exhibitions were held at the St Mary Redcliffe Sixth Form Centre on 31 July and 7 August 2013.

- *Dedicated web pages (of the applicant and / or Council), setting out proposals, any involvement events / initiatives and how to get involved on commenting at the pre-application stage.*

2012 Pre-Planning Consultation

Details of the pre-application consultation were on the TravelWest website.

The website had links to the pre-application information and details of the 11 public exhibitions and how to comment. A link to the consultation feedback form was provided. An email address to send requests for further information was also listed on the webpage.

Revised Scheme Route Consultation

A dedicated webpage about the consultation was on the TravelWest website.

The webpage provided links to the pre-application information including the dates of the 2 public exhibitions and how to comment. The webpage provided links to the feedback form and a list of frequently asked questions. An email address to send requests for further information was listed on the webpage.

- *Notify neighbouring properties and send a copy of the plans, or better still call round early on.*

2012 Pre-Planning Consultation

32,000 postcards delivered to properties within a 400 metre catchment area either side of the proposed route. Postcards provided a brief summary of the scheme, a route map and details the 11 public exhibitions to be held in May and June 2012.

Additional consultation with residents of Parson Street and Hartcliffe Way.

Revised Scheme Route Consultation

11,692 postcards delivered to properties within a 400 metre catchment area either side of the revised scheme route and the section of the original route that went through the Harbourside and across Prince Street Bridge.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

The postcard explained the revised scheme route, the key changes and gave information about the consultation and the 2 public exhibitions. A link was provided to the consultation plans.

The postcard detailed how people could obtain further information on the revised scheme route on the TravelWest website.

As listed above, the requirements of the SCI are considered to have been met by the applicant's consultation strategy. In the Community Involvement Statement the applicant has detailed the comments received from the pre-application consultation process and the changes that have been made to the proposed NFHP scheme as a result of the process outlined above. Justification has been given where a change to the proposed NFHP scheme has not been made as a result of a comment.

It is this last point whereby most objections have challenged – to the justifications provided, for the scheme not considering alternative solutions or further consultation not being undertaken by the applicant. Once an application is submitted, the LPA can only consider the whether the details included within the application before it are acceptable, it cannot consider whether there are better alternatives.

Ability to access the application material and Environmental Statement has been cited as an issue. For a scheme of this scale and coverage, with detailed assessments on a number of topics and site specific areas (as detailed in the previous sections of this report) it has generated a significant volume of material – both in reports and drawings. It is understandable that members of the public have found this difficult to navigate.

To assist members of the public, a dedicated webpage for the application was set up on the Council's website. On the webpage the Council produced a guidance note for those members of the public who had difficulty in opening some of the plans. In addition to this, the Council requested paper copies of the original application material and the amended plans to be provided in Filwood Library, Fishponds Library and the Central Library.

Taking into account the above, the LPA where possible has also extended the statutory consultation windows on the application, and comments provided after the published dates have been considered and are included in this report.

M. DOES THE SCOPE OF THE CONDITIONS RETAIN APPROPRIATE CONTROLS OVER THE PROPOSED DEVELOPMENT?

This report includes a number of conditions to prevent any unacceptable impacts arising from development:

Condition (1) establishes a time limit for the commencement of development of 5 years.

Condition (2) requests a construction phasing plan, so as to co-ordinate the sequence of construction activities, whilst enabling the sequencing of the approval of further details.

Condition (3) provides protection of trees and other vegetation during construction.

Condition (4) sets targets for the use and supply of materials.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Condition (5) sets a CEEQUAL target of 'Very Good' rating for the project.

Condition (6) requests a Site Specific Construction Environmental Management Plan which seeks to prevent and minimise nuisance.

Conditions (7), (8) and (22) seek to ensure that any archaeological remains and features are recorded.

Condition (9) seeks the submission of more detailed design matters including variations to ensure a coordinated design, functioning development and highways safety.

Condition (10) secures detailed design of the foul and surface drainage, in accordance with the approved principles.

Conditions (11) and (21) ensure that any risk from land contamination is minimised.

Conditions (12), (13), (14), (15), (16) and (17) are a set of conditions covering ecological matters to ensure the protection and welfare of protected and priority species.

Condition (18) is a "Grampian" condition requesting the development of the off-site works at Stapleton Allotments before any development of the NFHP can take place.

Conditions (19) and (20) are specific to Stoke Park detailed design for the mitigation scheme to be provided to the boundary of Stoke Park and the retaining wall on Stoke Lane.

Condition (23) sets out the list of approved plans for the avoidance of doubt.

The report also provides guidance, advice and reasoning to support conditions as well as a series of Advices, which should assist the project team in finalising the appropriate required details.

SUMMARY and CONCLUSION

Refer to the top of the report at page 3.

COMMUNITY INFRASTRUCTURE LEVY

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

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

Development Control Committee B – 27 August 2014

Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way

RECOMMENDED MINDED TO GRANT subject to the withdrawal of the direction for non-approval by the Highways Agency and the following conditions.

Time limit for commencement of development

1. Full Planning Permission

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

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

Pre commencement condition(s)

2. Construction Phases

No works, including any site clearance or demolition works, shall take place until a Works Programme, showing the subdivision of the scheme into defined work phases has been submitted to and approved, in writing, by the Local Planning Authority. Thereafter the construction of the development hereby approved shall not proceed other than in accordance with the approved construction phasing plan.

Reason: It is necessary that the stages of development and the provision of associated infrastructure follow a co-ordinated sequence and in order to minimise construction impacts and to enable conditions to be discharged for parts of the scheme to facilitate the sequencing of the approval of further details and construction.

3. Protection of retained trees and other vegetation during the construction period

No work of any kind shall take place within a work phase approved under condition 2, until the Local Planning Authority has approved in writing for that work phase the location and design of protective fences in accordance with BS5837 for trees and other vegetation to be retained and the approved protective fencing details have been erected. 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 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.

Reason: To protect the retained trees and other vegetation from damage during construction and in recognition of the contribution which the retained trees and vegetation give and will continue to give to the amenity and ecology of the area.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

4. Use and supply of construction materials

No work of any kind shall take place within a work phase approved under condition 2 until a written scheme is submitted to and approved by the Local Planning Authority that sets targets for the use and supply of materials including:

- a Volume of materials from reclaimed or recycled material for use in the permanent works
- b Volume of bulk fill and sub-base material specified and used in the project from previously used material
- c Use of locally sourced materials
- d Replacing primary aggregates with secondary aggregates
- e Very low levels of waste material generated to landfill
- f Surplus materials given to adjacent construction projects

Unless otherwise agreed in writing by the LPA the development shall achieve the approved targets and prior to opening to the public of the last defined work phase a verification report shall be submitted to the LPA confirming that the targets have been met.

Reason: To minimise waste, maximise recycling of material in order to minimise energy and natural resource use.

5. CEEQUAL

No development shall take place until written evidence has been received by the Local Planning Authority that the scheme will be assessed for a CEEQUAL Whole Team Award and that the scheme is capable of achieving an award of Very Good. Unless otherwise agreed in writing by the Local Planning Authority the development shall achieve the award and prior to opening to the public of the last defined work phase a report shall be submitted to the Local Planning Authority verifying that the award has been met.

Reason: To ensure that the development contributes to mitigating and adapting to climate change and to meeting targets to reduce carbon dioxide emissions and use of natural resources.

6. Site Specific Construction Environmental Management Plan

In relation to the control of pollution and minimisation of harm to the local areas and wildlife during the construction stage of the development and beyond:

- i) No development shall take place within an identified work phase as approved under condition 2 until a site specific Construction Environmental Management Plan (CEMP) for that phase has been prepared, submitted and approved by the Local Planning Authority.
- ii) The CEMP must demonstrate the adoption and use of best practicable means to reduce the effects of noise, vibration, dust and other air borne pollutants and site lighting and include but not necessarily be limited to the following:
 - 1. Procedures for maintaining good public relations including complaint management, public consultation and liaison.
 - 2. Strategy for dealing with contamination including the arrangements for dealing with contamination not expected or planned for within the strategy and a soil sampling methodology for material to be used in public areas.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

3. Arrangements for liaison with the Local Planning Authority's Pollution Control Team and on site presence to enable appropriate responses to matters such as unforeseen contamination.
4. The employment of an Environmental Clerk of Works.
5. All works and ancillary operations which are audible at the site boundary, or at such other place as may be agreed with the Local Planning Authority, shall be carried out only between the hours of 08 00 Hours and 18 00 Hours on Mondays to Fridays and 08 00 and 13 00 Hours on Saturdays and at no time on Sundays and Bank Holidays. Any activity audible at the site boundary or other places agreed in the CEMP outside the hours above require prior approval in writing by the Local Planning Authority. Approval will only be given for works necessary due to exceptional circumstances, health and safety, dewatering operations or unavoidable works including works relating to the railway. In all cases the best practicable means to reduce noise to the lowest possible level will need to be demonstrated for approval.
6. Green Travel Plan to include proposals for the sustainable movement and routing of construction traffic to the site: parking by construction personnel to ensure that movements and deliveries to, and removal of plant, equipment, machinery and waste from the site must only take place in a sustainable way and within the permitted hours or exceptions to be detailed under point 5 above; proposals to provide and encourage alternatives to the use of single occupancy car journeys by personnel such as contract buses and cycle parking.
7. Locations and extents of any temporary TROs.
8. Pedestrian and cyclist protection.
9. Proposed temporary traffic restrictions.
10. Mitigation measures as defined in BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works.
11. Procedures for emergency deviation of the agreed working hours.
12. The use of a 'Considerate Contractors' or similar regime and arrangements for site induction for workforce highlighting pollution prevention and awareness.
13. Control measures for dust and other air-borne pollutants include particular measures to protect any local resident who may have a particular susceptibility to air-borne pollutants.
14. Measures for controlling the use of site lighting whether required for safe working or for security purposes.
15. Site Security.
16. Fuel oil storage, bunding, delivery and use and how both minor and major spillage will be dealt with.
17. Containment of silt/soil contaminated run off, the control and removal of spoil and wastes and disposal of contaminated drainage, including water pumped from excavations and leachate from ditch drainage.
18. The treatment and removal of suspended solids from surface water run-off during construction works and measures to prevent building material finding its way into a watercourse.
19. Odour control measures.
20. Measures for the prevention of tracking mud off site from vehicles.
21. Proposals for the temporary stockpiling of soil and spoil and proposals for the testing of soils to be used in soft landscaping areas for contamination.
22. All site clearance and construction works to be in accordance with the Environmental Statement report Chapter 13 Ecology March 2014.
23. Measures to protect badgers from being trapped in open excavations and/or pipes and culverts.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

24. Arrangements for briefing contractors and sub-contractors on the importance of the ecological features which are to be retained on site and the ecological value of the SNCIs in particular.
- iii) the approved CEMP shall be implemented to the satisfaction of the Local Planning Authority unless otherwise agreed in writing with the Local Planning Authority.

Reason: To prevent and minimise nuisance, harm to the environment and pollution. To meet the requirements of the Conservation of Habitats and Species Regulations (2010) (as amended).

7. To ensure implementation of a programme of archaeological works

No development shall take place within a work phases agreed under condition 2 until the applicant/developer has secured for that phase the implementation of a programme of archaeological work, to include geophysical survey, archaeological excavation and watching brief, in accordance with a Written Scheme of Investigation which has been submitted by the developer and approved in writing by the Local Planning Authority.

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

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

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

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

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

Reason: To record remains of archaeological interest before destruction.

9. Submission of full design details including variations

For each work phase approved under condition 2 detailed drawings of the following aspects of the scheme numbered i-ix shall be submitted as a single coordinated submission and be approved in writing by the Local Planning Authority before the works approved in that work phase are begun:

- i. Hard landscaping (including paving, surfaces, highway widening edge details including at Bedminster Parade, kerbing to minimise visual impact).

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

- ii. Soft landscaping showing existing planting to be retained and new planting (including species, planting sizes, planting densities, planting soils, planting pits and staking, root barriers to enable planting to be carried out in close proximity to underground services, flood retention ponds, ground and earth modelling) including the level of screen planting on each side of the M32.
- iii. Street furniture and equipment, (including, signals, control equipment and signage).
- iv. Street lighting (including a lighting level contour plan to assess light spill impacts on ecology).
- v. Bus stop infrastructure for each proposed bus stop location (that will be in accordance with the Visual Identity Guidelines submitted with the planning application) and how proposals have been adapted to the context of the location.
- vi. Noise fences.
- vii. Boundary fences and treatments.
- viii. Surface water drainage, based on sustainable drainage principles, including proposals for how this will be maintained and managed after completion.
- ix. Stage Two Road Safety Audits.

and, in addition, to the above, the following matters are required to be investigated by the developer and approved in writing by the Local Planning Authority:

- Assessment of need for additional footway width at Frenchay Park Road.
- Assessment of need for removal of Bus Gate along Lewins Road.
- Assessment of safety implications of removal of controlled crossing on Colston Street.
- Assessment of alternative location for outbound bus stop along Bond Street.
- Assessment of rationale for the removal / relocation of bollards along The Grove.
- Assessment of structural integrity of the Redcliffe Way Bridge in view of revised loadings.
- Assessment of location for a bus stop along West Street.
- Assessment and confirmation of the suitability and safety implications of Imperial Arcade accommodating all pedestrian movements along the western side of East Street.
- Assessment of layout and carriageway markings along Hartcliffe Way.
- Provision of a native hedge rather than trees should be planted alongside Hartcliffe Way (Drawing Number 510742/LA/650/4901; 510742/LA/650/4902 and 510742/LA/650/4900a).
- Provision of a secure badger corridor around the site compound layout in Area B (Drawing Number NFH-PA-04 (zone 04), Proposed Compound Area Route Plan).
- Provision of species rich wildflower meadows alongside the M32.

The acoustic fences and approved sustainable urban drainage shall be retained in an effective condition thereafter.

Reason: To ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interest of highway safety and in the interests of ecology.

10. Drainage Design

No development shall take place within an identified work phase approved under condition 2 until a detailed strategy confirming how the development will deal with drainage of surface water shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall include detailed design (to include use of attenuation and interceptor

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

ponds) of surface water drainage to prevent increased risk of flooding. The detailed drainage design should include SuDS design and accord with the principles set out in the technical note prepared by CH2MHILL (17/12/2013, technical note ref: NFHP-D-M32).

Reason: To ensure adequate disposal of foul and surface water drainage.

11. Contamination

Prior to the commencement of any works within an identified work phase approved under condition 2 the following shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority:

- A ground investigation study to identify any contamination at the sites identified within the Environmental Statement prepared by Atkins (Ref: 5101742);
- A conceptual site model;
- A Risk Assessment to quantify the risk from contamination; and
- A written Method Statement detailing how contamination will be remediated.

Following remediation a validation report should be submitted to the Local Planning Authority for approval.

Reason: To demonstrate that the contamination, if apparent, has been successfully remediated, in the interests of the health and safety of future occupiers of the site.

12. Ecology

No work of any kind shall take place within a work phase approved under condition 2 until a method statement has been prepared by a suitably qualified ecologist, submitted and approved in writing by the Local Planning Authority, which will ensure the development hereby approved is carried out in such a way that protects all areas of the Stoke Park SNCI designation outside of the construction footprint. The works shall thereafter be carried out in accordance with the approved method statement.

Reason: To protect the character and integrity of the wider Stoke Park SNCI designation.

13. Badgers

No work of any kind shall take place within a work phase approved under condition 2 until measures to protect badgers from being trapped in open excavations and/or pipes and culverts are submitted to and approved in writing by the local planning authority. Measures shall include cover-plating, chain link fencing or the creation of sloping escape ramps for badgers by edge profiling of trenches/excavations or placing a plank in the bottom of open trenches at the end of each working day to allow any trapped badgers to escape. This is to prevent foraging badgers falling into trenches during the construction phase of the development. Open pipework larger than 150 mm outside diameter should be blanked off at the end of each working day.

Reason: To prevent harm to legally protected badgers.

14. Landscape and Nature Conservation Management Plan

No development shall take place within an identified work phase approved under condition 2 until a five year landscape and nature conservation management plan is submitted to and

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

approved in writing by the local planning authority. This should include consideration of features of interest, objectives, management prescriptions, a work schedule including a five year annual work plan, resourcing including a financial budget and monitoring.

Reason: To conserve and enhance the nature conservation and landscape features on the site.

15. Site Clearance and Construction Works

All site clearance and construction works shall be carried out in strict accordance with the recommendations in the submitted Environmental Statement report (Chapter 13: Ecology) dated March 2014, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the protection and welfare of legally protected and priority species.

16. Clearance of vegetation or structures

No clearance of vegetation or structures suitable for nesting birds, shall take place between 1st March and 30th September inclusive in any year without the prior written approval of the local planning authority. The authority will require evidence provided by a suitably qualified ecologist that no breeding birds would be adversely affected before giving any approval under this condition.

Reason: To ensure that wild birds, building or using their nests are protected.

17. External lighting adjoining SNCIs

Prior to the commencement of development within the applicable defined work phase, details of any external lighting adjoining the Sites of Nature Conservation Interest, Stoke Park SNCI and Pigeonhouse Stream and adjacent Meadows SNCI shall be submitted and agreed by the local planning authority. This shall include a lux level contour plan, and should seek to ensure no light spill outside of the site boundaries.

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

18. Stapleton Allotments

No development shall take place until the development of off-site works has been completed for a compensatory allotment development including a new building housing a shop, social area, meeting room and welfare society. The replacement allotments shall be of an equivalent or larger size than the land proposed to be developed on at Stapleton Allotments as part of the proposed scheme.

Reason: To mitigate the loss of land at Stapleton Allotments.

19. Stoke Park

Prior to the commencement of development within the applicable defined work phase, a detailed scheme for the mitigation of the boundary of the NFHP scheme with the registered Stoke Park shall be submitted to and approved in writing by the Local Planning Authority. Such details shall also include details of the materials on the farm track finishes and any verge

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

detail. All such works as approved shall be fully implemented in the first planting season closest to the first use of the development hereby approved in the applicable work phase.

Reason: To maintain and enhance the Grade II Registered Park and Garden Stoke Park, and in accordance with Policy BCS22 of the Core Strategy.

20. Prior to the commencement of development within the applicable defined work phase, details of the facing materials of the new retaining wall on Stoke Lane shall be submitted to the Local Planning Authority for their written approval. All such details as approved shall be fully implemented.

Reason: To maintain and enhance the Grade II Registered Park and Garden Stoke Park, and in accordance with Policy BCS22 of the Core Strategy.

Pre occupation condition(s)

21. Reporting of unexpected contamination

If, during development, contamination not previously identified under condition 11 is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

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.

22. To ensure completion of a programme of archaeological works

The use of the road by the public shall not take place until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under another condition attached to this permission and the provision made for analysis, publication and dissemination of results and archive deposition has been secured.

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

List of approved plans

23. 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.

Area B - Coldharbour Lane to Bond Street via M32

Site Clearance

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Plan Number	Revision	Title
NFH-PA-04-1501	F1	Site Clearance 1 of 11
NFH-PA-04-1502	F1	Site Clearance 2 of 11
NFH-PA-04-1503	F1	Site Clearance 3 of 11
NFH-PA-04-1504	F2	Site Clearance 4 of 11
NFH-PA-04-1505	F1	Site Clearance 5 of 11
NFH-PA-04-1506	F1	Site Clearance 6 of 11
NFH-PA-04-1507	F1	Site Clearance 7 of 11
NFH-PA-04-1508	F1	Site Clearance 8 of 11
NFH-PA-04-1509	F1	Site Clearance 9 of 11
NFH-PA-04-1510	F1	Site Clearance 10 of 11
NFH-PA-04-1511	F1	Site Clearance 11 of 11

General Arrangement

Plan Number	Revision	Title
NFH-PA-04-201	F1	General Arrangements 1 of 11
NFH-PA-04-202	F2	General Arrangements 2 of 11
NFH-PA-04-203	F2	General Arrangements 3 of 11
NFH-PA-04-204	F3	General Arrangements 4 of 11
NFH-PA-04-205	F1	General Arrangements 5 of 11
NFH-PA-04-206	F1	General Arrangements 6 of 11
NFH-PA-04-207	F1	General Arrangements 7 of 11
NFH-PA-04-208	F1	General Arrangements 8 of 11
NFH-PA-04-209	F2	General Arrangements 9 of 11
NFH-PA-04-210	F2	General Arrangements 10 of 11
NFH-PA-04-211	F1	General Arrangements 11 of 11

Landscape Proposals

Plan Number	Revision	Title
NFH-PA-04-303	F2	Landscape Proposals 1 of 4
NFH-PA-04-304	F2	Landscape Proposals 2 of 4
NFH-PA-04-305	F2	Landscape Proposals 3 of 4
NFH-PA-04-306	F2	Landscape Proposals 4 of 4

Structural drawings

Plan Number	Revision	Title
NFH-PA-04-401	F2	Structures Key Plan
NFH-PA-04-402	F2	M32 Bus Only Junction Overbridge - Reference General
Arrangement Sheet 1 of 2		
NFH-PA-04-403	F3	M32 Bus Only Junction Overbridge - Reference General
Arrangement Sheet 2 of 2		
NFH-PA-04-404	F3	M32 Bus Only Junction Overbridge SW Wingwall Reference
General Arrangement		
NFH-PA-04-405	F3	M32 Bus Only Junction Offramp Wall - Reference General
Arrangement		
NFH-PA-04-406	F3	M32 Bus Only Junction South Offramp Wall/VRS Reference
General Arrangement		
NFH-PA-04-410	F3	Stoke Lane Overbridge Retaining Wall - Reference General
Arrangements		

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

NFH-PA-04-413	F2	Stoke Lane Overbridge Pier Protection - Reference General Arrangement
NFH-PA-04-415	F2	Stoke Lane Overbridge Retaining Wall - Reference General Arrangement

Site Compound and Access Routes

Plan Number	Revision	Title
NFH-PA-04-427	F4	Proposed Compound Area Route Plan

Area C - Bristol City Centre – Bond Street to Bedminster Bridge Roundabout

Site Clearance

Plan Number	Revision	Title
NFH-PA-05-630	A	City Centre Site Clearance
NFH-PA-05-631	A	City Centre Site Clearance

General Arrangements Site Clearance

Plan Number	Revision	Title
NFH-PA-05-212		General Arrangements Sheet 1 of 7
NFH-PA-05-213		General Arrangements Sheet 2 of 7
NFH-PA-05-214		General Arrangements Sheet 3 of 7
NFH-PA-05-215/A		General Arrangements Sheet 4 of 7
NFH-PA-05-216/A		General Arrangements Sheet 5 of 7
NFH-PA-05-217/A		General Arrangements Sheet 6 of 7
NFH-PA-05-218		General Arrangements Sheet 7 of 7

Landscaping

Plan Number	Revision	Title
1000 -		Existing site / drawing reference
1001 -		Existing promenade south
1002 -		Existing promenade north
1003 -		Existing St. Augustine's Parade
1004 -		Existing Fromesgate Park
1005 -		Proposed GA plan - Whole site
1005-2-		Proposed GA plan - Whole site - colour
1006 -		Proposed GA plan - South
1006-2-		Proposed GA plan - South - colour
1007 -		Proposed GA plan - North
1007-2-		Proposed GA plan - North - colour
1008 -		Proposed GA plan - St. Augustine's Parade
1009 -		Proposed GA plan - Fromesgate Park
1010 -		Proposed site section 1
1011 -		Proposed site sections 2
1012 -		Proposed detail sections
1013 -		Proposed tree plan 1
1014 -		Proposed tree plan 2
1015 -		Proposed tree plan 3
1016 -		Proposed planting plan 1

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

1017 -	Proposed planting plan 2
1018 -	Proposed planting plan 3
1019 -	Proposed planting plan 4
1020 -	Proposed street lighting plan
1021 -	Proposed details 1
1022 -	Proposed details 2
1023 -	Proposed details 3
1024 -	Proposed details 4
1025 -	Proposed details 5

Site Compound and Access Routes

Plan Number	Revision	Title
NFH-PA-05-630		Proposed Compound Area Route Plan The Centre

Area D - South Bristol – Bedminster Parade to Hengrove Park

Site Clearance

Plan Number	Revision	Title
NFH-PA-06-640	-	Site Clearance Redcliff Hill
NFH-PA-06-641	-	Site Clearance Bedminster Parade
NFH-PA-06-642	-	Site Clearance Bedminster Parade
NFH-PA-06-643	-	Site Clearance Hartcliffe Way 1 of 6
NFH-PA-06-644	-	Site Clearance Hartcliffe Way 2 of 6
NFH-PA-06-645	-	Site Clearance Hartcliffe Way 3 of 6
NFH-PA-06-646	-	Site Clearance Hartcliffe Way 4 of 6
NFH-PA-06-647	-	Site Clearance Hartcliffe Way 5 of 6
NFH-PA-06-648	-	Site Clearance Hartcliffe Way 6 of 6
NFH-PA-06-649	-	Site Clearance Whitchurch Lane/Bamfield

General Arrangements

Plan Number	Revision	Title
NFH-PA-06-219		General Arrangements Sheet 1 of 23
NFH-PA-06-220		General Arrangements Sheet 2 of 23
NFH-PA-06-221	A	General Arrangements Sheet 3 of 23
NFH-PA-06-222		General Arrangements Sheet 4 of 23
NFH-PA-06-223		General Arrangements Sheet 5 of 23
NFH-PA-06-224		General Arrangements Sheet 6 of 23
NFH-PA-06-225		General Arrangements Sheet 7 of 23
NFH-PA-06-226		General Arrangements Sheet 8 of 23
NFH-PA-06-227		General Arrangements Sheet 9 of 23
NFH-PA-06-228		General Arrangements Sheet 10 of 23
NFH-PA-06-229		General Arrangements Sheet 11 of 23
NFH-PA-06-230		General Arrangements Sheet 12 of 23
NFH-PA-06-231		General Arrangements Sheet 13 of 23
NFH-PA-06-232		General Arrangements Sheet 14 of 23
NFH-PA-06-233		General Arrangements Sheet 15 of 23
NFH-PA-06-234		General Arrangements Sheet 16 of 23
NFH-PA-06-235		General Arrangements Sheet 17 of 23
NFH-PA-06-236		General Arrangements Sheet 18 of 23

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

NFH-PA-06-237	General Arrangements Sheet 19 of 23
NFH-PA-06-238	General Arrangements Sheet 20 of 23
NFH-PA-06-239	General Arrangements Sheet 21 of 23
NFH-PA-06-240	General Arrangements Sheet 22 of 23
NFH-PA-06-241	General Arrangements Sheet 23 of 23
NFH-PA-06-243	General Arrangements Sheet 1 of 2
NFH-PA-06-244	General Arrangements Sheet 2 of 2

Landscaping

Plan Number	Revision	Title
5101742/LA/650/4900a	E	Landscape Proposals Hartcliffe Way
5101742/LA/650/4900b	E	Landscape Proposals Hartcliffe Way
5101742/LA/650/4901	E	Landscape Proposals Hartcliffe Way
5101742/LA/650/4902	E	Landscape Proposals Hartcliffe Way
5101742/LA/650/4903	E	Landscape Proposals Hartcliffe Way
5101742/LA/650/4904	E	Landscape Proposals Hartcliffe Way
5101742/LA/650/4905a	F	Landscape Proposals Bamfield
5101742/LA/650/4905b	F	Landscape Proposals Bamfield
5101742/LA/650/4906	F	Landscape Proposals Bamfield
5101742/LA/650/4907	B	Indicative Landscape Sections Hartcliffe Way
5101742/LA/650/4908	B	Indicative Landscape Sections Hartcliffe Way

Structures

Plan Number	Revision	Title
NFH-PA-06-401	-	Malago Culvert Extension
NFH-PA-06-402	-	Crox Bottom Culvert Extension
NFH-PA-06-403	-	Fire Station Retaining Walls
NFH-PA-06-404	-	Parson Street Retaining Walls
NFH-PA-06-405	-	Motorzone Retaining Wall
NFH-PA-06-406	-	Hartcliffe Way Retaining Wall
NFH-PA-06-407	-	Novers Lane Retaining Wall

Site Compound and Access Routes

Plan Number	Revision	Title
NFH-PA-06-630		Proposed Compound Area Route Plan Redcliff Hill
NFH-PA-06-631		Proposed Compound Area Route Plan Hartcliffe Way
NFH-PA-06-633		Proposed Compound Area Route Plan Bamfield

Reason: For the avoidance of doubt

Advices

1. Flood Defence Consent

Under the terms of the Water Resources Act 1991 and the Land Drainage Byelaws Flood Defence Consent is required from the Environment Agency for any proposed works or structures in, under, over or within 8 metres of the top of the bank of 'main rivers', such as the Bradley Brook, Ham Brook, Bristol Frome, Floating Harbour, River Avon, Malago and Pigeonhouse Stream. The need for Flood Defence Consent is separate from the need for planning permission. To discuss the scope of our

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

controls and to obtain an application form the applicant should contact Colin Taylor at the Environment Agency on 01278 484610.

2. Water Framework Directive

We have no objections to these proposals in relation to Water Framework Directive requirements, subject to compliance with the recommendations of the Atkins WFD detailed compliance assessment report (dated 06/12/13). This assessment and the preceding WFD initial compliance assessment have previously been reviewed. Appropriate mitigation for specific aspects of the works including the culverting works on the Malago and Pigeonhouse Stream were identified and hydromorphological improvements to the open channel of the Pigeonhouse Stream were identified as being necessary for WFD compliance. Providing the reports recommendations are implemented we have no additional comments to make regarding the proposed works.

3. Unlicensed abstractions

The Environmental Statement chapter regarding the water environment does not appear to consider the possibility of unlicensed private abstractions in proximity to the route. Whilst we consider the presence of such features unlikely in this largely urban setting, the author of chapter 14 should make enquiries with the local Environmental Health department to identify private supplies. The Environment Agency's records consist only of licensed abstractions of volumes over 20m³/day. At the present time we are unable to concur with paragraph 14.5.28.

4. Waste Management
If any controlled waste is to be removed off site, then the site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably permitted facility.

The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable for any off-site movements of wastes. The developer as waste producer therefore has a duty of care to ensure all materials removed go to an appropriate permitted facility and all relevant documentation is completed and kept in line with regulations.

The developer must apply the waste hierarchy in a priority order of prevention, re-use, recycling before considering other recovery or disposal options.

4. Pollution Prevention

Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover:

- the use machinery
- storage of oils/chemicals and materials
- the routing of heavy vehicles
- the location of work and storage areas
- the control and removal of spoil and wastes

We recommend the applicant refer to the EA Pollution Prevention Guidelines for further information.

5. CEMP

This shall include best practice pollution control measures including the Pollution Prevention Guidelines produced by the Environment Agency to ensure that adverse impacts (including dust and air pollution, effects on water quality, pollution from fuel use and storage and other potentially hazardous materials) do not occur on the SNCIs and where possible, a protective buffer area (from the edge of the SNCIs of at least 5 metres or as close as possible to this) as a result of construction works. The CEMP should also include details of robust protective fencing incorporating warning signs and its location and a plan showing the boundaries of the SNCIs and other valuable ecological receptors such as hedgerows which are to be retained. Contractors and sub-contractors should be briefed on the importance of the ecological features which are to be retained on site and the ecological value of the SNCIs prior to the commencement of works.

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way****6. Retaining Walls**

Where retaining walls above or below the highway are to be constructed or are affected by development, details of the structural design should be approved by the Local Highway Authority. (Telephone 0117 9222100)

7. Oversailing

Where new structures overhang or cross a highway an oversailing agreement must be obtained from the Local Highway Authority before any works commence. (Telephone 0117 9222100).

8. Works on the Public Highway

The development hereby approved includes the carrying out of work on the public highway. You are advised that before undertaking work on the highway you must enter into a formal agreement with the Council which would specify the works and the terms and conditions under which they are to be carried out. You should contact City Development, Wilder House, Wilder Street, Bristol, BS2 8PH or telephone 0117 903 6846, allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Councils cost's in undertaking the following actions:

- 1) Drafting the Agreement
- 2) A Monitoring Fee equivalent to 15% of the planning application fee
- 3) Approving the highway details
- 4) Inspecting the highway works

9. Traffic Regulation Order (TRO)

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

10. Highway to be Adopted

All or part of the highway to be constructed in accordance with planning approval hereby granted is to be constructed to an adoptable standard and subsequently maintained at public expense. It is necessary for the developer to comply with the Highway Engineer's specification and terms for the phasing of the development, in accordance with section 38 (Adoption of highway by agreement) or section 219 (the Advance Payments code) of the Highways Act 1980. You must also contact the Engineering Design and Main Drainage Design section of City Transport to discuss the requirements for adopted roads or sewers and in due course submit a separate application in respect of these works. You are reminded of the need for early discussions with statutory undertakers to co-ordinate the laying of services under highways to be adopted by the Highway Authority. Telephone 0117 9222100

11. Public Right of Way

The above application site abuts a Public Right of Way (PROW) No. BCC/547/30.

Whilst it may be unlikely that the public will be affected by the proposed development, it should remain open and safe for public use at all times. The developer should therefore be made aware of his/her obligations not to interfere with the public right of way either whilst development is in progress or on completion, as any interference may well constitute a criminal offence.

If construction works are likely to temporarily affect the right of way, the developer may need to apply for a temporary Traffic Regulation Order to close or divert the PROW for the duration of the works on the grounds of safety of the public. For further advice, or to apply for a TTRO, contact the Highway

Development Control Committee B – 27 August 2014**Application No. 14/01187/FB: Land And Highways Between Cribbs Causeway/Emersons Green in South Gloucestershire And Hengrove in Bristol Including Aztec West Roundabout, Bradley Stoke, Stoke Gifford Transport Link, Hambrook, Stoke Lane, M32, Bristol City Centre, Redcliff Hill And Hartcliffe Way**

Network Management team, Tel. 0117 903 6838).

12. Impact on the highway network during construction

The development hereby approved is likely to impact on the highway network during its construction. The applicant is required to contact Highway Network Management to discuss any temporary traffic management measures required, such as footway, Public Right of Way, or carriageway closures or temporary parking restrictions. Please call 0117 9031212 or email traffic@bristol.gov.uk a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

BACKGROUND PAPERS

Highways Agency	14 April 2014
The Coal Authority	15 April 2014
Avon and Somerset Constabulary	17 April 2014
English Heritage	23 April 2014
Natural England	28 April 2014
Environmental Agency	19 June 2014
Transport Development Management	14 August 2014
Economic Development	13 August 2014
Air Quality	15 July 2014
Public Health	15 May 2014
City Design Group	22 May 2014
Sustainable City Team	24 April 2014
Ecology Officer	23 April 2014