

John Theobald

From: David Trigwell
Sent: 16 August 2007 16:07
To: Planning Support
Cc: Geoff Webber; Baljit Tiwana
Subject: FW: 394 B05 DSDI Ammendments to the Lower Bristol Road Elevation

Please can you process the attached amendments to the Dyson Application at South Quays.

Let me know if there are any problems.

David

-----Original Message-----

From: s.ricard [mailto:s.ricard@wilksoneyre.com]

Sent: 16 August 2007 10:27

To: Chris.Smith@english-heritage.org.uk

Cc: PAYNE, Amanda; Isla.MACNEAL@english-heritage.org.uk; Simon Jenkin; Paul Conibere (E-mail); Bruce Austen (E-mail); Magill Jim; Geoff Webber; David Trigwell; Alison.Carroll@npaconsult.co.uk; david@odgersconservation.co.uk

Subject: 394 B05 DSDI Ammendments to the Lower Bristol Road Elevation

Dear Chris,

Following on with our meeting on Monday, please find enclosed the revised ground floor plan and Lower Bristol Road elevation to incorporate the requested changes.

I have also included below an email from Ian Ayre (our Transport consultant) who confirmed that he feels he could justify the removal of the colonnades to Bathnes Highway department and therefore the narrowing of the footpath along Lower Bristol.

I will liaise with David Trigwell from Bathnes Planning Department to assess how to best "officially register" this change without impacting further into our already compromised programme.

Yours Sincerely,

Sebastien Ricard
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16/08/2007



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-----Original Message-----

From: Ian Monachino-Ayres [mailto:iaayres@ima-tp.com]

Sent: 15 August 2007 14:46

To: Simon Jenkin; Bruce Austen; p.conibere@wilkinsoneyre.com; Magill Jim

Subject: RE: 394 DSDI/G19: Pedestrian Crossing

Importance: High

Dear all

I have just had a discussion with Paul about this one, and my view is that I don't see B&NES Highways objecting to a revised application on the basis that it cannot achieve a perfect cycleway from the Bridge to Lower Bristol Road, particularly given that, in light of the EH position, they are not likely to do so with any development on this site. It is likely to mean that we will have to give up the idea of a cycleway along the Lower Bristol Road, but rather move the crossing as far east as possible and then require cyclists to dismount between the façade opening and the crossing. As Paul said, given the Riverside route, there is the possibility for this to be resolved in future through other redevelopment in this area.

I would suggest that I should, at an appropriate time, go to see David Horne and his cycle man with the EH approved plan, and agree the best cycle solution with them which can then be reflected in the revised submission.

I understand that the timing of this resubmission will be sensitive, and so would be guided by as to when the appropriate time will be.

Kind regards

Ian Monachino-Ayres

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