

WARD: Avonmouth & Lawrence Weston

SITE ADDRESS: Footway Bridge Over Kings Weston Road Bristol

APPLICATION NO: 22/02249/FB & 22/01149/LA Full Planning (Regulation 3)

DETERMINATION DEADLINE: 30 June 2022

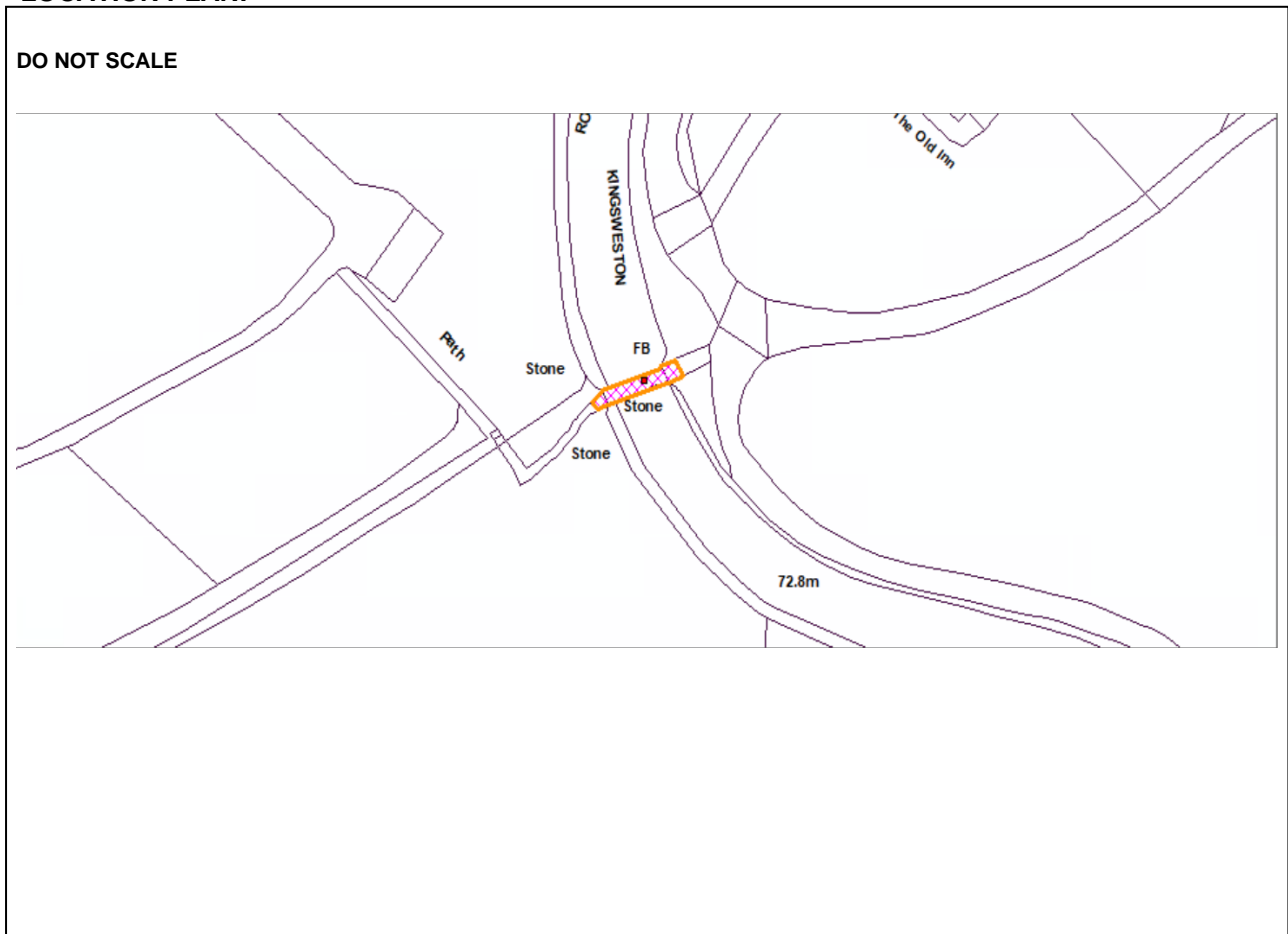
Removal and reinstatement of Kingsweston Road Footbridge.

RECOMMENDATION: Grant subject to Condition(s)

APPLICANT: Bristol City Council
100 Temple Street
Redcliffe
BS1 6AG
Bristol
BS1 6AG

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

LOCATION PLAN:



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BACKGROUND

These applications are brought to Committee on account of the significance to the entire city.

The purpose of these applications is to secure the repair and reinstatement of the iron Kings Weston footbridge at, and reduce the risk of vehicle traffic damage to the listed structure in the future.

The footbridge was struck by an HGV in 2015, resulting in a section of the bottom rib on the north-east side being damaged. The bridge was closed to the public and a scaffold was erected to support the bridge.

In 2017, BCC commissioned CH2M to conduct a Principal Inspection Report and identify a solution to prevent future structure strikes. In April 2018, the bridge was again struck by an HGV, destroying both spandrels on the western side of the bridge and detaching the south-eastern spandrel from the abutment.

Funding

It is noted that £1 million was allocated at the Budget meeting in March 2022.

SITE DESCRIPTION

The application site comprises the Kings Weston footbridge which is a Grade II listed structure from circa 1820.

The bridge spans over Kings Weston Road (B4057), northwest of Bristol and south east of Avonmouth. It is an 8.0m long cast iron arch bridge and is intended for pedestrian use providing a footpath link between the heritage estates of Kings Weston and Blaise.

The application site is located within the Grade II registered park of Kings Weston House, and the Kingsweston and Trym Valley Conservation Area. It forms part of the designated Public Right of Way between Shirehampton Road car park and the boundary of the Blaise Castle Estate.

The footpath on the eastern side of the bridge follows a stone track past the listed Inn Cottages before climbing to the summit of Kingsweston Hill. A tarmac path from the bridge follows the road south-east, descending to an informal, dropped kerb road crossing point on Kings Weston Road. On the western side of the bridge an unmade footpath follows the grade II listed terrace wall heading 460m west through rough meadow grassland towards Shirehampton Road carpark.

APPLICATION DETAILS

These applications for full planning permission and listed building consent have been submitted by Bristol City Council.

Application 22/02249/F – Full planning for removal and reinstatement of Kingsweston Road Footbridge.

Application 22/01149/LA – Listed Building Consent for works include the removal and reinstatement of Kingsweston Footbridge.

The proposal is to dismantle the damaged bridge in accordance with a provisional submitted method site that has been submitted in support of the application.

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Repair of the Bridge

The repair of the bridge will be undertaken off-site.

The repairs will require recasting of three of the four main structural elements, the cast iron quadrants, prior to reassembly and reinstatement.

Reinstatement of the Bridge and addition of steps

The bridge will be reinstalled 1.074m higher than its current level. The required safe headroom for an existing structure, adjusted for the curve of the carriageway and the deflection on the bridge, is 5.49m. Currently, the bridge has a headroom of 4.416m. Accordingly by raising the bridge by 1.074m it will be brought up to the required standard.

New concealed foundations will be installed which will be dressed in coursed rubble stonework to match adjacent road cutting walls.

Steps would be added, 12 on the west side and 9 on the east side. Anti slip resin step treads would be added to the front of each step.

No alterations would be made to the highway itself and the bridge would be reinstated as a footpath.

The width of the bridge will not be altered. It will remain a footbridge. It is not wide enough to comfortably accommodate both pedestrians and cyclists.

RELEVANT PLANNING APPLICATIONS

18/00507/CPLB - Application for a Lawful Development Certificate for proposed works to a Listed Building - Investigation assessment and detailed inspection to help assess design/feasibility of future remedial works following damage to the bridge. Certificate issued on 22nd February 2018.

19/01368/LA - Proposed removal and reinstatement of Kingsweston Footbridge, (replaced with increased headroom). Submitted by Bristol City Council. Withdrawn on the 8th October 2021.

Two applications for the bridge are pending consideration:

21/02294/LA and 21/02295/F – Footway Bridge Over Kings Weston Road

In April 2021, Iron Bridge Alliance submitted applications for full planning permission and listed building consent for the removal, restoration, and replacement of Grade II Listed iron bridge and the erection of protective height restrictors. These applications are pending. They cannot be supported on account of an objection from Transport Development Management objection to various alterations to the highway associated with the proposal.

In the event that these applications are approved, Iron Bridge Alliance would be requested to withdraw these two applications.

RESPONSE TO PUBLICITY AND CONSULTATION

Site and Press Notices were posted, and 97 neighbouring properties were consulted.

As a result, 49 comments were received in support of the application:

- Proposal will improve highway safety for pedestrians – particularly for people walking with

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children to school.

- The work should be carried out without delay.
- Sick of seeing "our beautiful bridge" covered in scaffolding.

Four neutral comments were received with the following questions:

- Support, but has consideration been given to CCTV?
- Question whether ramps could be included?
- Support but note that it would be impossible on the proposed design for someone to wheel their bicycle across the bridge. I propose that at the edge of the steps a bicycle ramp rail is added.
- Consideration needs to be given to the locations of the height warning signage. Kingsweston lane has HGV's and double decker PSV's travelling up the hill towards the bridge on a frequent basis, despite the weight restrictions.

One objection has received:

HGV vehicles would be encouraged to continue using the very small road leading under the bridge if bridge is raised. This makes it very dangerous for other road users especially cyclists.

Alternative solutions are available, without having to raise the bridge, raising the bridge will incur excessive additional costs with Bristol City council can ill afford.

COUNCILLOR JOHN GEATER

"I am in full support of this application to reinstate the bridge"

COUNCILLOR JAMES SCOTT

"I fully support the proposal to restore the Iron Bridge. The local community have been campaigning for years to get it re-instated and the work should therefore progress without further delay. So many walkers and school children will benefit from having it open again as it will offer save passage for those wishing to cross this very busy road. I would also like to see HGVs to somehow be discouraged from driving anywhere near the bridge as we can't allow it to be damaged again."

HISTORIC ENGLAND

Historic England comment as follows:

"These proposals are to dismantle the bridge, restore the component parts, and re-erect it at a higher level to allow passage beneath by high-sided vehicles. Steps would be required either side of the bridge span. Historic England generally only comments on proposals affecting grade II listed assets where substantial demolition is proposed. Our involvement here is triggered by the need to dismantle the listed structure prior to restoration and re-erection.

We commented on similar proposals to these in 2019 (your reference 19/01368/LA). At that time, we expressed concern that there was no evidence of funding in place for the restoration of the bridge, and that if it were dismantled there was a danger it may never be reinstated. We also suggested that alternative approaches to preventing vehicle strikes (such as height restrictors set over the carriageway ahead of the bridge) might be a cheaper, and less harmful, alternative.

Subsequent to this, a local amenity society submitted a listed building consent application (your reference 21/02294/LA) for the construction of height restrictors as suggested above. However as set out in the documentation supporting this application, Bristol City Council do not consider these to be a viable solution and suggest that they would harm visual amenity. In our view, ruling out height

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restrictors is regrettable; this would remove the need for the bridge to be raised, negating the need to introduce steps and thus allowing the bridge to remain more accessible. It would also, probably, be cheaper.

Unlike the 2019 application, it is no longer proposed to construct ramps to allow access to the bridge at its new, raised, level. The information supporting the application demonstrates that ramps would require a large amount of land-take either side of the bridge, which would likely cause harm to the registered park and garden. Instead, it is proposed to add two short flights of stairs either side of the bridge. Step-free access would be via the existing road crossing to the east.

Your authority has a clear preference for the submitted solution of raising the bridge. This solution will cause a degree of harm to the bridge, the registered park, and the viewing terrace. Rather than reading as a level continuation of the viewing terrace as at present, the raised level of the bridge will disrupt the visual connection between the two parts of the registered landscape, either side of Kingsweston Lane.

While Historic England would prefer the bridge to remain at its current level and height restrictors be erected either side, we concede that height restrictors would likely have a harmful effect on visual amenity. Both our preferred solution of height restrictors and Bristol city Council's preferred solution of raising the bridge would have harmful impacts, in different ways.

We understand that funding is now in place for the proposed restoration and reinstatement of the bridge, although evidence of this is not supplied in the documentation accompanying these applications. If your authority is convinced that the raising of the bridge is the optimum solution for its conservation, we think that evidence is needed to provide a guarantee of its reinstatement.

Historic England have seen other examples of structures being 'temporarily' dismantled for repair, only for their reinstatement to be abandoned for financial or operational reasons. This scenario should obviously be avoided here. In order to guarantee the re-erection of the structure, we suggest you either require the applicant to enter into a Section 106 agreement to secure its re-erection, or impose planning conditions worded along the lines of the following suggestions:

1. Notwithstanding the information shown in the accompanying documentation, the bridge will not be removed from site until funds are in place for its repair and re-erection. Evidence of funding will be given in writing to the local planning authority and Historic England.
2. The development to which this consent relates shall be completed no later than three years beginning with the date on which this consent is granted."

Recommendation: Your authority should take these representations into account and seek amendments, safeguards or further information as set out in our advice. If there are any material changes to the proposals, or you would like further advice, please contact us.

CONSERVATION ADVISORY PANEL (CAP)

The Panel welcomes the proposals which are an acceptable compromise between retaining the bridge and risking damage from lorries.

HISTORIC BUILDING AND PLACES

Comment that:

"It is essential that details of the dismantling and safe storage of the bridge are secured by condition as part of any consent. It should include regular storage, condition and progress reports and establish

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a firm time frame for reinstatement of the bridge.”

THE SHIREHAMPTON PLANNING GROUP (SPG)

SPG comment as follows:

“Whilst the majority of our group support this application, the following areas of concern were raised:

- "My personal view is that the solution to the bridge problem is not the bridge itself but what happens underneath. There should be a single traffic lane, governed by traffic lights and alternating from one direction to the other. This would steer traffic into the middle of the road where it is less likely to go too fast and lean over to damage the bridge supports. A traffic height and a speed restriction would also make such a collision with the supports impossible"

- "One of the main factors of the Campaigners has been the safety of those who have to cross it to get across that busy junction. Viewed in this light to raise it is not acceptable with steps. As it is in the current plans the steps are not accessible to those that are Disabled, in a wheelchair or pushing a pram or child's pushchair? Therefore despite the Bridge being taken down, repaired & reinstated with steps it still won't be Usable and Vulnerable people will still have to cross at their own risk (also taking into account the land at one side is not user friendly to elderly or those with Disabilities anyway!)"

- "For starters this not a planning application for works surrounding the Iron bridge, but only a Listed Application to do work on the bridge. Also, HGV traffic will be encouraged on the very small roads in the area, if the bridge is raised. This is not desirable for residents living in the area, other road users, especially cyclists . Very dangerous with HGVs on this little road and blind corners. Other options are available that do not require such extensive works and raising the bridge. HGVs would be discouraged from the area, with adequate and comprehensive warning."

- "The heritage statement mentions under (The Proposal" - /page 6), "... New high-quality handrail railings will be mounted at each side for safety. These will be painted a dark grey colour to appear distinct and secondary to the green coloured iron bridge as the principal historic asset.". I do not view grey as an appropriate colour. Are the applicants trying the handrails distinct for a sensible reason? I feel a matching green (if maintained) would be far better. When leaves have fallen after autumn, grey would not be as distinct. A maintained green would and blend into the surrounding environment (grassland) throughout the year, naturally".

- "Real need for a safe pedestrian road crossing at this busy junction"

INTERNAL CONSULTATIONS

BCC CONSERVATION OFFICER

Support the comments from Historic England (set out above).

EQUALITIES ASSESSMENT

The public sector equalities duty is a material planning consideration as the duty is engaged through the public body decision making process.

S149 of the Equalities Act 2010 provides that a public authority must in the exercise of its functions have due regard to:-

- (a) eliminate discrimination, harassment, victimisation and any other conduct prohibited under the Act

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- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- (c) foster good relationships between persons who share a relevant characteristic and those who do not share it.

During the determination of this application due regard has been given to the impact of the scheme upon people who share the protected characteristics of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. We have had due regard to the Public Sector Equality Duty contained in the Equality Act 2010 when making the assessment set out in this report.

Accessibility for All

Historic England's Document – "Easy Access to Historic Buildings" (June 2015) states:

"The need to conserve the special characteristics of historic buildings is recognised in Approved Document M. The guidance states that the aim should be to improve accessibility where practically possible, provided that the work does not prejudice the character of the building to increase the risk of long-term deterioration to the building fabric or fittings. Consultation with conservation and access officers is recommended, as well as taking into account the views of Historic England and local access groups in order to make the building as accessible as possible." (p.10)

RELEVANT POLICIES

National Planning Policy Framework – July 2021

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) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

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

ARE THE REPAIRS ACCEPTABLE IN HERITAGE TERMS?

In determining this application, there is a requirement set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 at Section 66(1) for the local authority to "have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest which it possesses". Section 72 of the Act refers to the need for the Local Planning Authority to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area in the exercise of their duties.

When considering the current proposals, in line with Paragraph 195 of the NPPF (2021), the significance of the asset's setting requires consideration. Paragraph 195 states:

"Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal."

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Paragraph 199 states that in considering the impact of proposed development on significance great weight should be given to the asset's conservation and that the more important the asset the greater the weight should be.

Paragraph 200 states:

“Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

(a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

(b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.”

Therefore clear and convincing justification is needed if there is loss of or harm to the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting).

Development Management Policies DM26 and DM31 are designed to parallel and complement those of the NPPF. These policies are the implementation of Bristol Development Framework Core Strategy BCS22. This requires development proposals to: “safeguard or enhance heritage assets and the character and setting of areas of acknowledged importance including:

- Scheduled ancient monuments;
- Historic buildings both nationally and locally listed;
- Historic parks and gardens both nationally and locally listed;
- Conservation areas;
- Archaeological remains Three of these classifications relate to the assets in this document, with the potential for archaeological remains to be affected depending on the chosen course of action.

Development Management policy DM26 requires all new development to contribute positively to an areas character and identity, creating or reinforcing local distinctiveness.

This general design policy is specifically relevant in the current application where proposals might impact upon the special character of the Conservation Area. This is further elaborated upon in the 2014 Conservation Management Plan for the Kingsweston Estate.

Policy DM26 states “Development will not be permitted where it would be harmful to local character and distinctiveness” Heritage Assets have specific protection in Policy DM31, the introduction of which explains:

“Heritage assets, which can range from whole landscapes to individual items of street furniture, are a finite non-renewable resource that can often be irreparably damaged by insensitive development.

Great weight is given to the conservation of designated heritage assets.”

With specific reference for the Kings Weston assets the following policies apply:

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- Listed Buildings: Alterations, extensions or changes of use to listed buildings, or development in their vicinity, will be expected to have no adverse impact on those elements which contribute to their special architectural or historic interest, including their settings.
- Conservation Areas: Development within or which would affect the setting of a conservation area will be expected to preserve or, where appropriate, enhance those elements which contribute to their special character or appearance.
- Registered Historic Parks and Gardens:

Development will be expected to have no adverse impact on the design, character, appearance or settings of registered historic parks and gardens and to safeguard those features which form an integral part of their character and appearance.

It is important to note in the above that proposals are expected to have no adverse impact on a Registered Historic Landscape such as that at Kings Weston

The Heritage Assets

The following Heritage Assets have been identified:

- a. The Iron Bridge (Grade II Listed)
- b. Kings Weston Inn (Grade II Listed)
- c. The Echo, (Grade I Listed)
- d. Georgian Viewing Terrace (Grade II Listed)
- e. Park Lodge (Grade II Listed)

The whole area is covered by the Kingsweston and Trym Valley Conservation Area.

Is there harm posed by the development? (NPPF para 200):

The NPPF requires the Local Authority to place “great weight” in conservation of the historic environment, defining the historic environment as an irreplaceable resource. This additional weighting in comparison to other planning considerations means it is of fundamental importance in determining development proposals that would affect it.

In assessing the degree of harm, the Local Planning Authority agree with the assessment of harm produced by the Applicants in support of their application. This heritage impact assessment demonstrates that this proposal will cause significant harm to the assets and in the case of the bridge itself potentially substantial harm.

The application proposal will cause less than significant harm to the other heritage assets identified. Historic England comment that there will be a:

“... degree of harm to the bridge, the registered park, and the viewing terrace. Rather than reading as a level continuation of the viewing terrace as at present, the raised level of the bridge will disrupt the visual connection between the two parts of the registered landscape, either side of Kingsweston Lane.”

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It is noted by Historic England that any solution to bring this footbridge back into use would cause significant harm.

Has clear and convincing justification been given for the harm? (NPPF para 200) and what are the purported public benefits? (NPPF para 202)

Clear and convincing justification has been provided for the harm, consistent with the requirements of NPPF paragraph 200.

Consistent with the requirements of NPPF Paragraph 195, it has been assessed that the substantial harm to the bridge can be justified to achieve substantial public benefits of bringing the bridge back into use. This outweighs the harm caused by raising the height of the bridge.

There is a need to put preventative measures in place to prevent a future collision causing damage to the bridge in the future. There is therefore considered to be sufficient justification to raise the height of the footbridge. The public benefits of doing this are assessed to outweigh the harm that would be caused, particularly during repair and replacement.

Your Officers are satisfied that the removal and repair is necessary to conserve the footbridge and that the reinstatement would balance the conservation of the footbridge and the continued safe use of the highway.

ARE THE ALTERATIONS ACCEPTABLE IN TRANSPORT TERMS?

Transport Officers have considered the impact of the proposed repairs to a highway structure crossing the highway. The structure is under the ownership of Bristol City Council's Highway Authority (Highway Structures). It forms part of a Public Right of Way (PROW) ref BCC/70/10.

It is noted that the footbridge has been hit several times by high sided vehicles and is considered unsafe structurally.

The Highway Authority welcome the applications, as this would again provide for a pedestrian route, and a segregated crossing facility away from vehicular traffic.

The impact of this is that steps will be required on each side to access the bridge. This will mean that the bridge will be inaccessible to those with limited mobility such as users of wheelchairs, mobility scooters, pushchairs or bicycles. It is regrettable that access will be reduced. However, access to the bridge on the approaches is currently limited for those with mobility impairments, as the ground is steep, uneven and there is an existing step.

An uncontrolled alternative crossing point in Kings Weston Road exists, which was installed as an alternative to the bridge when it closed originally. There have been no recorded injury collisions directly related to this crossing, and is considered a reasonable safe alternative by the Highway Authority's Road Safety and Local Engineering Team.

It is considered that the applicants have shown that all reasonable endeavours have been made to consider an accessible route, as the alternatives are prohibitive. A reasonable alternative route is available for users with mobility impairments.

The steps are to be constructed so as to allow for access with reduced mobility, with appropriate width and provision of handrails.

The PROW is designated as a footpath, so only has rights for pedestrians, so there is no obligation to provide for cycles. Access for cyclists over and above the PROW is for the landowner to

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decide. The bridge is not a suitable width to allow for shared use walking and cycling. Access on the approaches is outside of the scope of the application.

In view of the above, it is considered that the inclusion of steps would not be unacceptable in this instance, and the application is acceptable.

In respect of conditions, there is no requirement to add a condition for details on the highway structure, as the Council is obliged to undertake its own quality assurance in these regards. Because of the probably need for road closures, it will be necessary to consider the impact on the highway network prior to any works taking place so further details of this will be required.

It is therefore recommended that conditions requiring a construction management plan is added.

IMPACT ON NEARBY TREES

Policy DM17 states that all new development should integrate important existing trees. Development which would result in the loss of Ancient Woodland, Aged trees or Veteran trees will not be permitted. Where tree loss or damage is essential to allow for appropriate development, replacement trees of an appropriate species should be provided, in accordance with the tree compensation standard.

In support of their application, the Applicants have submitted an Arboricultural Impact Assessment and Tree Protection Plan.

This details that two individual trees will need to be removed in order to construct the proposed development, this includes one C-grade tree and one tree in very poor condition (category U trees). A group of four self-sown sycamore trees is also recommended in order to prevent long-term damage to adjacent infrastructure as they grow.

Consistent with the requirements of Policy DM17, a sum of £2,295.63 will need to be paid for new tree planting in the local area. As this application has been submitted by Bristol City Council, it is not possible for this sum to be secured by a Legal Agreement. It is therefore recommended that conditions be added to both secure a Memorandum of Understanding for the sum quoted and details of all tree protection measures.

CONCLUSION

These applications are both supported. They will facilitate the vital repair of an important listed structure and will bring a public right of way back into use.

APPLICATION 22/02249/FB

RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

Full Planning Permission

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

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

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2. Construction Management Plan

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. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A programme for the construction work including timings for commencement and completion.
- 24 hour emergency contact number;
- Hours of operation;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);
- Routes for construction traffic;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- 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.

3. Prior to the commencement of development, a final method statement consistent with the submitted Method Statement (Rev2) shall be submitted to and approved in writing to the Local Planning Authority. The works shall thereafter strictly comply with the approved Method Statement.

Reason: In the interests of securing the completion of the restoration of the footbridge.

4. Prior to any works commencing on site, a plan for the protection of trees during construction together with Memorandum of Understanding for the replacement of trees, shall be submitted to and approved in writing by the Local Planning Authority.

The tree protection works shall be in place prior to works commencing on site.

Reason: To ensure that replacement trees are secured and to ensure that existing trees near the site are protected during construction.

Pre occupation condition(s)

5. Prior to bringing the bridge back into use, written confirmation shall be supplied to the Local Planning Authority to demonstrate that the renovation works have been completed in accordance with the approved method statement.

Reason: In order to confirm that the works to the footbridge have been completed strictly in accordance with the approved Method Statement.

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6. 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.

Arboricultural Impact Assessment and tree protection plan., received 5 May 2022
 20/005-0006 Bridge details, received 5 May 2022
 20/005-0002 Existing site layout, received 5 May 2022
 20/005-0001 Site location plan, received 5 May 2022
 20/005-0003 Proposed site layout, received 5 May 2022
 20/005-0004 Existing elevations, received 5 May 2022
 20/005-0005 Proposed elevations, received 5 May 2022
 Heritage Statement and Impact Assessment, received 5 May 2022
 673846.CT.71.01.008 P1 Bridge Removal, received 5 May 2022
 Design, Access and Heritage Statement, received 5 May 2022
 Method Statement, received 5 May 2022

Reason: For the avoidance of doubt.

Advices

1 Public Right of Way

The property boundary of the development hereby approved abuts a Public Right of Way PROW 70. 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 70).

- 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.

2 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

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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.

APPLICATION 22/01149/LA

RECOMMENDED GRANT subject to condition(s)

Time limit for commencement of development

1. Listed Building Consent or Conservation Area Consent

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

Reason: As required by Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by Section 51 of the Planning and Compulsory Act 2004.

List of approved plans

2. 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.

20/005-0001A Site location plan, received 7 March 2022
20/005-0002 T1 A Existing site plan, received 7 March 2022
20/005-0003 T1 B Proposed site plan, received 7 March 2022
20/005-0004 T1 A Existing elevations, received 7 March 2022
20/005-0005 T1 B Proposed elevations, received 7 March 2022
20/005-0006 T1 A Step & handrail details, received 7 March 2022
673846.CT.71.01.008 P1 Bridge removal, received 7 March 2022
Arboricultural impact assessment with tree protection plan, received 7 March 2022
Method statement, received 7 March 2022
Design, access & heritage statement, received 7 March 2022
Heritage statement & impact assessment, received 7 March 2022

Reason: For the avoidance of doubt.

Advices

- 1 Reference should be paid to the Conditions attached to Application 22/02249/FB.

Supporting Documents

2. Footway Bridge Over Kings Weston Road.

1. Photo of application site
2. Proposals
3. Existing and proposed plans
4. Photo of footbridge prior to closure
5. Photomontage of side view following repair and reinstatement
6. Photo of Footbridge prior to closure
7. Photomontage of raised bridge
8. Typical step detail
9. Representations

Removal and reinstatement of Kingsweston Road Footbridge

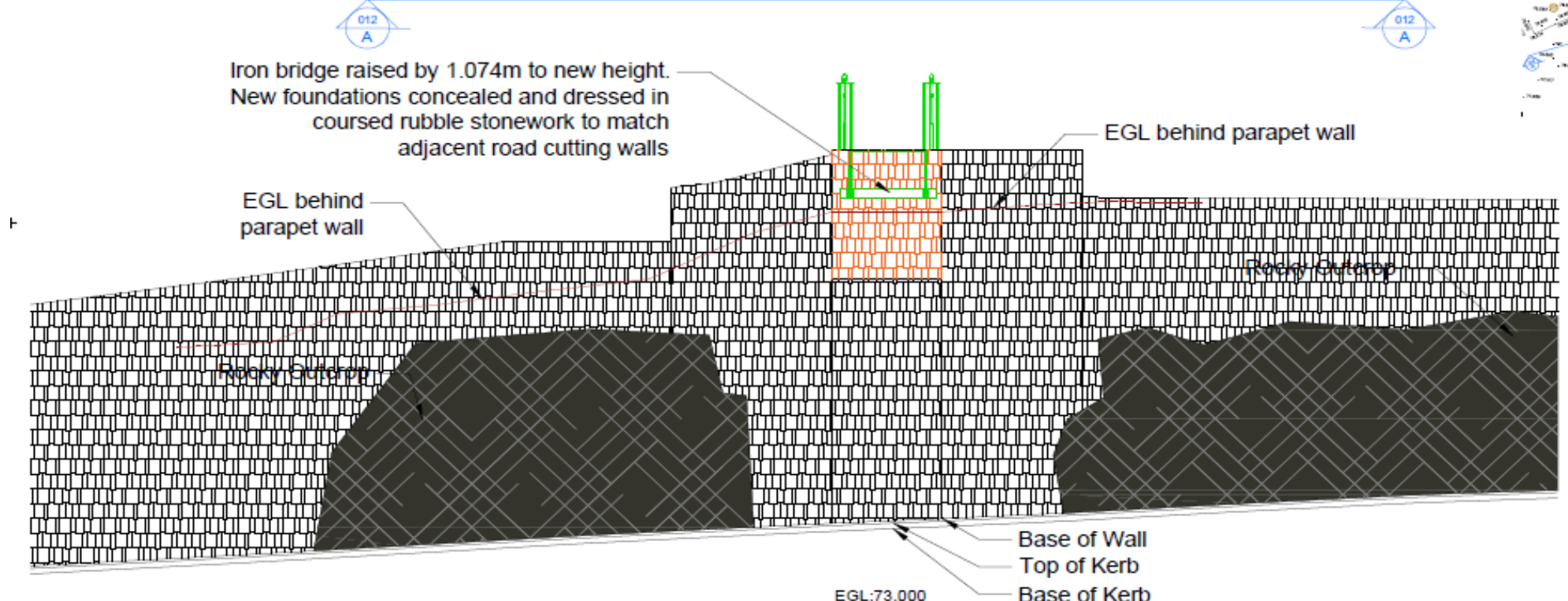
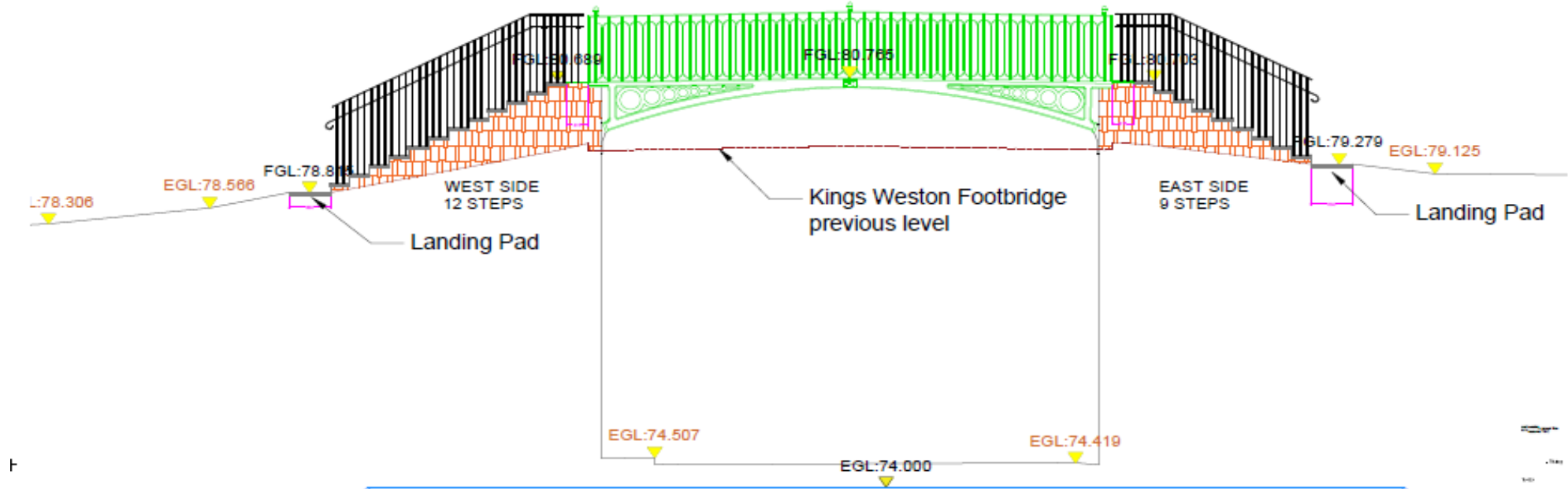
Applications 22/02249/FB & 22/01149/LA

Application Site



Proposals

- Application submitted by Bristol City Council.
- Dismantle the damaged footbridge in accordance with the provisional submitted method site. This will enable repair off-site.
- The footbridge will then be reinstalled 1.074m higher than its current level. There is a requirement for headroom for 5.49m.
- Steps would be added.



Footbridge prior to closure



Photomontage of side view following repair and reinstatement



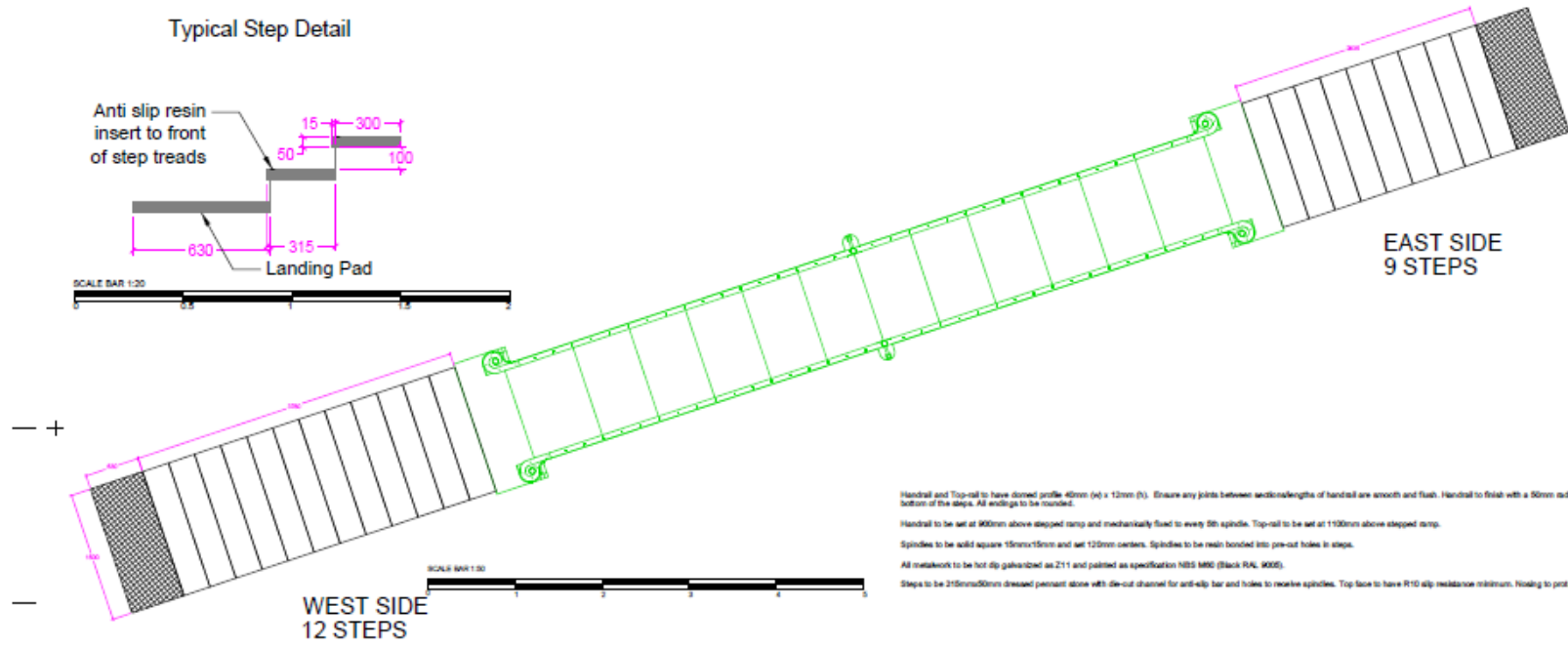
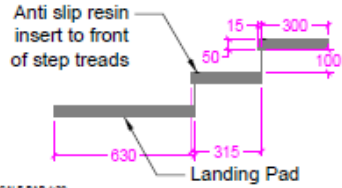
Footbridge prior to closure



Photomontage of raised bridge



Typical Step Detail



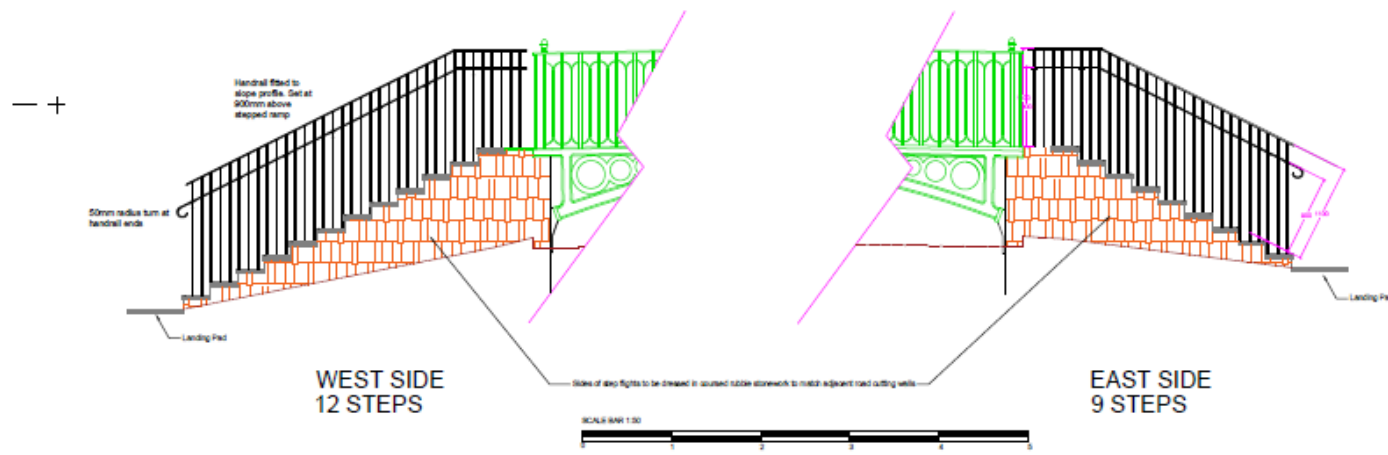
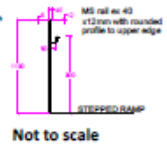
Handrail and Top-rail to have dished profile 40mm (ø) x 12mm (t). Ensure any joints between sections/lengths of handrail are smooth and flush. Handrail to finish with a 50mm radius turn at the bottom of the steps. All welds to be rounded.

Handrail to be set at 900mm above stepped ramp and mechanically fixed to every 5th spindle. Top-rail to be set at 1100mm above stepped ramp.

Spindles to be solid square 15mmx15mm and set 120mm centers. Spindles to be resin bonded into pre-cut holes in steps.

All metalwork to be hot dip galvanized as Z11 and painted as specification NBS M90 (Black RAL 9005).

Steps to be 210mmx300mm dressed pavement stone with 40x40mm channel for anti-slip bar and holes to receive spindles. Top face to have R10 slip resistance minimum. Nosing to protrude 15mm.



A	Updates after Check by RG	13.12.21
Rev	Description	Date
Client CDG		
Project Title Kings Weston Footbridge		
Drawing Title Step and Handrail Details		
Information Status Planning Application		
Project / Dwg No.	Revision	Scale
20/005-0006	T1	As Indicated@A3
Date	Drawn	Checked
30.11.21	CD	RG
City Hall College Green Bristol BS3 9FS	0117 922 3366 www.bristol.gov.uk/citydesigngroup citydesigngroup@bristol.gov.uk	



OS / Photography / ©CDG credits etc goes here



City Design Group

Representations

- 97 neighbouring properties consulted.
- 49 comments received in support – get on with it!
- 1 objection – lorries will still use the road
- Historic England – Would prefer the bridge to stay at its height but don't really raise an objection. Treating the proposal as less than substantial harm.
- The Kingsweston Action Group – Chasing some comments.
- The Shirehampton Planning Group – Generally supportive