

## Development Control Committee B – 27 August 2014 (6pm)

## Item 2: North Fringe to Hengrove Package (NFHP)

14/01187/FB

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44	<p>Under 'RESPONSES FROM EXTERNAL CONSULTEES', insert:-</p> <p>HIGHWAYS AGENCY</p> <p>In summary, the HA supports the aims and aspirations of the scheme in that it is in line with government policy and its importance to the public transport choices available in the greater Bristol area.</p> <p>It is considered that although much will emerge during detail design the proposal, in principle, will result in some improvements in terms of modal shift and does not introduce any additional detriment to the operation and safety of the M32.</p> <p>In light of the above and subject to the imposition of appropriate conditions please take this letter as confirmation of the removal of the temporary direction of non-approval.</p> <p>The recommendation to Committee is therefore amended to reflect this representation from the Highways Agency.</p>
11	<p>GENERAL RESPONSES FROM THE PUBLIC</p> <p>On the application there were <del>335</del> <b>342</b> replies from interested parties. Of the <del>335</del> <b>342</b> responses to the application:</p> <ul style="list-style-type: none"> <li>- <del>324</del> <b>327</b> responses were in objection to the application.</li> <li>- <del>4</del> <b>8</b> comments were in support of the application.</li> <li>- 7 comments were made on general aspects of the application neither specifically objecting nor supporting the proposed NFHP scheme.</li> </ul>
12	<p>Under 'MATTERS RAISED AS OBJECTIONS', insert:-</p> <ul style="list-style-type: none"> <li>- Overall cost of the project.</li> <li>- Impact on agricultural land.</li> <li>- Proposals for Bedminster would make it a less pedestrian friendly area.</li> <li>- Passenger numbers would not compensate for the damage to green space.</li> <li>- Impact on cyclists and pedestrians.</li> <li>- Consider the increase in passenger numbers do not justify the cost of the project.</li> <li>- Imperial Arcade – loss of pavement.</li> </ul>
22	<p>Comments from Councillor Sean Emmett were included in the report - to note, at the time of submission Sean Emmett was the Councillor for Lockleaze.</p>
23	<p>Under 'RESPONSES FROM INTEREST GROUPS AND ORGANISATIONS' – SUPPORT insert:-</p> <p>FIRST UK BUS</p> <ul style="list-style-type: none"> <li>- Support the proposed scheme.</li> <li>- Any improvements that can be made to the infrastructure around public transport should be welcomed.</li> <li>- The changes made in the wider Bristol area as a result of the Greater Bristol Bus</li> </ul>

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	<p>Network have had a positive impact on public transport, and the willingness of people to make a modal shift from car to bus for some, if not all, of their journeys.</p> <ul style="list-style-type: none"> <li>- On the back of this they would expect that the benefits brought about by the delivery of a rapid transit scheme, such as the one proposed, would have a similarly positive impact.</li> </ul> <p><b>UNIVERSITY OF BRISTOL</b></p> <ul style="list-style-type: none"> <li>- Support the proposed scheme.</li> <li>- The University has been a long term exponent of improved public transport linkages. Consider the current application as a vital piece of the overall jigsaw, which will improve accessibility across the City for the benefit of all citizens and visitors to Bristol and its surrounding districts.</li> <li>- There are opportunities for the University in particular to promote improved public transport from its rapidly expanding base at the Bristol and Bath Science Park, linking to the main Clifton Campus and providing alternative travel arrangements for the 200 plus staff now working on the site.</li> <li>- The scheme will also help students and staff living in the relevant areas served by the proposed new Metro link to improve their chances of finding alternatives to driving to our various sites across the City.</li> <li>- View the proposal as a vital piece of the public transport infrastructure of the area. Anxious that the scheme is able to progress to a programme that capitalises on the wider funding package that is currently available.</li> </ul> <p><b>BRISTOL AND BATH SCIENCE PARK</b></p> <ul style="list-style-type: none"> <li>- Support the proposed scheme.</li> <li>- Poor transport infrastructure is a significant restraint on growth. If NFHP does not go ahead there will be a real limitation on our ability to attract investment to the region. NFHP is an integral part of the transport system that will contribute and sustain the rapid growth our region is capable of. Most of our tenant companies double in size during their first 18 months at the Park.</li> <li>- Many parts of Bristol are poorly connected by public transport and are not on the local rail network. NFHP will provide a new mode of travel that fills the gap between local bus services and rail, making public transport faster, more direct and more attractive.</li> <li>- MetroBus journey times will be significantly quicker than existing bus services. MetroBus journey time savings result from the increased bus priority, faster boarding and more direct journeys.</li> <li>- NFHP connects key employment hubs (Cribbs Causeway, Aztec West, The Bristol &amp; Bath Science Park, Bristol city centre) with key residential areas (Bradley Stoke, Stoke Gifford, Emerson's Green, Bedminster, Knowle West and Hengrove).</li> <li>- Consider that MetroBus, combined with other investments in sustainable transport (MetroRail, cycling and walking infrastructure, smarter choices activities) could have a very positive impact on how business people choose to travel to work in the Bristol and South Gloucestershire areas.</li> </ul> <p><b>INVEST BRISTOL AND BATH</b></p> <ul style="list-style-type: none"> <li>- Support the proposed scheme.</li> <li>- NFHP MetroBus will make it easier for people to access education and work opportunities, making our region a more attractive investment proposition for international and national companies. With its direct routes, MetroBus will make travel simpler by helping our workforce get to their destination in a</li> </ul>

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	<p>single bus journey.</p> <ul style="list-style-type: none"> <li>- NFHP connects key employment hubs (Cribbs Causeway, Aztec West, the Bristol and Bath Science Park, Bristol city centre) with key residential areas (Bradley Stoke, Stoke Gifford, Emersons Green, Bedminster, Knowle West and Hengrove). It also improves access to the University of the West of England.</li> <li>- NFHP supports social inclusion. It connects parts of Bristol currently poorly served by public transport, creating more opportunities for people in these areas to access education and work opportunities.</li> <li>- MetroBus and NFHP are part of the West of England's long-term strategy to reduce congestion and car dependency in the region. MetroBus and NFHP build on previous investment in the Greater Bristol Bus Network and will transform our transport environment for future generations who wish to live, work and visit Bristol.</li> <li>- Poor transport infrastructure is a significant restraint on growth. If NFHP does not go ahead there will be a real limitation on our ability to attract investment and for businesses to grow.</li> <li>- The region is economically successful and has the right ingredients to be even more successful. NFHP is an integral part of the transport infrastructure that will contribute and sustain the rapid growth the region is capable of.</li> </ul>
93	<p>Following the withdrawal the holding direction of non-approval from the Highways Agency the recommendation is now as follows:</p> <p><b>RECOMMENDED GRANTED</b> subject to the conditions as set out in the main report and as follows.</p>
93	<p>Pre-commencement conditions requested by the Highways Agency to be included:</p> <p>No works will commence on site until all required departures have been agreed and approved in writing by the Highways Agency.</p> <p>No works will commence on site until all matters of detailed design, are agreed and approved in writing by the Highways Agency.</p> <p>No work will commence on site until an independent stage two Road Safety Audit has been carried out in accordance with current standards and been accepted by the Highways Agency.</p> <p>All works shall be secured by an appropriate agreement including the provision for future maintenance costs prior to the commencement of works on site.</p> <p>Pre-occupation condition requested by the Highways Agency to be included:</p> <p>Prior to first use of the facility, a schedule of operation and maintenance responsibility shall be agreed between Bristol City Council, South Gloucestershire Council and the Highways Agency.</p>
94	<p>Condition 6, part (i) to read:</p> <p>Site Specific Construction Environmental Management Plan</p> <p>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 <b>(who shall consult with the Highways Agency)</b>.</p>

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96	<p>Condition 9, part (i) to read:</p> <p>Hard Landscaping should include a requirement for paving samples to be provided where the route passes through areas of conservation interest where natural stone items and specialist detailing are being specified. This will be relevant predominantly to the Centre proposals but may also include paving elements on Bedminster Parade and Redcliff Hill. The samples can be agreed following submission of the detailed paving proposals. This is to ensure that appropriate standards are achieved for materials, their junctions and overall workmanship.</p>
100	<p>Condition 23, list of approved plans requires minor updates as follows:</p> <p><b>Area B - Coldharbour Lane to Bond Street via M32</b></p> <p>General Arrangement – to add the following drawings:</p> <p>NFH-SK-07a General Arrangements 1 of 2  NFH-SK-07b General Arrangements 2 of 2</p> <p>Site Compound and Access Routes – to amend the drawing reference number to:  NFH-PA-04-527 F3 Proposed Compound Area Route Plan</p>
104	<p>To add the following advice notes from the Highways Agency:</p> <p><b>Drainage</b></p> <p>The scheme drainage strategy relies on the approval/consent to discharge surface water into the Highways Agency drainage network. There is a general presumption against this. Therefore it is vital that a revised strategy is agreed principal with the HA prior to the commencement of works and subject to EA approval, satisfactory modelling and all upsizing/remedial works deemed necessary approved and undertaken by the project.</p> <p>The majority of observations made on the drainage design around the proposed Over Bridge, merge and diverges are of a specific nature and it is believed these can be resolved during subsequent reviews, as the design is refined and more detail becomes available. However, drainage details for the bus lane works at the southern end of the scheme have not been provided. These details need to be provided and reviewed during detailed design and prior to the commencement of works.</p> <p><b>Earthworks</b></p> <p>Geotechnical site investigations are on-going but based on the information provided there does not appear to be any significant issues. Further comments on the earthworks and design of earth retaining structures will be made in subsequent design reviews.</p> <p><b>Road Pavements</b></p> <p>Details of road pavement construction have not been provided and will form of subsequent design reviews and be expected to comply with DMRB.</p> <p><b>Kerbs Footways and Paved Areas</b></p> <p>There are currently no concerns for this aspect of the design as these areas will be developed as the design becomes more detailed.</p> <p><b>Street Lighting and Signing</b></p> <p>Any assumption made about street lighting on approach to the new/extended bus lane at</p>

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	<p>the southern end of the M32 should have due regard to any existing constraints imposed by the M32 viaduct.</p> <p><b>Motorway Communications</b></p> <p>Details of any proposed motorway communications have not been provided. However, the need to provide emergency communications/monitoring must be provided in subsequent design reviews particularly where the refuge of the hard shoulder is being removed. This will also include any enforcement monitoring of the bus lane and proposed junction.</p> <p><b>Structures</b></p> <p>There are no significant issues with the proposed structures as it is assumed they will be designed in accordance with the DMRB and will be subject to all the relevant AIP and applicable design checks and investigations.</p> <p><b>Environment</b></p> <p>All assessments are comprehensive and in accordance with DMRB guidance. Based on the information provided the scheme is not anticipated to have a significant impact on noise and vibration levels with a positive impact on air quality in the M32 in the long term.</p> <p><b>Landscaping</b></p> <p>The information provided is sufficient for the purposes of this review. However, further discussion and liaison will be required to incorporate detailed comments relating to species section and protection techniques.</p> <p><b>Construction</b></p> <p>Several drawings make reference to works on Stoke Lane being carried out by others it is not clear who this is, when they will be undertaken and how the design and construction of these routes will be managed and coordinated. To ensure the HA and its assets are preserved and maintain further detail of these works and integration into the proposed scheme is required.</p> <p>The construction of any element of works that will become owned, maintained or impact the HA/and or its infrastructure in the event of its failure should be supervised by the HA or its representative.</p> <p><b>Handover and ownership of new assets</b></p> <p>Details of any land transfer, easements, access rights and identification of assets to be transferred to the Highways Agency have not been provided. Agreements in principal and any memorandums of understanding relating to these issues must be agreed prior to approving the scheme being constructed.</p>