

Technical note

Project	AVTM RT	Date	16 June 2011
Note	Cumberland Road Railings: Response to English Heritage	Ref	CTR-AER-000
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1. Introduction

- 1.1 Halcrow has been commissioned to design and cost the “corridor section” of the Ashton Vale to Temple Meads and Bristol City Centre Rapid Transit system (AVTM RT). The “corridor section” runs from the Long Ashton Park and Ride site to, and across, Prince Street Bridge.
- 1.2 One of Halcrow’s tasks was to prepare and submit a Conservation Area Consent Application to Bristol City Council in relation to the removal of a section of railings from the south side of Cumberland Road to facilitate the construction of a vehicle restraint system.

2. Background

- 2.1 A pre-application enquiry was made to Bristol City Council on 23 April 2010 which initiated discussions with English Heritage who expressed reservations regarding the loss of the railings and the construction of the vehicle restraint system.
- 2.2 On 3 September 2010, Halcrow submitted a Conservation Area Consent Application to Bristol City Council which was distributed to key stakeholders, including English Heritage, for comment. Unfortunately, an administrative error meant that the original application was withdrawn and replaced with an identical application, submitted to Bristol City Council on 16 June 2011.
- 2.3 English Heritage responded to the original application by way of a letter dated 15 February 2011. They advised that they did not wish to comment in detail, but offered the following general observations:

“English Heritage Advice

We are now satisfied that the retaining wall will have a robust stone cladding that should be visually convincing. The detail submitted has raised further questions that should either be covered by Conditions or additional clarification should now be sought:

- *Existing coping stones reused. Will the existing copings be wide enough to cover the capping for this new wall?*
- *Are the stanchion posts to the railings of sufficient quality to match the details of the original ones? They do appear to be rather plain and proportionately quite slender when compared to the historic rails.*
- *Do the individual rails stand proud of the wall currently or is each one embedded within the coping stones. If the latter is the case then the gap between the bottoms of the railings and the coping stones could be marginally reduced to visually look like they are embedded.”*

3. Response to English Heritage

3.1 Halcrow produced two drawings in response to the observations provided by English Heritage in an attempt to address their concerns.

3.2 **Figure 1** – is a detailed drawing which indicates that the existing coping stones will be reused, how the replacement railings will be fixed to the coping stones, the proposed railing heads and a detail of the proposed pedestrian deterrent paving.

3.3 **Figure 2** – is a photomontage which illustrates how the vehicle restraint, replacement railings and pedestrian deterrent paving will look.

3.4 Both Figures are appended to this Technical Note.