

Amendment Sheet

21st July 2021

Item 1: - 1 Milsom Street Bristol BS5 0SS

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	No amendments

Item 2: - Land At Access 18 Access 18 Bristol BS11 8HT

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46	<p>REFERRAL TO NATIONAL CASEWORK UNIT</p> <p>The applicant has proposed to revise the floor areas of the retail uses to a combined area of 470sqm (reduced from 600sqm in the application). This is so that the overall floorspace proposed falls below the threshold to refer to the Secretary of State. This aspect is therefore no longer recommended (ie no referral necessary).</p>
51	<p>HIGHWAYS ENGLAND</p> <p>Holding response was removed on 19.07.21 and conditions were recommended. The following comments were made (comments are summarised):</p> <p>Highways England's interests include the operation and safety of the SRN, which in proximity to the site includes the A4(T), M5 and M49. This includes the M5/ A4 (Portway) Roundabout, M5/ A4/ Avonmouth Way (St Brendan's) Roundabout and the A4 Crowley Way/ A403 (St Andrew's) Roundabout. The scale of development and associated traffic generation is significant and has the potential to have a material impact on junction performance.</p> <p>A new motorway junction, J1 on the M49 will also provide direct access from the motorway network into the Avonmouth Severnside Enterprise Area. The new junction is fully constructed, but a connecting link road into the Severnside Enterprise Area is yet to be constructed. As such, the junction remains closed for use. The new junction is of relevance to the current application in that it is forecast to cater for some movements that currently route via the M5/ A4/ Avonmouth Way (St Brendan's) Roundabout, and was assumed to be open to traffic as part of junction assessment work included in the applicant's original assessment.</p> <p>Traffic modelling assessment has been undertaken for the mix of employment uses that were reported in the applicant's modelling (which is reported to have proposed combined area of 72,000sqm - a lower floor area than that proposed elsewhere in the application which is 92,903sqm). As the application form does not detail the same split in B2 and B8 uses, a planning condition limiting the scale of floor area to that assessed is considered necessary, given variation in traffic generation levels for B2 and B8 uses including dedicated parcel distribution.</p> <p>The applicant's modelling work reported in the Transport Assessment has accounted for both full development build out, and the reassignment effects of the new M49 J1. In light of the identified mitigation requirements, it has been necessary to demonstrate the scale of development that can come forward before implementation of the agreed mitigation works,</p>

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	<p>and whether further mitigation would be required should M49 J1 not open to traffic in the near future.</p> <p>To address the issues around mitigation timing and effectiveness before M49 J1 is open to traffic, the applicant provided further assessments considering operation of St Brendan's roundabout in a number of scenarios. These indicated that the St Brendan's roundabout will be at capacity in the 2023 assessment scenario. The material increase in queues on the A4 Crowley Way would not be acceptable to Highways England. It will therefore be necessary to limit the scale of development traffic generation by way of condition to avoid unacceptable impacts on the safe and efficient operation of the St Brendan's roundabout.</p> <p>The 2025 assessment scenario indicates that the upgraded St Brendan's roundabout (following mitigation works) is capable of accommodating development traffic without a severe or unacceptable impact on the safe and efficient operation of the junction. This assessment does not account for any reassignment effects associated with M49 J1, and is therefore considered a worst case scenario. In reality, it is anticipated that the new motorway junction and connecting link roads will be open to traffic and will therefore provide a level of traffic relief to St Brendan's roundabout.</p> <p>Conditions are recommended</p> <ul style="list-style-type: none"> - Limitation on employment use floorspace to 47,000 sqm GFA for B2 General Industry use, and 25,000 sqm GFA for dedicated parcel distribution within land use class B8 Storage or Distribution (*NB this is 72,000sqm - lower than the figure in the committee report of 92,903sqm overall floorspace in these uses) - Thresholds for development prior to delivery scheme of improvement works - Operational management strategy to be in place at key stages - Construction management plan <p>(see appendix for full wording)</p>
59	<p>TREES</p> <p>There is no objection in principle to the proposed native woodland planting - it will contribute to the ecological richness of the area and create more wildlife habitats. However, officers considered that more meaningful tree replacements to improve amenity and canopy cover could be incorporated, including planting trees with more space surrounding them so they would be more likely to survive in the longer term. Since the majority of the proposed tree planting is to enhance the ecological value of large areas of the site, officers asked the applicant if additional tree planting could be incorporated to provide amenity value in the areas populated by hardstanding in efforts screen the proposed buildings with tree planting. The applicant has stated that as Landscaping is reserved for future consideration, there would be scope at these stages to incorporate additional tree planting.</p>
64	<p>TRANSPORT DEVELOPMENT MANAGEMENT – FINAL COMMENTS (summarised)</p> <p>Car Parking No objections have been raised to the number of car parking spaces, however the number and type will need to be based on further information regarding the usage/numbers/scale of each area of development and officers are content further detail can be appropriately secured via condition, or as part of the Reserved Matters application for Layout.</p> <p>Travel Planning The applicant has included a commitment to join the local transport forum (SevernNet)</p>

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	<p>within both travel plans and both the hotel and wider outline users are encouraged to consider joining the SevernNet employer bus to improve the bus network and increase access to employment opportunities.</p> <p>The hotel travel plan has been assessed by the BCC travel plan co-ordinator and is deemed to be acceptable.</p> <p>Two conditions are required relating to travel planning; one aimed at the hotel use considered within the full application and one towards the outline application.</p> <p>A Travel Plan Management and Audit Fee for the following use classes in the sum of are required;</p> <p>C1 - £3,832 B2 - £5,474 B8 - £5,474</p> <p>An individual audit fee is required for each Travel Plan and each individual parcel's Travel Plan will require additional fees/auditing.</p> <p>The fees are to be secured through a S106 agreement payable on commencement of the development.</p> <p>The developer is required to implement, deliver and monitor their own agreed Travel Plan over the 5-year period, reporting biennial progress to the Council.</p> <p>S106 Transport mitigation</p> <ul style="list-style-type: none"> • £150,000 towards the completion of a study, the funding of a public engagement and the delivery of a scheme of mitigation along Kings Weston Lane to address the impacts of through traffic and encourage active and sustainable travel • £50,000 towards the upgrade of the operational system of the St Andrews Road/ Kings Weston Lane junction and St Andrews Road/ Access to St Georges Industrial Estate signalised junctions • £12,134 towards Traffic regulation orders • £3,832 Travel Plan management and audit fee for the C1 Hotel Use. <p>Other highway works that would be secured:</p> <ul style="list-style-type: none"> - The design and construction through s278 highway works of a segregated cycle route along Avonmouth Way from Crowley Way to Kings Weston Lane. • The design and construction of a segregated cycle route along land within the applicants control between the main Access 18 access and Boundary Road with linking into the existing highway network. • Installation of Kings Weston Lane/ Avonmouth Way bus gate through s278 highway works. • Installation of two sets of two bus stops within the site consisting of 8-bay reverse cantilever shelters and a 20-metre raised kerbs with real time information. • Installation of a pedestrian refuge along Kings Weston Lane at the Kings Weston Lane/ Merebank Road junction. • Works to A4 St Brendan's roundabout to comprise the provision and design of an additional controller unit and MOVA licences to enable parallel stage stream method of control, along with the replacement and upgrade of associated infrastructure including poles, signal heads, cabling, and other ancillary works. • Works to A4 St Andrew's Roundabout and A4 Crowley Way pedestrian crossings to include the refurbishment and upgrade of signal infrastructure including poles, signal heads, cabling, and other ancillary works, to include connection to St Brendan's roundabout. - Works to A4 Crowley Way to comprise change in lane markings on eastbound approach to St Brendan's roundabout. <p>Additional Conditions (summarised)</p> <ul style="list-style-type: none"> -Highways – General Arrangement Plan (showing details of all junction improvements) -Highway adoption details -Phasing plan

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	<ul style="list-style-type: none"> -EV charging details -Travel Plans -Scheme of highways improvements to Highways England junctions to include improved signalling and junction alterations -Operational Management Strategy – to monitor the use of the roads -Limitation of floor areas to 47,000sqm GFA for B2 General Industry use, and 25,000sqm GFA for dedicated parcel distribution within land use class B8 Storage or Distribution - To manage operational traffic impacts in the interest of the safe and efficient operation of the Strategic Road Network. -Standard highways conditions on securing areas for parking/highway condition survey/cycle parking etc (see appendix full wording)

Item 3: - The Windmill 14 Windmill Hill & 3 Eldon Terrace Bristol BS3 4LU

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	No amendments