## Development Control Committee B – 30 January 2019

**ITEM NO. 1**

**WARD:** Hotwells & Harbourside  
**CONTACT OFFICER:** Tom Watson  

**SITE ADDRESS:** Avon Crescent Bristol BS1 6XQ

### APPLICATION NO:

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| Variation/Deletion of a Condition |

**DETERMINATION DEADLINE: 25 September 2018**

Application for variation of a condition No. 15 (List of Approved Plans) following grant of planning permission 16/05853/X.

**RECOMMENDATION:** Grant subject to Condition(s)

**APPLICANT:** Bristol City Council AVTM  
Metrobus Team  
City Hall  
Bristol

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

**LOCATION PLAN:**

![Location Plan Image]
SUMMARY

In 2014, planning permission was granted for a revised section of the Ashton Vale to Temple Meads (AVTM) section of MetroBus, from Avon Crescent, along Cumberland Road to Redcliff Hill (application ref: 13/05648/FB).

The planning permission is comprised 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 shelters.

Since grant of planning permission, applications to discharge conditions have been submitted and approved and construction activity relating to those phases of development that directly relate to the operation of MetroBus have been completed. In 2017, an application to vary planning permission 13/05648/FB was granted, to allow the position of the proposed new bridge at Bathurst Basin to be moved (application ref: 13/05648/FB).

Included within the planning permission for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be constructed. This is comprised of concepts to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential hard and soft landscaping improvements.

This application (ref: 18/02968/X) seeks to vary the planning permission for AVTM, for an amended scheme of work at Avon Crescent as follows:

- Removal of proposed ‘Shared space’ highway surface treatment, including hard and soft landscaping.
- Proposed speed table in the north of Avon Crescent, adjacent entrances to pedestrian / cycle access to the MetroBus stop at Cumberland Basin.
- Proposed extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge ‘island’ between the one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other features proposed for Avon Crescent by planning permission 13/05648/FB would be retained in the amended scheme, including a one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

During consultation, Councillor Mark Wright has referred the application to DC Committee for concern that the amended scheme at Avon Crescent would not achieve the stated aims of cutting vehicle speeds and vehicle volumes.

Members of the public have raised objection to the amended scheme for reasons relating to: concerns with highway safety, configuration of parking layout adjacent to Underfall Yard, impact on heritage assets, potential noise and vibration impact of the proposed speed table and concerns regarding air quality emissions arising from the scheme.

Key issues in the report concern highways (including highway safety / parking layout adjacent to Underfall Yard), design and amenity (including noise and air quality pollution).
The key driver for the scheme approved at Avon Crescent in 2014, is concepts to reduce the volume and speed of motorised through traffic. This matter has therefore been carefully considered by the Applicant and Officers in Transport Development Management in order to agree measures which would make the amended scheme acceptable on highway safety grounds.

Officers in Transport Development Management consider that the shared space aspect of the scheme has been replaced with other highway safety measures, which would have the same effects relating to traffic speed and traffic volume. Subject to further information being provided through planning conditions once contractors are appointed to develop the detailed design, the amended scheme is considered acceptable in terms of pedestrian and cyclist safety. A revised parking layout, to ensure that an appropriate access to Underfall Yard for larger vehicles / boats is retained, would be secured through a specific planning condition.

Whilst the shared space elements of the scheme have been downgraded from a design perspective, some new elements of landscaping are proposed which are supported by City Design Group. A condition (see proposed Condition 9) would be used to secure details of the detailed design and quality material pallet for approval by the Local Planning Authority prior to the phase of work at Avon Crescent commencing.

In terms of other matters arising from the scheme, the proposed development is in accordance with all other relevant policies in the Development Plan. This is evidenced either through information submitted in support of this application, or made acceptable by securing further information through way of planning conditions.

The application is recommended for approval subject to the conditions attached to this report.

The application was originally presented to DC Committee B on 7 November 2018. At this meeting, Members resolved to defer a decision on the application to allow for a Members site visit to Avon Crescent which subsequently took place on 19 December 2018. No changes to the report or recommendation presented to DC Committee B on 7 November 2018 have been made, other than to incorporate the points in the Update Sheet associated with DC Committee B on 7 November 2018 into this report.

BACKGROUND

In 2014, planning permission was granted for a revised section of the Ashton Vale to Temple Meads (AVTM) section of MetroBus, from Avon Crescent, along Cumberland Road to Redcliff Hill (application ref: 13/0564/FB).

The planning permission is comprised 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 shelters.

Since grant of planning permission, applications to discharge conditions have been submitted and approved, and construction activity relating to those phases of the development directly relating to the operation of MetroBus have been completed. In 2017, an application to vary planning permission 13/05648/FB was granted, to allow the position of the proposed new bridge at Bathurst Basin to be moved (application ref: 16/05853/X).

Included within the planning permission for AVTM, is a phase of development associated with MetroBus at Avon Crescent which is yet to be constructed. This is comprised of concepts to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential hard and soft landscaping improvements.
Avon Crescent is characterised by a row of Grade II Listed Georgian houses, located along the eastern side of the road, fronting onto a footway and the highway. The western side of Avon Crescent is comprised of the retaining structure for Cumberland Road and a brick substation building with parallel parking bays along the highway. A stepped access through the retaining wall provides pedestrian access from Cumberland Road to the southern end of Avon Crescent.

To the north of the substation is a recently constructed pedestrian access from Avon Crescent, heading west to the Cumberland Basin MetroBus bus stop, passing underneath Cumberland Road. Houses on Avon Crescent back onto the historic Underfall Yard, with access for long vehicles / boats taken from a land joining towards the north of Avon Crescent.

Vehicle access arrangements to and through Avon Crescent have recently been reconfigured, to close normal motorised access to Avon Crescent from Cumberland Road, making it a one-way access arrangement to the south. Access to the northern end of Avon Crescent remains two-way, taken from McAdam Way / Merchants Road near to the Nova Scotia public house.

Avon Crescent is located within the City Docks Conservation Area.

**RELEVANT HISTORY**

16/05853/X – Application of variation of condition number 18 – Phase 1. For planning permission 13/05648/FB GRANTED – 02/02/2017

Application 16/05853/X varied an approved plan on planning permission 13/05648/FB to allow for the position of the proposed new bridge at Bathurst Basin to be amended.

16/05418/NMA – Application for a non-material amendment for removal of the Cumberland Road outbound bus lane from proposals. AGREED – 02/11/2016

13/05648/FB – Revision to the route of the rapid transit scheme authorised by the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit Order (the Order). The development comprises construction of a new junction with Cumberland Road, a new bridge at Bathurst Basin, floor protection measures, demolition and reconstruction of walls, realignment of highway, crossings, traffic signals and temporary construction areas, bus stops and shelter. GRANTED – 18/03/2014

NB – since grant of planning permission 13/05648/FB, numerous applications to discharge conditions associated with construction phases of this planning permission have been submitted and approved.

**APPLICATION**

This application seeks consent for the variation of Condition 15 of planning permission 16/05853/X to substitute an approved plan.

As part of planning permission 13/05648/FB (and subsequently on planning permission 16/05853/X), a plan was approved showing a scheme for development associated with AVTM MetroBus at Avon Crescent (Drawing: 201749-PA-316 P1).

The plan included the following key features:

- One-way exit from Avon Crescent to Cumberland Road – closing Avon Crescent to normal motorised traffic entering from Cumberland Road.
- Contraflow cycleway access from Cumberland Road to Avon Crescent.
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- Realigned retaining wall between Cumberland Road and Avon Crescent.
- Reconfigured junction between Avon Crescent and McAdam Way including creation of pedestrian footway areas.
- Echelon parking layout for parking bays on west side of Avon Crescent.
- ‘Shared space’ highway surface treatment, comprised of pennant stone paving / conservation stone paving, hard and soft landscaping.

The Heritage, Design and Access Statement submitted with application 13/05648/FB states that the design principles and concepts were to reduce the volume and speed of motorised through traffic on Avon Crescent, with consequential improvements for residential amenity, the setting of the listed buildings and the safety of pedestrians and cyclists.

This application seeks to amend the approved drawing specifically to (shown on drawing: RS15012 – SK03A):

- Removal of ‘Shared space’ highway surface treatment.
- Proposed speed table in the north of Avon Crescent, adjacent entrance to pedestrian / cycle access to MetroBus stop at Cumberland Basin.
- Proposed Extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge ‘island’ between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other features proposed by planning permission 13/05648/FB would be retained, including the one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.

The detailed design for the scheme would be developed following the appointment of a contractor to undertake the works in Avon Crescent. It would be the contractor, working with the Applicant, that would develop the detailed design for the scheme. The detailed design for the scheme would be secured by planning conditions – as per planning permission 13/05648/FB (and subsequently on planning permission 16/05853/X).

The Supporting Statement submitted with the application states that the main reason for the proposed amendments is associated with the cost of constructing AVTM MetroBus.

RESPONSE TO PUBLICITY AND CONSULTATION

Site notices have been issued, press advert published and letters sent to neighbouring properties.

Following responses from members of the public and consultees, a revised plan and additional information were received from the Applicant on 3 September 2018. Local residents were re-consulted on this information, with an expiry date of 18 September 2018.

The Applicant submitted an updated Environmental Statement (ES) Addendum on 24 September 2018. To ensure compliance with the EIA Regulations, an additional round of consultation was undertaken by the Local Planning Authority on the application beginning 11 October 2018, for a period of 21 days.

Comments received on the revised plan and additional information relating to the scheme have been considered and are included in this report.
GENERAL RESPONSE FROM THE PUBLIC

On the original application, there were 18 replies from neighbours, all of which were in objection.

Comments were made in objection on the following grounds:

- Concern that the proposed echelon parking layout will restrict access from Avon Crescent to Underfall Yard for long vehicles / boats.
- Concern that cyclists / pedestrians will use the pavement to cycle / pedestrians when Underfall Yard is closed, which is dangerous.
- Concern that proposed speed table will not slow road traffic / reduce traffic volume, and is being built on reclaimed land.
- Concern with design of reconfigured junction between Avon Crescent and McAdam Way.
- Driver sightlines between Avon Crescent and Cumberland Road.
- Safety of cycleway between Cumberland Road / Avon Crescent – request for refuge point at the junction.
- Removal of conservation material highway treatment and hard / soft landscaping will impact upon setting of Avon Crescent and heritage assets.
- Potential noise and vibration impact of proposed speed table on Avon Crescent properties.
- Proposed amendments would have a negative impact on air quality emissions.

Following the submission of a revised plan and additional information in September 2018, neighbours were re-consulted for a period of 14 days. In response to the revised plan there were 5 replies from neighbours, both in objection.

Comments were made in objection to the revised plan on the following grounds:

- Concern with assessment contained within the ES Addendum relating to highway safety.
- ES Addendum incorrectly identifies road traffic signals as being removed from the scheme.
- Concern that cyclists / pedestrians will use the pavement to cycle / walk when Underfall Yard is closed, which is dangerous.
- Driver sightlines between Avon Crescent and Cumberland Road would be insufficient.
- Removal of ‘turning area’ for motor vehicles from the scheme.
- Concern that proposed echelon parking layout will restrict access from Avon Crescent to Underfall Yard for long vehicles / boats.
- Concern regarding vehicle speeds along Avon Crescent.

Following the submission of a revised ES Addendum in late September 2018, re-consultation on the application was carried out for a period of 21 days. In response to the re-consultation there was 1 reply, which was in objection.

Points in objection that are material to the determination of this application were made as follows:

- The scope of the ES Addendum is inadequate in relation to traffic / transport, design and heritage and air quality.

COMMENTS FROM COUNCILLORS

Councillor Mark Wright - Objection

Councillor Mark Wright referred this application to Planning Committee on 20 June 2018 for the following reason:

‘This is an extremely controversial amendment to the existing plans, which has been argued over
between the Council and the local community for two years now. The initially planned “shared space” scheme for this area has been dropped and an unsatisfactory set of minor works have been put in its place, which will not achieve the stated aims of cutting vehicle speeds and volumes. The changes at this point are of interest not just to those living in the local roads, but also to stakeholders in the Harbour, and to cyclists and MetroBus users, all of who funnel through the area.'

Councillor Wright made the following comments on the original application:

‘The current application doesn’t meet the key objectives of the original scheme. It suffers from the budget having been cut too severely to facilitate a scheme of any real substance.

The scheme as advertised has the following specific problems:

- The pavement on the east side of the road should be widened; this is because this is a busy pavement and is the only route around here when the Underfall quayside is shut.  
- There needs to be more traffic calming on the pedestrian crossing at the southern end of the road.  
- The objection from Underfall Yard regarding parking opposite the exit of their area must be addressed.  
- The vibration impact of a speed table should be investigated, and if there is likely impact on the houses it should be removed. In addition this device only slows traffic in its vicinity, not the rest of the road.  
- The current measures to stop traffic trying to enter Avon Crescent from Cumberland Road are insufficient.

It’s obviously a great shame that the “re-routing” option was not progressed. This option would have solved all the problems that this variation seeks to address, and was fully funded. The Mayor chose to kill that option, and it now appears likely that his motivation was the plans he now has to redevelop the Cumberland Basin with the help of major property developers. Given the vast amount of money that will generate, it is only fair that the Council should spend a little more that it has proposed to here in order to solve the problems generated by it.’

COMMENTS FROM GROUPS

Bristol Civic Society – Comment

Bristol Civic Society commented on the application as follows:

‘This scheme has a long planning history going back to 2013.

It seems from the BCC Transport submission for the planning amendment that the major reason for withdrawing the pedestrianisation proposal is cost.

However, we also understand that a major consideration is Avon Crescent’s role as a significant route for motor traffic:

- Underfall Yard to bring in and out large boats on trailers.  
- HGVs to access the Cumberland Road route – it is on an extra-wide HGV route.  
- The Cumberland Road route to act as a relief road when there are congestion issues elsewhere.

Perhaps the twisty two-way re-routing using Brunel Lock Road also does not fit in with future re-development plans for the Cumberland Basin area for housing (“Western Harbour”).
The Society does not have sufficient reason for challenging the decision in principle, especially if the major driver is cost. The Society therefore confines itself to comments on the design of the scheme as presented.

However, we have sympathy for the residents' desire for a quiet street, especially as they had their hopes raised that they would get their wish. We struggle to see how the revised plan can be judged to "meet the key objectives and impact of the original scheme". Unfortunately, like residents of many other streets, they will have to continue to endure a constant flow of traffic down their street. In addition, they face constraints on traffic-calming and place-making measures as a result of occasional and contingency uses of the street.

Given the need for access by wide vehicles, it is very difficult to design in pedestrian-friendly measures. But we think more effort should be given to making the traffic calming effective, and give the street some sense of place. Perhaps BCC City Design could help in designing this.

We suggest:

- The entrance to Avon Crescent could have a different surface to give a subtle signal to drivers heading south towards Cumberland Road that they are entering a residential street. This cannot be paved because that would not support heavy vehicles, but some sort of cobbled or colour-delineated surface could be used. White-line hatching is appropriate treatment for a highway where movement is the main design consideration; here, in a Conservation Area, a place-making treatment is more appropriate.
- The speed table at the exit to the cycle route should also be colour-delineated.
- There needs to be more traffic calming treatment at the pedestrian crossing towards the southern end, so that traffic speed is moderated over the whole of Avon Crescent — e.g. surface treatment, slight build-out with bollard on the east side of the road, narrower road width is possible.
- There should be more than one tree on the extended footway area at the north end. There could be trees placed in gaps between the diagonal parking spaces.

Two other points:

- Avon Crescent forms part of the Harbourside Walkway route. As such, it deserves a wider footway and better signage. The route through Underfall Yard, for example, is easily missed.
- The Underfall Yard request for parallel parking spaces opposite their exit/entrance seems reasonable.

In general some three-dimensional drawings would help in assessing the merits or otherwise of the scheme.

**Bristol Cycling Campaign – Objection**

‘Avon Crescent forms a key cycling and walking route around the western end of the harbour and from south Bristol via Ashton Avenue Bridge. Bristol Cycling Campaign do not believe that the proposed S.73 amendment meets the standard required for these routes in this location, nor does it meet the intention of the original consented shared space scheme.

Avon Crescent is part of a short section of 20mph speed limit in between 30mph limits in Hotwells and Cumberland Road, and as such compliance with the speed limits is low, despite being a residential street with cyclists and pedestrians turning onto and across the road from the Underfall Yard and from Ashton Avenue Bridge. Numbers of pedestrians and cyclists will inevitably increase once the M2 metrobus route is opened in the near future.

Bristol Cycling Campaign believe an alternative scheme based on the two way re-routing consulted on in 2016 would enable a safe low traffic connection between existing routes and
remove through traffic from a residential street. The reasons given for rejecting this proposal (the occasional movements of large vehicles to and from the Marina) are not substantial and can be resolved with the use of removal bollards or other measures.

Therefore Bristol Cycling Campaign recommend this application is refused.’

**Hotwells and Cliftonwood Community Association** – Objection

‘HCCA fully supported the idea of closing Avon Crescent and fought for money from the Neighbourhood Partnership to assist with this plan. This is still the best option for the residents and would cause very little or no inconvenience to anyone else given the special arrangements to have access to the Underfall Yard.

We would press BCC to think again and bring back this plan. We understand from BCC that there were no substantive objections that could not easily be answered or overcome. This underpins our objections to this plan.

HCCA objects to this application on the following grounds:

1. The plan does not show the roads as they now are. For some reason we have no metro bus route all of a sudden
2. To talk of possible changes is not a plan. It is incomplete
3. There is nothing here that really offsets the imposition of a two-lane highway in the immediate vicinity. There should be some sort of community benefit in the circumstances.
4. Whilst there is an entry space for cyclists from Cumberland Rd there is no safe route for those cycling North. There should be designated space clearly delineated from the main carriageway – a different colour tarmac.
5. It seems from the fact that bollards have had to be out at the entrance from Cumberland Rd that the road markings and build outs to stop traffic entering Avon Crescent are inadequate.
6. Speeding traffic has long been a problem here and remains so despite resident efforts. We know there are considerable concerns regarding the adverse impact of speed tables, not least on house vibration. We urge the planners to enter into constructive dialogue with residents on the best way to calm traffic in this street.
7. We do not believe there is any good reason not to plant trees as in the earlier plan. Time was when it was Bristol Green Capital. This should be maintained in some small degree in this area by planting trees.
8. Where is there any delineated turning space for residents - which will need to be very clearly marked.’

**COMMENTS FROM CONSULTEES**

**Transport Development Management** – No objection

Transport Development Management has commented as follows:

Transport Development Management (TDM) had concerns with the originally submitted proposal (June 2018) due to the white lined over run area to the north, at the junction between Avon Crescent and McAdam Way. Concerns were raised regarding vehicles cutting across the white lining at speed prior to the speed table. The Applicant has now addressed this concern through providing an over run area consisting of different surface materials. This is now considered acceptable as a speed reduction feature as the overrun is physically demarcated but still useable by larger vehicles.

The proposed build out to the south of the site as a pedestrian crossing point is deemed acceptable and presents a positive when compared to the previous scheme (2014). TDM however seek the distance required for a pedestrian to cross be minimised as practically as possible when the safe
passage of extra wide vehicles has been taken into account.

TDM notes a refuge island to the south at the junction between Avon Crescent and Cumberland Road has also been introduced as a protection measure for cyclists.

Following the previously submitted plans and TDM’s concerns regarding road safety (June 2018), the junction between McAdam Way and Avon Crescent has been reporfiled to tighten the junction radii. As per MFS (2007) tightening of the junction will ensure a reduction in vehicle speeds. Vehicles entering Avon Crescent from McAdam Way will therefore do so at a reduced speed. This element combined with the proposed speed table will reduce speeds along Avon Crescent.

Visibility splay - Transport Development Management are satisfied with the visibility splay from Avon Crescent onto Cumberland Road resulting from the amended scheme, given the approach speed of 20mph along Avon Crescent and on this section of Cumberland Road. The installation of the cycle refuge island would force drivers to approach further away from the existing retaining wall, thus increasing the distance of visibility. There has not been a material increase in accidents at this location since vehicles have been prohibited from turning onto Avon Crescent from Cumberland Road. There is therefore no objection to the removal of the realigned retaining wall between Cumberland Road and Avon Crescent.

Turning area – Transport Development Management are satisfied that there is ample space provided adjacent to the proposed parking bays on Avon Crescent to accommodate turning vehicles. It is considered that no further change is required to the scheme regarding a turning area.

TDM agree with the findings that have been presented within Section 4.1 of the Environmental Statement Addendum. The proposed amendments to the scheme will not have a material impact in terms of transport, and TDM therefore deem the amendments to be acceptable.

TDM recommend approval of the application subject to the following condition:

*Installation of speed table and vehicle run over – Shown on approved plans*
*No building or use hereby permitted shall be occupied or the use commenced until the speed table and vehicle run over have been completed in accordance with the approved plans.*
*Reason: In the interests of highway safety.*

**City Design Group** – No objection

City Design Group has commented as follows:

These comments comprise Urban Design / Landscape / Conservation / Archaeology Officers.

The least appealing aspect of the scheme (June 2018) relates to the white lined over run for HGVs between McAdam Way and Avon Crescent. Visually this affected the approach to Nova Scotia Place – a characterful waterfront area of the historic harbour. This has now been revised in an updated drawing (September 2018), a quality surface treatment will be required for the overrun area.

Generally, if comparing the approved scheme (2014) with the revised scheme (2018), then a downgrading of the landscape elements is found. I understand that the detailed design of the revised scheme will be presented following the appointment of a contractor, and the use of planning conditions should be the mechanism to secure these details for the Local Planning Authority’s approval. This would include all hard landscaping (paving, surfaces, edge details), soft landscaping, street furniture and street lighting.

There is no objection from a perspective of conservation and archaeology. It is noted that the Applicant would need to undertake construction work will be monitored and recorded by an
archaeologist in accordance with the Written Scheme of Investigation approved in 2016.

**Air Quality** – No objection

The Council’s Air Quality Officer has commented as follows:

I agree with the overall conclusions of the Environmental Statement Addendum in terms of air quality. As there is no material change predicted in terms of traffic flow or speed, there would similarly be no significant changes in emissions or concentrations of regulated pollutants. The table of results shown in the ES Addendum indicates a beneficial impact under the two scenarios of fleet emissions reduction and this is consistent with the changes proposed. The difference between the 2014 and 2018 schemes is no specifically modelled, but I do not think that this is necessary, given the minor variations between the schemes.

I find the impact of the scheme realistic and I can see no reason why the changes from the 2014 to 2018 design would lead to an unacceptable, or even perceptible operational impact on air quality. Similarly, in terms of construction dust the two schemes would not appear to differ. A suitable Construction Environmental Management Plan is recommended to mitigate dust arising during construction.

**Environmental Health (Noise & Vibration)** – No objection

The Council’s Environmental Health Officer has commented as follows:

Speed control cushions and road humps can produce perceptible levels of ground-borne vibration. This can lead to complaints under the most severe conditions and anxieties concerning building damage. However, even under these worst-case conditions it is very unlikely that the introduction of a speed table would pose a significant risk of even minor damage to property. Research also finds that there is a need to carefully consider the siting of these profiles in order to avoid causing vibration nuisance.

From reviewing the proposed plan, I consider that the speed table is positioned in the best position on Avon Crescent. However, I consider that the Applicant should provide further information through a planning condition to show the design of the speed table and what the likely noise and vibration impacts would be.

The following planning condition is therefore requested:

**Details of speed table**

There shall be no installation of a speed table at the northern end of Avon Crescent until details of its design, any noise or vibration mitigation measures, likely noise and any likely noise or vibration impacts on neighbouring residential properties has been submitted to and approved in writing by the Council.

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

Reasons: In the interests of residential amenity.
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RELEVANT POLICIES

National Planning Policy Framework – July 2018
Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate).
In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

(A) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN PRINCIPLE?

Policy BCS10 of the Core Strategy supports the delivery of significant improvements to transport infrastructure to provide an integrated transport system. Policy DM24 safeguards land to enable the future provision of the MetroBus route and stops from Ashton Vale to the city centre.
The application relates to planning permission granted for the revised route of the Ashton Vale to Temple Meads (city centre) section of the MetroBus, and the principle of development is therefore supported by the development plan.
Given that this application relates to an existing planning permission, key issues in this report relate to the detail of the proposed amendment and whether it would result in a scheme that is acceptable in planning terms.

(B) IS THE PROPOSED AMENDMENT ACCEPTABLE ON HIGHWAY SAFETY GROUNDS?

Policy BCS10 and Policy DM23 require that development does not give rise to unacceptable transport and highway safety grounds conditions. These policies support the delivery of improvements to transport infrastructure to provide an integrated transport system, which improves accessibility within Bristol and supports the proposed levels of development.
The proposals at Avon Crescent in the planning permission granted in 2014 (application ref: 13/05648/FB) were developed primarily to address matters relating to highway safety. As the key driver for the scheme, Officers in Transport Development Management (TDM) have carefully considered the acceptability of the proposed amendments in terms of highway safety.
In summary, the application proposes the following amendments to the scheme from a highways perspective:

- Removal of ‘Shared space’ highway surface treatment.
- Proposed speed table in the north of Avon Crescent, adjacent entrance to pedestrian / cycle access to MetroBus stop at Cumberland Basin.
- Proposed Extended footway area between Avon Crescent and McAdam Way.
- Proposed refuge ‘island’ between one-way exit from Avon Crescent to Cumberland Road and contraflow cycleway, to protect cyclists.
- Removal of realigned retaining wall between Cumberland Road and Avon Crescent.
- Proposed retention of existing retaining wall between Cumberland Road and Avon Crescent, with proposed build out and crossing point across Avon Crescent.

All other highways features proposed by planning permission 13/05648/FB would be retained, including the one-way exit from Avon Crescent to Cumberland Road, reconfigured junction between Avon Crescent and McAdam Way and an echelon parking layout on Avon Crescent.
In response to the general arrangement plan submitted with the application in June 2018, Officers in TDM raised concerns due to the white lined over run area that was proposed to the north of Avon Crescent, at the build out junction with McAdam Way, due to the likelihood of vehicles cutting across the white ‘highways style’ lining at speed prior to entering Avon Crescent. In response, the Applicant submitted a revised plan in September 2018 to address the concern raised by TDM by providing an over run area consisting of a different surface material. This is now considered acceptable by TDM as
a speed reduction feature as the over run is physically demarcated, but would still allow for access by longer vehicles / boats wanting to access Avon Crescent.

In the revised plan, the junction between McAdam Way / Avon Crescent has been reprofiled to tighten the junction radii, thus requiring a slower and more deliberate turn into Avon Crescent from traffic heading southbound. Officers in TDM have confirmed that the tightening of the junction will ensure a reduction in vehicle speeds for vehicles entering Avon Crescent from McAdam Way. Officers in TDM have confirmed that this element of the scheme, combined with the proposed speed table, would lead to an acceptable reduction in vehicle speeds along Avon Crescent that is consistent with the original scheme. A planning condition has been requested by TDM to ensure that the speed table has been constructed prior to the rest of the scheme being completed at Avon Crescent.

The Applicant has submitted an Environmental Statement (ES) Addendum in support of the application, which provides an assessment of the highways aspects of the proposed amendment in comparison to the original scheme.

The assessment within the ES Addendum considers each of the proposed amendments to the scheme and whether they would result in a material change to effects on Avon Crescent. The ES Addendum finds that as a result of removing the ‘shared space’ status of Avon Crescent, there would be no change in predicted trip generation from vehicles and consequently traffic flows. The ES Addendum concludes that there would be no material change to transport and traffic between the approved scheme at Avon Crescent (2014) and the proposed amended scheme (2018).

Officers in TDM have considered the assessment presented in the Applicant’s ES Addendum, and agree with the findings that there would not be a material impact in terms of transport and traffic resulting from the amended scheme.

Concern has been expressed by some members of the public with regards to pedestrian safety, and in particular providing appropriate crossing points within the scheme. It is noted that the application proposes pedestrian build out points to the north, tied to the proposed speed table, and to the south, adjacent to steps down from Cumberland Road. Should planning permission be granted, a planning condition would be included requiring the Applicant to submit a plan demonstrating a review of crossing points in Avon Crescent, to ensure that they observe pedestrian desire lines. This work would be undertaken by the Applicant’s contractor, once appointed and undertaking detailed design work.

In terms of the safety of cyclists, a contraflow is proposed at the junction between Cumberland Road and Avon Crescent, going against traffic existing Avon Crescent southbound. Members of the public have commented that the contraflow could be dangerous for cyclists entering / exiting Avon Crescent and waiting at the junction. As a protection measure, the application includes a cyclist refuge island on the junction. Officers in TDM have reviewed this and are in support of this as a means of protecting cyclists, with it considered that this is an improvement on the approved scheme.

Concern has also been raised by members of the public that removing the proposed realigned retaining wall between Avon Crescent and Cumberland Road would result in insufficient sightlines for drivers entering Cumberland Road from Avon Crescent. In response to this point, TDM have confirmed that they are satisfied that the visibility splay from Avon Crescent onto Cumberland Road for drivers would result in a safe scheme, given the approach speed of 20mph along Avon Crescent and onto this section of Cumberland Road. The installation of the cycle refuge ‘island’ would force drivers to approach further away from the existing retaining wall, thus increasing the distance of visibility for drivers entering onto Cumberland Road. From a review of accident data, TDM have confirmed that there has not been a material increase in accidents at this location since vehicles have been prohibited from turning onto Avon Crescent from Cumberland Road. There is therefore no objection from Officers to the removal of the realigned retaining wall between Cumberland Road and Avon Crescent.
Comments have been received from members of the public expressing concern that the proposed echelon parking layout on Avon Crescent would impact on longer vehicles / boats accessing Underfall Yard from the access point at Avon Crescent.

The need to retain an adequate vehicular access to Underfall Yard via Avon Crescent for such vehicles was a point recognised by the Local Planning Authority when granting planning permission for development in Avon Crescent associated with MetroBus in 2014 (application ref: 13/05648/FB). As a result, a planning condition was included on the planning permission, which requires a drawing to be submitted for the Local Planning Authority’s approval to show a parking layout for Avon Crescent that ensures an appropriate means of access is retained to Underfall Yard. Should this application be granted, then the same planning condition would be included on the planning permission (see proposed Condition 9). This would mean that the parking layout along Avon Crescent would need to be agreed with the Local Planning Authority to allow for longer vehicles / boats to access Underfall Yard, informed by appropriate swept path analysis and technical studies.

Summary

Having carefully considered the proposed amendment, Officers have concluded that the amendment would not result in any change in traffic speed or traffic volume. Whilst the shared space element of the scheme would be lost, Officers consider that it has been replaced with other highway safety measures, namely the tightening of the junction with McAdam Way and a speed table, which would have the same effect. Other key elements of the original scheme would be retained, including the one-way access arrangement for normal vehicles at the south of Avon Crescent.

Subject to further information being provided once contractors are appointed to develop the detailed design, it is also considered that the amended scheme is acceptable in terms of pedestrian and cyclist safety. A revised parking layout to ensure appropriate access to Underfall Yard for larger vehicles / boats is retained would be secured through a specific planning condition.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS10 and DM23 and the proposed amendment is acceptable on highway safety grounds.

(C) IS THE DESIGN OF THE PROPOSED DEVELOPMENT ACCEPTABLE?

Policy BCS21 of the Core Strategy aims to ensure that all new development in Bristol achieves high standards of urban design. The policy states that design can contribute positively to local character by responding to the underlying landscape structure, distinctive patterns and forms of development.

Policy BCS22 states that development proposals will safeguard or enhance heritage assets [including listed buildings and Conservation Areas] and the character and setting of areas of acknowledged importance. Avon Crescent is comprised of Grade II Listed Georgian terraces, located within the City Docks Conservation Area.

The key amendment resulting from this application from a design perspective, would be the removal of the shared space element of the scheme, including the material pallet comprising pennant stone. As a result, the shared space treatment would be retained as traditional road separate by vertical kerbs.

Officers in City Design Group, comprising urban design, landscape, conservation and archaeology, were consulted on the application as submitted in June 2018. Officers expressed concern with the white lined over run area at the junction between McAdam Way and Avon Crescent, and the impact this would have on the approach to Nova Scotia Place and its surrounding waterfront area. In response, the Applicant submitted a revised plan in September 2018 removing the white lined over run, replacing it with a delineated surface treatment. A planning condition would secure the final specification of the surface treatment, for approval by City Design Group, to ensure that a quality
To support the application, the ES Addendum provided by the Applicant includes an assessment of the landscape and visual and conservation and heritage aspects of the scheme.

The landscape and visual assessment finds that the proposed works in the amended scheme would result in some improvements to the visual appearance of the area, with some new surfacing and build outs. The assessment acknowledges that there would also be some slight adverse impact arising from the traffic signals being installed on Cumberland Road. However, the ES Addendum concludes that the existing character of the area would be mostly retained due to the reduction in the extent of proposed works and therefore the change would be minimal.

The heritage assessment presented in the ES Addendum considers the effects on heritage assets resulting from the approved scheme and the proposed amendments to the scheme. The only heritage asset which would have been directly affected as a result of the approved scheme would result from the realignment of the retaining wall between Cumberland Road and Avon Crescent. As this element is proposed to be removed in the amended scheme, and no change to the retaining wall is proposed, the ES Addendum finds that there would be no material change on cultural heritage assets. The effect on cultural heritage is found to be neutral. In terms of potential archaeology, construction works would be carried out under a watching brief from an archaeologist (see proposed Condition 12).

Whilst the shared space elements of the scheme have been downgraded, some new elements of landscaping are proposed. In addition, existing pennant stone kerbs and channel setts would be retained. At present, as detailed design has not been prepared for the new landscaping elements of the scheme because a contractor has not been appointed by the Applicant to carry out the works. A condition (see proposed Condition 9) would therefore be used to secure details of the detailed design for approval by the Local Planning Authority prior to this phase of work commencing. It would be the contractor, working with the Applicant, who would prepare the detailed design drawings, including details of quality hard and soft landscaping which would need to be submitted to the Local Planning Authority.

On the basis that the final specification of materials would be secured through a planning condition, City Design Group has raised no objection to the amended scheme south through the planning application and has raised no objection to the assessment findings presented in the ES Addendum.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS21 and BCS22 and the design presented in the amended scheme is acceptable in planning terms, subject to conditions securing details of materials.

(D) WOULD THE PROPOSED DEVELOPMENT HAVE AN ADVERSE IMPACT ON THE AMENITY OF RESIDENTS SURROUNDING THE SITE?

Policy BCS21 of the Core Strategy states that high quality design should consider the amenity of both existing and future development. Policies BCS23, DM33 and DM35 state that development should be sited and design in a way to avoid adverse impacts on environmental amenity by reason of pollution including: noise, vibration and air quality.

Comments have been made by members of the public relating to the impact of the proposed development on their amenity, particularly in terms of noise and vibration and air quality. Each of these issues have been considered, respectively, by the Council’s Environmental Health Officer and the Council’s Air Quality Officer.

With regards to noise and vibration, it is noted that many of the comments submitted by members of the public relate to vibration arising to properties along Avon Crescent resulting from the proposed speed table.
The Council’s Environmental Health Officer (EHO) has responded to the application to acknowledge that speed tables can produce perceptible levels of vibration, however even under worst-case conditions it is very unlikely that the introduction of a speed table would pose even minor damage to property, particularly when the speed table is carefully sited.

The EHO has concluded that the proposed speed table is positioned in the best possible position on Avon Crescent, sufficiently away from most properties that could experience perceptible levels of vibration. To ensure that no damage would be done to property, the EHO has requested a planning condition be included should planning permission be granted, requiring the Applicant to provide further information on the design of the speed table and possible mitigation measures for noise and vibration. On the basis of the planning condition being included, as well as a condition for a Construction Environmental Management Plan to ensure good practice through construction, the EHO has made no objection to the proposed amendment in terms of noise and vibration pollution.

Comments have been received from neighbours expressing concern that the proposed speed table would lead to an increase in air quality emissions, owing to cars accelerating away immediately after passing over the speed table.

The Council’s Air Quality Officer has considered the acceptability of the proposed amendment from an air quality perspective, including a review of the assessment within the ES Addendum.

It is considered that as there would be no material change predicted in terms of traffic flow or speed, there would similarly be no significant changes in emissions or concentrations of regulated pollutants. The table of results shown in the ES Addendum indicates a beneficial impact under the two scenarios of fleet emissions reduction and this is considered to be consistent with the amended scheme.

The Air Quality Officer has concluded that the proposed amendment would not lead to an unacceptable operational impact on air quality. In terms of construction, the Officer has requested that a Construction Environmental Management Plan be secured through a planning condition to mitigate dust arising during construction.

Officers have concluded that the proposed development is considered to be in accordance with Policy BCS21, BCS23, DM33 and DM35 and that subject to planning conditions, the proposed amendment is acceptable on grounds of residential amenity relating to noise, vibration and air quality.

(E) IS THE PROPOSED DEVELOPMENT ACCEPTABLE IN TERMS OF OTHER POTENTIAL ENVIRONMENTAL EFFECTS?

The ES Addendum submitted in support of the application reports on other potential environmental effects of the amended scheme, namely nature conservation, flood risk, socio-economics and ground conditions.

Given the absence of biodiversity features in and around Avon Crescent, it is considered that the Applicant’s ES Addendum to conclude that there would be no effects on biodiversity is acceptable.

In terms of flood risk, the Applicant’s conclusion that there would be no change to the overall flood risk arising from the proposed amendment at Avon Crescent is considered acceptable. As part of the wider planning permission, a new flood wall has been constructed along Cumberland Road adjacent to the Chocolate Path. As part of the detailed design work secured through planning condition, the Applicant would be required to submit a detailed drainage strategy confirming how the scheme at Avon Crescent would deal with any surface water (as per planning permission 13/05648/FB).

It is considered that there would be no change to the overall socio-economic effect from the proposed amendment at Avon Crescent.
In terms of ground conditions, the ES Addendum finds that the effect of the proposed amendment would be negligible which is accepted. As part of the details design work secured through planning condition, the Applicant would be required to submit a scheme confirming how risks associated with contamination would be dealt with should contamination arise during construction work at Avon Crescent (as per planning permission 13/05648/FB).

CONCLUSION

The key driver for the scheme approved at Avon Crescent in 2014, is concepts to reduce the volume and speed of motorised through traffic. This matter has therefore been carefully considered by the Applicant and Officers in Transport Development Management when assessing this application, and in order to agree measures which would make the amended scheme acceptable on highway safety grounds.

Officers in Transport Development Management have concluded that the shared space aspect of the scheme has been replaced with other highway safety measures which would have the same effects relating to traffic speed and traffic volume. Subject to further information being provided once contractors are appointed to develop the detailed design, the amended scheme is considered acceptable in terms of pedestrian and cyclist safety. A revised parking layout to ensure appropriate access to Underfall Yard for larger vehicles / boats is retained would be secured through a specific planning condition.

Whilst the shared space elements of the scheme have been downgraded from a design perspective, some new elements of landscaping are proposed which are supported by City Design Group. A condition (see proposed Condition 9) would be used to secure details of the detailed design and quality material pallet for approval by the Local Planning Authority prior to work commencing at Avon Crescent.

In terms of other matters arising from this scheme, the proposed development is in accordance with all other relevant policies in the Development Plan. This is evidenced either through information submitted in support of the application, or made acceptable by securing further information by way of planning conditions.

The application is recommended for approval subject to the conditions attached to this report. Section 73 applications act as a new planning permission, and as such the list of planning conditions needs to be reviewed. In this case, as development on other phases of the planning permission has commenced, the ‘time limit’ condition is not appropriate. The list of approved plans condition (Condition 16) sets out those plans that have been approved with the planning permission granted in 2016 which remain extant, as well as those plans that have been approved through the subsequent discharge of planning conditions.

COMMUNITY INFRASTRUCTURE LEVY

The CIL total for this development is £nil.
RECOMMENDED GRANT subject to condition(s)

Pre-commencement condition(s)

1. 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 commence until a site-specific Construction Environmental Management Plan (CEMP) for that phase identified on the Works Programme Phasing Plan approved as part of Condition 14 has been prepared, submitted and approved by the Local Planning Authority.

ii) The CEMP must demonstrate the adoption 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 materials to be used in public areas.
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, unless otherwise agreed in writing by the Local Planning Authority.
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 relation 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. Mitigation measures as defined by 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.
7. Procedures for emergency deviation of the agreed working hours.
8. The use of a ‘Consideration Contractors’ or similar regime and arrangements for site induction for workforce highlighting pollution prevention and awareness.
9. Control measures for dust and other air-borne pollutants to include particular measures to protect any local resident who may have a particular susceptibility to airborne pollutants as necessary.
10. Measures for controlling the use of site lighting whether required for safe working or for security reasons.
11. Site security.
12. Fuel oil spillage, bunding, delivery and use and how both minor and major spillage will be dealt with. Any fuels being stored on site during construction must be bunded and kept at least 10 metres away from any watercourse.
13. 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.
14. 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.
15. Odour control measures.
17. 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.
18. All site clearance and construction works to be in accordance with the Environmental Statement Volume 2, Chapter 10 Nature Conservation November 2013.
19. 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 adjacent SNCI in particular.
20. How access for the Environment Agency Operations Delivery team can be provided to the watercourses on the route throughout the construction phases.
21. A Code of Practice and Traffic Management Plan that will include procedures to notify and consult with business and residential property owners and/or occupiers affected during the construction phases and such plans to show how access arrangements will be maintained for all vehicle types.

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, and to ensure access for the Environment Agency throughout construction.

2. External lighting

Prior to commencement of each phase of works agreed in accordance with the Works Programme Phasing Plan approved as part of Condition 14, details for any proposed external lighting along the section of the route that encompasses Cumberland Road including Bathurst Basin and which adjoins the River Avon (part of) Site of Nature Conservation Interest shall be submitted and agreed in writing by the Local Planning Authority. The approved details, which shall include a lux level contour plan and should seek to ensure no light spill outside of the site boundaries, shall be carried out in strict accordance with that approval.

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

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

No work of any kind shall take place until the Local Planning Authority has approved in writing, for that phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, the location and design of protective fences in accordance with BS5837 for trees 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 or 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.

4. Submission and approval of replacement tree planting scheme

No development shall take place, for that phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, until there has been submitted to and approved in writing by the Local Planning Authority a scheme of replacement tree planting for the phase of work, contributing to 55 replacement trees across the scheme. The details shall include locations, species, stock size, staking and guarding and establishment arrangements of each tree as well as a programme of works for the planting of the trees. The approved scheme shall be implemented so that planting can be carried out during the first planting season following the commencement of the AVTM MetroBus service. The trees shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure that the development provides adequate mitigation for the loss of the trees on the site and complies with the Bristol Tree Replacement Standard.

5. Use and supply of construction materials

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a written scheme shall be 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.
g) Unless otherwise agreed in writing by the Local Planning Authority, 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 Local Planning Authority confirming that the targets have been met.

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

6. Drainage

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, 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 be implemented in accordance with the approved detailed design prior to the commencement of that phase.

Reason: To ensure that the principles of sustainable drainage are incorporated into this proposal.
7. Coal – site investigation

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, a site investigation, in addition to any assessment provided with the planning application, shall be completed to confirm the presence/absence of shallow/surface workings within the Development High Risk Area, and shall be submitted to and approved in writing by the Local Planning Authority. The investigation shall include standard remedial and/or protection practice mitigation measures, such as stabilisation or consolidation of workings, in the event that shallow/surface workings are encountered. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that the development takes account of existing ground conditions.

8. Contamination

Prior to the commencement of each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority.

1. A preliminary risk assessment which has identified:
   - All previous uses.
   - Potential contaminants associated with those uses.
   - A conceptual model of the site indicating sources, pathways and receptors.
   - Potentially unacceptable risks arising from contamination of the site.

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

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

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

Any changes to those components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To protect controlled waters.

9. Submission of full design details include variations

The following aspects of the scheme numbered i-v shall be submitted as a coordinated submission in relation to each phase of work in accordance with the Works Programme Phasing Plan approved as part of Condition 14, and be approved in writing by the Local Planning Authority before the works approved in that work phase are begun.

i. All hard landscaping (including paving, surfaces, edge details and the retention and reinstatement of existing pennant stone kerbs, caset iron kerb edges and stone sett channels).
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).

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).

v. Bus stop infrastructure.

In drawings submitted to satisfy this condition the following amendments to the drawings submitted with the application shall be made:

1. Parking layout within Avon Crescent to ensure that an appropriate means of access is retained to Underfall Yard.

2. Review of crossing points in Avon Crescent so that they observe pedestrian desire lines, and associated landscaping.

Unless alternative times for implementation are otherwise agreed in writing by the Local Planning Authority, the scheme shall be implemented in accordance with the plans approved under his condition prior to the commencement of the AVTM MetroBus service with the exception that planting may be carried out no later than during the first planting season following the commencement of the AVTM MetroBus service. All retained and newly planted materials shall be maintained for five years from the first use of any part of the road by the public and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a coordinated design of the elements identified so as to ensure the satisfactory appearance and functioning of the development, in the interests of the protecting and enhancing the character of the site and the areas and to ensure its appearance is satisfactory.

10. Details of speed table

There shall be no installation of a speed table at the northern end of Avon Crescent until details of its design, any noise or vibration mitigation measures, likely noise and any likely noise or vibration impacts on neighbouring residential properties has been submitted to and approved in writing by the Council.

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

Reason: In the interests of residential amenity.

**Pre-occupation condition(s)**

11. Reporting of unexpected contamination

If during development contamination not previously identified under Condition 8 is found to be present at the site then no further development (unless otherwise agreed in writing by the Local Planning Authority) shall be carried out until the Applicant 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.

12. To ensure the conduct of a watching brief during development groundworks

The Applicant shall ensure that all groundworks, including geotechnical works are monitored and recorded by an archaeologist or an archaeological organisation to be approved by the Local Planning Authority and in accordance with the approved Written Scheme of Investigation (received 23 February 2018).

Reason: To record remains of archaeological interest before destruction.

13. Installation of speed table and vehicle run over – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the speed table and vehicle run over have been completed in accordance with the approved plans.

Reason: In the interests of highway safety.

Post occupation management condition(s)

14. Construction Phases

The construction of the development hereby approved shall not proceed other than in accordance with the approved Works Programme Phasing Plan (drawing ref: 201749-PA-522 P5) unless the Local Planning Authority gives written consent for any variation.

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.

15. Temporary construction compounds

Unless otherwise agreed in writing by the Local Planning Authority, the temporary construction compounds hereby approved shall be discontinued and the land restored to its former condition within six months from the commencement of the AVTM MetroBus service.

Reason: To maintain the character and appearance of the City Docks Conservation Area and Redcliffe Conservation Area and the general amenity of the area.

List of approved plans

16. 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.

201749-PA-01C Red site location plan (1 of 9), received 17 December 2013
201749-PA-02C Red site location plan (2 of 9), received 17 December 2013
201749-PA-03C Red site location plan (3 of 9), received 17 December 2013
201749-PA-04C Red site location plan (4 of 9), received 17 December 2013
201749-PA-05C Red site location plan (5 of 9), received 17 December 2013
201749-PA-06C Red site location plan (6 of 9), received 17 December 2013
201749-PA-07C Red site location plan (7 of 9), received 17 December 2013
201749-PA-08C Red site location plan (8 of 9), received 17 December 2013
201749-PA-09C Red site location plan (9 of 9), received 17 December 2013
201749-PA-201 P3 Proposed general arrangement sheet 1, received 17 December 2013
201749-PA-202 P3 Proposed general arrangement sheet 2, received 17 December 2013
201749-PA-209 P3 Proposed general arrangement sheet 9, received 17 December 2013
201749-PA-210 P3 Proposed general arrangement sheet 10, received 17 December 2013
201749-PA-211 P3 Proposed general arrangement sheet 11, received 17 December 2013
201749-PA-302 Landscape proposals cumberland road, received 17 December 2013
201749-PA-317-319 P2 Landscape proposals Redcliff Hill, received 17 December 2013
201749-PA-512 P1 Extent of demolition, received 17 December 2013
201749-PA-516 Bus stop detail 1 of 2, received 17 December 2013
201749-PA-517 P1 Bus stop detail 2 of 2, received 17 December 2013
201749-PA-518 P2 Temporary construction compounds, received 17 December 2013
R05-04 T1 Cumberland road wall sections 1 of 2, received 17 December 2013
R05-05 T1 Cumberland road wall sections 2 of 2, received 17 December 2013
R05-06 T1 Cumberland Road wall railings, received 17 December 2013
R06-01 T1 Avon Crescent retaining wall, received 17 December 2013
AVTM-PA-501 Cross section chainage 3275m, received 17 December 2013
AVTM-PA-502 P1 Cross section chainage 3350m, received 17 December 2013
AVTM-PA-503 P1 Cross section chainage 3400m, received 17 December 2013
AVTM-PA-504 P1 Cross section chainage 3550m, received 17 December 2013
AVTM-PA-505 P1 Cross section chainage 3750m, received 17 December 2013
AVTM-PA-506 P1 Cross section chainage 4220m, received 17 December 2013
AVTM-PA-507 P1 Cross section chainage 4950m, received 17 December 2013
AVTM-PA-508 P1 Cross section chainage 4980m, received 17 December 2013
AVTM-PA-509 P1 Cross section chainage 5000m, received 17 December 2013
AVTM-PA-510 P1 Cross section chainage 5275m, received 17 December 2013
AVTM-SK-12 P1 Commercial Road flood protection, received 17 December 2013
AVTM-SK-13 P1 Commercial Road flood protection xsections, received 17 December 2013
AVTM-X-GA-SK32 Landscape proposals Wapping Wharf, received 17 December 2013
201749-PA-203 P3 Proposed general arrangement sheet 3, received 17 December 2013
201749-PA-204 P3 Proposed general arrangement sheet 4, received 17 December 2013
201749-PA-205 P3 Proposed general arrangement sheet 5, received 17 December 2013
201749-PA-206 P3 Proposed general arrangement sheet 6, received 17 December 2013
201749-PA-207 P3 Proposed general arrangement sheet 7, received 17 December 2013
201749-PA-208 P3 Proposed general arrangement sheet 8, received 17 December 2013
Environmental Statement Volume 2, Chapter 10 Nature Conservation – November 2013, received 17 December 2013
DH0245-C001 D Redcliff Hill inbound Site clearance, received 9 March 2015
DH0245-C002 D Redcliff Hill Inbound Kerbs and Surfaces + turning head tracking drawing, received 9 March 2015
DH0245-C003 D Redcliff Hill Inbound Drainage and ducting, received 9 March 2015
DH0245-C004 B Redcliff Hill Signing, received 2 December 2014
DH0245-C005 B Redcliff Hill Inbound Road markings, received 2 December 2014
DH0245-C007 D Redcliff Hill Inbound Construction Drawings General Arrangement, received 9 March 2015
DH0245-C009 Redcliff Hill Tree Protection Plan, received 2 December 2014
DH0245-C011 C Site clearance Redcliffe Roundabout, received 9 March 2015
DH0245-C012 C Kerbs and surfaces Redcliffe Roundabout, received 9 March 2015
DH0245-C013 C Ducts and drainage Redcliffe Roundabout, received 9 March 2015
DH0245-C014 C Road markings and levels Redcliffe Roundabout, received 9 March 2015
DH0245-C015 C Signing drawing Redcliffe Roundabout, received 9 March 2015
DH0245-C016 C Cross sections around central island Redcliffe Roundabout, received 9 March 2015
DH0245-C017 C General Arrangement Redcliffe Roundabout, received 9 March 2015
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DH0245-C111 Redcliff Hill Outbound Site Clearance, received 2 December 2014
DH0245-C113 Redcliff Hill Outbound Road marking and setting out, received 2 December 2014
DH0245-C114 Redcliff Hill Outbound General Arrangement, received 2 December 2014
DH0245-C141 Commercial Road Signs, road markings and tree pit, received 2 December 2014
DH0245-C142 Commercial Road General Arrangement, received 2 December 2014
Use and Supply of Construction Materials Planning condition 8, received 2 December 2014
Arboricultural Method Statement Planning condition 7 (ii), received 2 December 2014
GAV TMR-SK-033 Bathurst Basin Bridges Street Lighting 50% Lux Contour Plot, received 23 February 2015
Written Scheme of Investigation for a Programme of Archaeological Work, received 23 February 2015
Construction Environmental Management Plan Planning Condition 3, received 9 March 2015
370125 8 Bay Landmark Plate MK1A, received 26 June 2015
370127 6 Bay Landmark MK1a Plate Roof - Metrobus, received 26 June 2015
Materials Management Plan (MMP) Form Section 2 & Section 3 Ashton Vale to Temple Meads Rapid Transport Scheme, received 4 November 2015
201749-PA-209 P4 Planning Application General Arrangement Sheet 9 of 11, received 6 November 2015
201749-PA-210 P4 Planning Application General Arrangement Sheet 10 of 11, received 6 November 2015
E14067-C111 A Redcliff Hill Southbound Site Clearance, received 6 November 2015
E14067-C112 A Bedminster Bridge works Kerbs & Surfaces, received 6 November 2015
E14067-C113 A Bedminster Bridge works Ducts & Drainage, received 6 November 2015
E14067-C115 A Redcliff Hill Southbound Road markings & Setting Out, received 6 November 2015
E14067-C150 A Redcliff Hill southbound works General arrangement, received 6 November 2015
MET_AVTM_013 0 Cumberland Road / Bus Link Rd Traffic Signal General Arrangement, received 8 January 2016
TBC-1 Bristol Bus Route Railing Detail, received 1 February 2016
C12149 Site Management Plan, received 18 April 2016
AVTM-3-GA-DRG-100 T5 Bathurst Basin Bridges Site Clearance, received 27 May 2016
AVTM-3-GA-DRG-102 T5 Bathurst basin Bridges Pavements, Kerbs and Railing Details Sheet 2 of 2, received 27 May 2016
AVTM-3-DRG-B02-014 C3 Bathurst Basin Bridges New Bridge Commercial Road River Wall, received 27 May 2016
AVTM-3-GA-DRG-101 C2 Bathurst Basin Bridges Pavements, Kerbs and Railing Details Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-103 C2 Bathurst Basin Bridges Highway Setting Out Details Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-104 C1 Bathurst Basin Bridges Highway Setting Out Details Sheet 2 of 2, received 27 October 2016
AVTM-3-GA-DRG-105 C2 Bathurst basin Bridges Highway Cross Sections Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-106 C1 Bathurst Basin Bridges Highway Cross Sections Sheet 2 of 2, received 27 October 2016
AVTM-3-GA-DRG-107 C2 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-108 C1 Bathurst Basin Bridges Road Markings and Traffic Signs Sheet 2 of 2, received 27 October 2016
AVTM-3-GA-DRG-109 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet 1 of 2, received 27 October 2016
AVTM-3-GA-DRG-110 C2 Bathurst Basin Bridges Street Lighting, Ducting and Drainage Sheet
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2 of 2, received 27 October 2016
AVTM-3-GA-DRG-111 C2 Bathurst Basin Bridges Surface Water Drainage Inspection Chamber Details, received 27 October 2016
AVTM-3-TPP-DRG-001 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 1, received 27 October 2016
AVTM-3-TPP-DRG-002 C2 Bathurst Basin Bridges Tree Protection Plans Sheet 2, received 27 October 2016
AVTM-3-TPP-DRG-003 C2 Bathurst Basin Bridges Gods Garden Tree Planting, received 27 October 2016
AVTM-3-DRG-B02-008 C2 Bathurst Basin Bridges New Bridge Bridge Deck Reinforcement Details, received 27 October 2016
AVTM-3-DRG-B02-013 C2 Bathurst Basin Bridges New Bridge Gods Garden Access Steps, received 27 October 2016
AVTM-3-ST-DRG-B02-001 C4 Bathurst Basin Bridges New Bridge General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-002 C6 Bathurst Basin Bridges New Bridge Site Limits & Site Clearance, received 27 October 2016
AVTM-3-ST-DRG-B02-003 C4 Bathurst Basin Bridges New Bridge Work Phases, received 27 October 2016
AVTM-3-ST-DRG-B02-004 Bathurst Basin Bridges New Bridge Pile Details, received 27 October 2016
AVTM-3-ST-DRG-B02-005 C3 Bathurst basin Bridges New Bridge Steelwork Layout, received 27 October 2016
AVTM-3-ST-DRG-B02-006 C2 Bathurst basin Bridges New Bridge Steelwork Details, received 27 October 2016
AVTM-3-ST-DRG-B02-007 C4 Bathurst Basin Bridges New Bridge Concrete Outline, received 27 October 2016
AVTM-3-ST-DRG-B02-009 C2 Bathurst Basin Bridges New Bridge End Screen Reinforcement Details, received 27 October 2016
AVTM-3-ST-DRG-B02-010 C3 Bathurst Basin Bridges New Bridge Waterproofing and General Details, received 27 October 2016
AVTM-3-ST-DRG-B02-011 C2 Bathurst Basin Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-012 C2 Bathurst Bain Bridges New Bridge SE Retaining Wall General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-015 C3 Bathurst Basin Bridges Northeast and Southwest Wingwalls General Arrangement, received 27 October 2016
AVTM-3-ST-DRG-B02-016 C3 Bathurst Basin Bridges New Bridge Wingwall Reinforcement Details, received 27 October 2016
AVTM-3-ST-DRG-B02-017 C2 Bathurst Basin Bridges North Abutment Stub Wall, received 27 October 2016
287587A-HHE-300-008 P2 FENCING 8 OF 9, received 20 March 2017
287587A-HHE-301-001 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-301-002 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-301-004 P2 FENCING STANDARD DETAILS, received 20 March 2017
287587A-HHE-500-108 P3 DUCTING LAYOUT 8 OF 10, received 20 March 2017
287587A-HHE-1100-008 P5 KERBING AND FOOTWAY LAYOUT 8 OF 10, received 20 March 2017
287587A-HHE-1101-001 P2 KERBING AND FOOTWAY STANDARD DETAILS 1 OF 2, received 20 March 2017
287587A-HHE-1101-002 P2 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1101-003 P1 KERBING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1201-001 P1 BOLLARD AND SIGNING STANDARD DETAILS, received 20 March 2017
287587A-HHE-1200-008 P2 TRAFFIC SIGNS AND ROAD MARKINGS, received 20 March
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2017
287587A-HHE-1200-009 P2 TRAFFICS SIGNS AND ROAD MARKINGS 9 OF 10, received 20 March 2017
287587A-HHE-4000-002 P3 BUS STOP ARRANGEMENTS CREATE CENTRE IN AND OUT BOUND, received 20 March 2017
AVTM-3-GA-DRG-101 REV C4 BATHURST BASIN BRIDGES PAVEMENTS, KERBS AND RAILING DETAIL 1 OF 2, received 7 September 2017
AVTM-3-GA-DRG-107 REV C5 BATHURST BASIN BRIDGES ROAD MARKINGS AND TRAFFIC SIGNS SHEET 1 OF 2, received 7 September 2017
201749-PA-522 P5 Construction Phase Plan, received 24 November 2017
RS15012 – SK03A Avon Crescent Planning, received 3 September 2018

Reason: For the avoidance of doubt.
Supporting Documents

1. Avon Crescent, Bristol, BS1 6XQ
   1. General Arrangement - Approved
   2. General Arrangement - Proposed
Concrete block edge to grass area to 500mm

Hard and soft landscaping used to make junction appropriate for shared open street.

Interlocking paving on Junction entry

Perennial stone reused and extended

Trees in paved area with bollards to protect the tree

Marked parking bays offset to wall

Existing perennial stone kerb and stone set channel re-slated to form flush finish edge and drainage channel

Concrete slab heritage paving with natural stone aggregate surface (pale grey/white grey)

Perennial stone paving with perennial stone flush kerbs

Appropriate signing and lining to resist parking to bays only

Marked parking bays

Perennial stone flush with kerbs

Proposed retaining wall with railings mounted on top. Refer to drawings AVTM-187461-01

Conflict cycleway

Interlocking paving on Junction exit

One way drill

Conservation stone paving (pale grey/white grey)
Extended footway area that enhances existing cycle and pedestrian routes that has the potential for trees, cycle stands etc. Footway widths and other dimensions to be confirmed at detail design.

Over run area for larger vehicles (hgv's) in a different surface material, to be confirmed at detail design.

Speed table to tie into new cycle route.

Possible change to echelon parking to increase number of spaces.

Build out and crossing point at the bottom of the stairs. Detailed design still to be done to determine build out width to allow for safe passage of extra wide vehicles.

No entry to Avon Crescent from Cumberland Road which is already in place.

Island to protect cyclists

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