



City Transport

Transport Development Management

Application Response

To: Susannah Pettit, Planning Team

From: Luke Phillips, Transport Development Management

Date: 19th July 2021

Address: Land at Access 18 Access 18 Bristol BS11 8HT

Application No: 20/02903/P

Proposal: Hybrid planning application comprising a mixed commercial/ industrial development for A1, A3, A5, C1, D1, D2, B2 and B8 use classes over seven plots (Area A-G). Full planning permission is sought for the development of a hotel within Area F, access works to the site and to the identified proposed development plots, earthworks, ecological enhancements, the diversion of the existing public right of way, landscaping works across the whole site and other infrastructure works to support the proposed development.

Outline planning permission is sought for the principle of employment development at Areas A, B, C, D, E and G and the principle of retail, non-residential institutions and assembly and leisure uses at Area F.

Response: **Final**

Recommendation: **Approval subject to Conditions and s106**

Principle / history

Transport Development Management (TDM) has been consulted on the hybrid planning application comprising a mixed commercial/ industrial development for A1, A3, A5, C1, D1, D2, B2 and B8 use classes over seven plots (Area A-G).

Full planning permission is sought for the development of a hotel within Area F, access works to the site and to the identified proposed development plots, earthworks, ecological enhancements, the diversion of the existing public right of way, landscaping works across the whole site and other infrastructure works to support the proposed development.

Outline planning permission is sought for the principle of employment development at Areas A, B, C, D, E and G and the principle of retail, non-residential institutions and assembly and leisure uses at Area F.

The proposals for Phase 8 comprise mixed commercial / industrial development with supporting office space (Use Classes B2 and B8 – up to 92,903sqm floorspace) and business uses comprising a hotel (125 bedrooms) and retail space (Use Classes C1, A1-A3 and A5). It is unclear where the D1/D2 use will be situated.

The majority of the Phase 8 development is proposed to take access from the private estate road between Avonmouth Way and Kings Weston Lane, with a further access to the employment development to the north of Kings Weston Lane directly onto this road. The hotel and retail land uses would be accessed directly from Avonmouth Way via a separate, dedicated point of access.

Table 4.1 of the submitted Transport Assessment outlines the level of proposed development modelled per use class. The planning application form also details this quantum of development.

Use Class	Square Metre (Sqm)
Full Planning	
Hotel (including ancillary restaurant use)	4522 (125 bedrooms)
Outline Planning	
A1/A2	550 (no individual unit more than 400)
A3/A5	550 (no individual unit more than 400)
B2/B8	92903 (no more than 50% B2)
D2	600
Total	99125

It should be noted 25% of the B8 classification is modelled as parcel distribution given this has a higher trip rate than other B8 sites.

Junctions

Junction 1: Kings Weston Lane/Merebank Road

Following further discussions between the applicant and TDM which involved the submission of plans it has been concluded there is the inability to create a right turn lane within the confines of the highway. The applicant does not own any land adjacent to this junction and therefore would be unable to offer any land through a s38 adoption agreement to facilitate the introduction of a right turn lane. There will however be the introduction of a pedestrian/ cyclist island to facilitate crossing of the busy junction and offer improved access to routes towards the North for both pedestrians and cyclists. This has been demonstrated within plan 03446-SK-031-P0.

Junction 4: Kings Weston Lane/Kings Weston Road and Junction 5: Long Cross Roundabout

Following TDM's initial comment there have been further discussion regarding these junctions between the applicant, the planning department and TDM. It has been acknowledged by the applicant that the development will generate a significant impact upon both of these junctions however the provision of mitigation at these junctions will have an impact upon the wider Lawrence Weston area and should therefore not be considered in isolation.

On this basis £150k is to be secured through s106 contributions towards the completion of a study, the funding of a public engagement and the delivery of a scheme of mitigation within the Lawrence Weston area to address the impacts of through traffic and encourage active and sustainable travel.

Junction 6: St Brendan's Roundabout

Junction 7: A4 Portway Roundabout

Junction 8: St Andrews Roundabout

These junctions are maintained as part of Highways England's network and therefore any mitigation has been agreed in conjunction with them. BCC transport officers have assessed the impact of the development on these junctions and the subsequent impact on BCC's highway network and are content no issues arise, subject to the appropriate mitigation as secured by HE.

This mitigation will include:

- 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 as defined in Jacobs technical memorandum dated 21st April 2021.
- 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, as detailed in Jacobs technical memorandum dated 21st April 2021.
- Works to A4 Crowley Way to comprise change in lane markings on eastbound approach to St Brendan's roundabout as detailed in PJA drawing number 03446-SK-40-P0, titled 'St Brendons Roundabout Proposed revision to Crowley Way lane destination markings'.

Junction 9: St Andrews Road/Kings Weston Lane

As with junctions 4 and 5 the applicant has acknowledged they would generate a significant impact upon the safe operation of the St Andrews Road/ Kings Weston Lane junction and have therefore agreed to the provision of a £50,000 s106 contribution towards:

- o Upgrade for management by the traffic control service, including upgrading the sites from RMS to UTC for improved monitoring and management.
- o Upgrade MOVA licences and MOVA functionality to include 'MOVA Gap Out' enhancement.

Cycling

Cycle Link KWL

The applicant will be implementing then offering for adoption by the highway authority the missing segregated cycle link between the Access 18 main entrance and the Boundary Road Access onto Kings Weston Lane. The land is currently within the applicant's control and these proposed works must tie into the amendments to the Boundary Road access and Kings Weston Lane access as outlined within the submitted drawing 11256-ES-DR-BCC01-04 'BCC Route 1 Kings Weston Lane 4 of 4'. This must also be have sufficient lighting and be constructed to an adoptable standard and offered for adoption through a s38 highways adoption agreement.

Avonmouth Way Cycle Path

Following TDM's initial comment the applicant has agreed to the implementation of the Avonmouth Way segregated two-way cycle route. This scheme offers segregated cycling along the length of Avonmouth Way, from Crowley Way in the west, to Kings Weston Lane in the east. This scheme has been shown within the submitted plan 'Route 2- Avonmouth Way and Third Way' however it is noted this does not show the vehicular access into Area F. These works will be

undertaken through the s278 Highway Works process and will require a legal agreement, payment of bond and fee and technical approval. This will bring a significant sustainable cycling offer linking to the site from both Avonmouth and Kings Weston and is critical in mitigating the impact of the development on the local area. The provision of infrastructure to encourage cycling is critical in allowing and promoting modal shift which the development will be reliant upon.

It should be noted the existing Kings Weston cycle route and the link onto Avonmouth Way both require lighting be installed as outlined within TDM's initial response.

Public Transport

The applicant has proposed two sets of two bus stops within the site to accommodate public transport use. The stops will involve the installation of an 8-bay reverse cantilever shelter and a 20-metre raised kerb. Real time information (RTI) is also required. Although these stops will be constructed on private land the design and installation must be in conjunction with the Public Transport team at BCC to ensure they are designed and installed to standard. As the stops will be located on private land, agreement must be reached, with the site, for staff from BCC, WECA and Council/WECA contractors to be permitted access to maintain the infrastructure and post timetables/information.

The public transport facilities must be established as early as possible in the construction phase of the development so that the facilities are in place as employers start to move into the area reinforcing modal shift to public transport. It is noted that discussions have taken place with First on the principle of extending the 3 through the development, it should be noted that there are also other bus operators who may wish to consider registering services to serve the development and TDM require regular dialogue between St Modwen's and the BCC public transport team.

Bus Gate

In order to facilitate the use of public transport and the requirement to reduce the reliance of the site on private car travel the applicant will be implementing a signalised bus gate linking Kings Weston Lane and Avonmouth Way. This will be conditioned to be delivered through an s278 highway works agreement to be undertaken by the applicant with any applicable commuted sums secured at this point for all s278 works. This must include the provision of cameras and linkage to BNET. The proposals are demonstrated within plan 03446-SK-032-P0.

EV Charging

Due to the nature, scale and location of this development, and given the number of trips generated, its location in close proximity the M5 junction (regional trip attractor) BCC require a mix of Fast and Rapid chargers for the outline areas of development. The number and type will need to be based on further information regarding the usage/numbers/scale of each area of development and TDM are content further detail can be appropriately secured via condition. It should however be noted that BCC would seek at a minimum 20% active provision and 80% passive provision in line with emerging policy.

Passive provision installation for in-curtilage parking spaces needs to adhere to: the IET 4th Edition and BS7671 and requires the provision of necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as ducting, cabling to parking spaces, connected within the property

with termination outside. BCC recommend using the Matte OPEN system rather than earth electrodes (where earthing is needed), to enable the simple installation and activation of a charge point at a future date. For both Active and Passive provision, ducting and associated power connections, including transformer units shall be provided throughout the development as required to enable charging points to be installed to all parking spaces at a future date.

TDM are content this could be secured via condition.

TRO'S

A review of waiting restrictions at Avonmouth Way was completed in 2019 (TRO 1934. However, the restrictions must be extended into the new access road serving Area F (hotel), to the limit of the adoptable highway. The developer is required to fund the requisite TRO and the traffic signs/carriageway markings necessary to give it effect on site.

A further TRO is required which extends the weight restrictions from Campbell Farm Drive to the access to the Travellers site. The associate signing is required to be implemented by the developer and right turn only signage is required which is visible for vehicles emerging from the Area A access.

All TRO's are subject to an s106 contribution figure of £6067. On this basis a contribution of £12,134 is required. It should be noted the physical lining and signage is not covered within this contribution and must be provided by the developer.

Travel Planning

The applicant has included a commitment to join the local transport forum (SevernNet) 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.

The hotel travel plan has been assessed by the BCC travel plan co-ordinator and is deemed to be acceptable.

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.

A Travel Plan Management and Audit Fee for the following use classes in the sum of are required;

C1 - £3,832

B2 - £5,474

B8 - £5,474

An individual audit fee is required for each Travel Plan and each individual parcel's Travel Plan will require additional fees/auditing.

The fees are to be secured through a S106 agreement payable on commencement of the development.

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.

The Travel Plan Management and Audit Fee have been calculated on the basis of the Council officer time required, together with the provision and maintenance of supporting systems, to:

1. Set up and update the database to ensure monitoring takes place at appropriate times.
2. Attend the development Travel Plan Steering Group meetings to monitor progress and to support the delivery and success of the Travel Plan.
3. Provide training to developer Travel Plan Co-ordinators.
4. Audit and review biennial monitoring over the 5-year period of the Travel Plan.
5. Review Travel Plan progress in light of monitoring results.
6. Discuss the results and future measures with the site Travel Plan Co-ordinator.

This fee does not cover the surveys, data inputting or analysis, which are the responsibility of the developer and their Travel Plan Co-ordinator. All monitoring reports and survey output data must be submitted to BCC.

Proposed Hotel Use

Vehicular Parking

The applicant has outlined the change in number of disabled parking spaces to ten in line with TDM's initial comment and minimum policy requirements. In addition, two rapid chargers will be provided on site to enable EV charging.

Cycle Parking

14 cycle parking spaces are to be provided in the form of sheltered Sheffield Stands. These are located to the west of the site. No concerns are raised regarding the design and quantum of the cycle parking given these meets minimum policy requirements.

Servicing

Servicing will be undertaken during the daytime. Deliveries between hotel sites are coordinated to reduce vehicle movements on the highway network. The operators have advised that deliveries are undertaken by articulated HGVs and 12m rigid vehicles. The site access junction and internal layout have been tested using swept path analysis and demonstrate the ability of a servicing vehicle to emerge onto the highway in forward gear, as detailed within plan 2019/5178/001, 2019/5178/002 and plan 2019/5178/003.

Waste will be collected privately, and no concerns are raised given waste will not be stored on the highway.

Mitigation

To conclude the following mitigation measures are to be provided by the applicant in order to adequately mitigate their developments impact upon the highway network

- £150k 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.
- The design and construction through s278 highway works of a segregated cycle route along Avonmouth Way from Crowley Way to Kings Weston Lane as shown within plan 'Route 2- Avonmouth Way and Third Way'.
- 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 as shown within '11256-ES-DR-BCC01-04 'BCC Route 1 Kings Weston Lane 4 of 4'.
- Installation of Kings Weston Lane/ Avonmouth Way bus gate through s278 highway works as shown within plan 03446-SK-032-P0.
- 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 as shown within plan 03446-SK-031-P0.
- • 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 as defined in Jacobs technical memorandum dated 21st April 2021.
- • 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, as detailed in Jacobs technical memorandum dated 21st April 2021.
- • Works to A4 Crowley Way to comprise change in lane markings on eastbound approach to St Brendan's roundabout as detailed in PJA drawing number 03446-SK-40-P0, titled 'St Brendons Roundabout Proposed revision to Crowley Way lane destination markings'.

Recommendation

TDM recommend approval of the application subject to the following s106 contributions and the following conditions:

S106 Contributions

- £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.

Conditions

B1B Highway works – General Arrangement Plan

NB: Add relevant advices I024A, I025A, I053, I055

No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority.

- Implementation of two-way segregated cycle route along Avonmouth Way from the St Brendan's Roundabout to Kings Weston Lane in line with drawing plan 'Route 2- Avonmouth Way and Third Way'
- Implementation of signalised camera-controlled bus gate at the Avonmouth Way/ Kings Weston Lane in line with plan 03446-SK-032-P0.
- Creation of pedestrian island at the Kings Weston Lane/ Merebank Road junction in line with plan 03446-SK-031-P0.
- Creation of junction access points onto Kings Weston Lane
- Creation of junction access point onto Avonmouth Way
- Resurfacing of footway along Avonmouth Way
- Upgrade to street lighting along Avonmouth Way
- Introduction of lighting along the Kings Weston Lane cycle link
- Introduction of lighting along the existing Cycle link from Access 18 onto Avonmouth Way

Where applicable indicating proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

B2A Highway to be adopted

NB: Add relevant advices I027A, I055

No development shall take place until plans to a scale of 1:200 showing the following information has been submitted to and approved in writing by the Local Planning Authority.

- Long sections
- General arrangement showing the missing Kings Weston Lane link between Boundary Road and the main entrance to Access 18 as shown within plan '11256-ES-DR-BCC01-04 'BCC Route 1 Kings Weston Lane 4 of 4'.
- General arrangement showing land to be adopted as highway at all access points into the development
- Threshold levels to buildings
- Drainage
- Structures
- Swept path for two directional movement of a 11.4m long refuse vehicle passing a 4.98m long large saloon car

Prior to occupation detailed technical plans to a scale of 1:200 setting out how the internal access road(s) will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.

These works shall then be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.

B36A Structure Adjacent To/Within 6m of the Highway

NB: Add relevant advice I059

No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.

Phasing and Completion Plan

No development shall take place until a phasing and completion plan has been submitted to and approved in writing by the Local Planning Authority. The phasing and completion plan shall set out the development phases and completion sequence of the development will be completed.

The development shall then be carried out in accordance with the approved phasing and completion plan.

Reason: To ensure the safe management of the highway network during phasing and completion.

B38 Construction Management Plan – Major Developments

No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority in consultation with Highways England. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site:
 - o Deliveries, waste, cranes, equipment, plant, works, visitors;
 - o Size of construction vehicles;
 - o The use of a consolidation operation or scheme for the delivery of materials and goods;
 - o Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - o Programming;
 - o Waste management;
 - o Construction methodology;
 - o Shared deliveries;
 - o Car sharing;
 - o Travel planning;
 - o Local workforce;
 - o Parking facilities for staff and visitors;
 - o On-site facilities;
 - o A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and

neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development

B39 Highway Condition Survey

NB: Add relevant advice I052

No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- A plan to a scale of 1:1000 showing the location of all defects identified;
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey.

No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.

Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.

B43 Temporary Access to the Site

No development shall take place until a plan that shows any temporary access from the adopted highway and the routes construction traffic will use has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of highway safety.

EV Charging

“No building or use hereby permitted shall be commenced until details of Electrical Vehicle Charging infrastructure, management plan and phasing for implementation has been submitted to and approved in writing by the Local Planning Authority.

This shall include details of the following:

- Final Layout
- Number and location of EV parking spaces
- Number and location of EV charging points
- Type of EV charging points (fast, rapid)
- Indicative locations for feeder pillars and protective infrastructure
- Evidence of power supply from WPD (to ensure substation capacity is adequate)
- Indicative location of substation (where required)
- Indicative cable routing
- Management plan outlining proposed management of spaces, charging network and infrastructure
- Electrical Layout and Schematic Design

- Feeder Pillar Design/Electrical Layout/Schematic Layout Designs]

The Electric Vehicle Charging Points and management strategy as approved shall be implemented prior to occupation / as per the agreed phasing plan and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change

Further details of internal bus stops

Detailed drawings at the scale of 1:200 of the following shall be submitted to and be approved in writing by the Local Planning Authority before the relevant part of work is begun. The detail thereby approved shall be carried out in accordance with that approval.

- a) Four 8-bay reverse cantilever bus stop shelters with real time information and 20-metre raised kerbs.

Reason: To ensure there are adequate public transport facilities

C7A Completion of Vehicular Access – Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway.

Reason: To ensure that the vehicular access point is safe and includes adequate drainage.

C8 Completion of Pedestrians/Cyclists Access – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the means of access for pedestrians and/or cyclists have been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

C12A Completion and Maintenance of Car/Vehicle Parking – Shown on approved plans

No building or use hereby permitted shall be occupied or use commenced until the car/vehicle parking area (and turning space) shown on the approved plans has been completed and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.

Reason: To ensure that there are adequate parking facilities to serve the development constructed to an acceptable standard.

C13 Completion and Maintenance of Cycle Provision – Shown on approved plans

No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the parking of cycles only.

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

C14A Travel Plan – Not submitted

NB: Add relevant advice I060

No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

D19 Restriction of Parking Level on site

Parking within the development site is to be restricted to the areas allocated on the approved plans and shall not encroach onto areas allocated on the plans for other uses.

Reason: To control the level of parking on the site and to safeguard the uses of other areas.

D34A Travel Plan – Submitted

Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Hotel Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority.

The approved Travel Plan shall then be implemented, monitored and reviewed in accordance with the agreed Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.

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

Works on Highways England Network

The combined scheme of improvement works at St Brendan's Roundabout, St Andrew's Roundabout and the A4 Crowley Way as detailed below being implemented in full and open to traffic, and the combined improvement scheme shall be implemented in full and open to traffic no later than the end of 2024.

The combined scheme of improvement works shall comprise of the following:

- 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 as defined in Jacobs technical memorandum dated 21st April 2021.

- 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, as detailed in Jacobs technical memorandum dated 21st April 2021.
- Works to A4 Crowley Way to comprise change in lane markings on eastbound approach to St Brendan's roundabout as detailed in PJA drawing number 03446-SK-40-PO, titled 'St Brendons Roundabout Proposed revision to Crowley Way lane destination markings'.

Reason: To manage and mitigate operational traffic impacts in the interest of the safe and efficient operation of the Strategic Road Network and BCC's Highway Network.

Operational Management Strategy

No part of the development hereby approved shall be brought into use until an Operational Management Strategy (OMS) has been submitted to and approved by the Local Planning Authority in consultation with Highways England. The strategy will set out the management measures and monitoring mechanisms necessary to monitor any unauthorised use of the development spine road for through-traffic.

Reason: To manage and mitigate operational traffic impacts in the interest of the safe and efficient operation of the Strategic Road Network and BCC's highway network.

Limitations of Uses

Use of the development hereby approved shall be limited 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 as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended).

Reason: To manage operational traffic impacts in the interest of the safe and efficient operation of the Strategic Road Network.

Access to internal bus stops

Access to the four bus stops to be situated within the site for the purpose of maintenance and timetable changes by BCC, WECA or any appointed contractors shall be granted by the landowner in perpetuity.

Reason: To ensure maintenance of the bus stops and accurate timetable information.

Advices

I024A Works on the Public Highway

The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the Council, which would specify the works and the terms and conditions under which they are to be carried out. Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the Council's costs in undertaking the

following actions:

- I. Drafting the Agreement
- II. A Monitoring Fee equivalent to 15% of the planning application fee
- III. Approving the highway details
- IV. Inspecting the highway works

NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved

I026A Traffic Regulation Order (TRO)

You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections.

You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.

Bristol City Council

Development Management

Page 41 of 47 Last updated: 4 June 2019

We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team at transportdm@bristol.gov.uk

N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.

I027A Highway to be Adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's Engineering Standard Details and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Transport Development Management Team at

DMengineering@bristol.gov.uk You will be required to pay fees to cover the Council's cost's in undertaking the following actions:

- I. Drafting the Agreement
- II. Set up costs
- III. Approving the highway details
- IV. Inspecting the highway works

To discuss the requirement for sewers contact the Highway Authority's Flood Risk Management Team at flood.data@bristol.gov.uk You should enter into discussions with statutory undertakers as soon as possible to co-ordinate the laying of services under any new highways to be adopted

by the Highway Authority.

N.B. The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured

I028A Public Right of Way

The property boundary of the development hereby approved abuts a Public Right of Way PROW (No.) (SPECIFY). You are advised that before undertaking any work you must contact the Highway Authority's Public Rights Of Way Team at rightsofway@bristol.gov.uk Whilst it may be unlikely that the Public Right Of Way will be affected by the proposed development (PROW) (No.) (SPECIFY):

- Should remain open, unobstructed and safe for public use at all times;
- No materials are to be stored or spilled on the surface of the PROW;
- There must be no encroachment onto the width of the PROW;
- No vehicles are to use the PROW without lawful authority of the landowner(s), unless a private right of way is shown on property deeds. It is the applicant's responsibility to ensure that the appropriate private right exists or has been acquired from the landowner.
- Any scaffolding and/or skips placed over or adjacent to the PROW must not obstruct public access or inconvenience the public in their use of the way and must be properly licensed.

Licences are available at www.bristol.gov.uk/highwaylicences

- Any interference of the PROW either whilst demolition/construction is in progress or on completion, may well constitute a criminal offence.

If construction works are likely to temporarily affect the right of way, a Temporary Traffic Regulation Order (TTRO) may be required to close or divert the PROW for the duration of the works on the grounds of safety of the public. To discuss and/or apply for a TTRO contact the Highway Authority's Network Management Team at traffic@bristol.gov.uk

N.B. Any damage caused to the surface of the PROW during development works must be made good to the satisfaction of the Local Highway Authority.

I043A Impact on the highway network during construction

The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

I052 Highway Condition Survey

The development hereby approved includes the carrying out of a Highway Condition Survey. To agree the extent of the area to be surveyed contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk

I053 Excavation Works on the Adopted Highway

The development hereby approved includes the carrying out of excavation works on the adopted highway. You are advised that before undertaking any work on the adopted highway you will require a Section 171 (Excavation) Licence from the Highway Authority which is available at

www.bristol.gov.uk/highwaylicences

I054 Private Road

You are advised that as a result of the proposed layout and construction of the internal access road, the internal access road will not be accepted for adoption by the Highway Authority under Section 38 of the Highways Act 1980.

The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980, unless and until you agree to exempt the access road.

The exemption from adoption will be held as a Land Charge against all properties within the application boundary. Contact the Highway Authorities Transport Development Management Team at **DMengineering@bristol.gov.uk**

I055 Street Name and Numbering

You are advised that to ensure that all new properties and streets are registered with the Bristol City Council Development Management Page 46 of 47 Last updated: 4 June 2019

emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases, details of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets must be submitted to the Highway Authority.

Any new street(s) and property naming/numbering must be agreed in accordance with the Councils Street Naming and Property Numbering Policy and all address allocations can only be issued under the Town Improvement Clauses Act 1847 (Section 64 & 65) and the Public Health Act 1925 (Section 17, 18 & 19). Please see **www.bristol.gov.uk/registeraddress**

I057 Stopping or Diverting a Public Right Of Way

You are advised that to facilitate the development an order must be obtained to stop up or divert the Public Right of Way, as shown on the definitive map and statement, under Section 257 of the Town and Country Planning Act 1990. To discuss and/or apply for an order contact the Local Planning Authority at **development.management@bristol.gov.uk**

I059 Structure Adjacent To/Within 6m of the Highway

The development hereby approved includes the construction of structures adjacent to or within six metres of the adopted highway. You are advised that before undertaking any work on the adopted highway you must prepare and submit an AiP Structural Report.

You will be required to pay technical approval fees (as determined by the proposed category of structure to be assessed) before the report will be considered and approved. Contact the Highway Authority's Bridges and Highway Structures Team at **bridges.highways@bristol.gov.uk**

I060 Travel Plan Statement / Travel Plan – Not Submitted

You are advised that a Travel Plan Statement / Travel Plan is required to be prepared and submitted using the Travel Plan Guide for New Developments and the associated templates at **www.travelplans.gov.uk/travelplans**

I061 Freight Consolidation

You are advised that to reduce the impact of delivery vehicles servicing the development a freight consolidation scheme can be utilised. Further details about freight consolidation are available at **www.travelwest.info/freight**