

Q and A from Ashley, Easton & Lawrence Hill NP on 2015.10.05 – To be completed

(16) It was crucial that the contract for staff had a local labour clause
– **Jon Toy to check**

A - Employment and skills requirements will be included in contracts as much as procurement regulations allow and the council will require the operator and building contractors to provide a training and skills plan to promote employment opportunities to local people, and to work with the council to implement this.

(17) The consultation with the Dings on this application was vital. Jon Toy advised that 5,500 postcards had been sent to all houses within 750 metres of the site and a large number of responses had been received. – **Jon Toy to advise NP Chair on the number of responses received**

Correction – 6900 postcards sent out. 1066 responses were received to the pre-planning consultation questionnaire.

(18) Officers should investigate the possibility of direct pedestrian access from Temple Meads Station. In response, Jon Toy advised that this is being looked at. Aspirations for a direct route to the Arena from the east side of Temple Meads Station would be dependent on development of the former Parcelforce site which lies between the Arena site and the station. Such a route might include an additional bridge across the river to link the two sites. It is not proposed to include this route in the Arena planning submission but future connectivity may become possible as other plots are developed;

(19) All nearby car parks were privately owned. Members identified that Bristol City Council would not obtain any additional revenue from parking to offset the cost of the project. [Correction: The following car parks shown on the presentation are BCC-owned: Temple Gate car park; Redcliffe Way/Portwall Lane; Redcliffe Parade; The Grove/Mud Dock; Lower Guinea Street];

(20) Jon Toy advised that the provision of 50 disabled parking spaces was based on published guidance and is comparable with other developments. Members thought that this seemed low provision;

The design team reviewed the case for additional disabled spaces and concluded that 50 spaces is appropriate. In addition to the accessible parking provision, the design team is investigating the best location for a drop off point for people with accessibility requirements. This follows comments received during the pre-planning consultation about the walking distance to car parks for people with limited mobility. The project team is working with Bristol Physical Access Chain (BPAC) to make sure that proposals for disabled visitors are adequate. Bristol City Council has also

engaged Attitude is Everything with the aim of securing Attitude is Everything Silver Charter Status for the arena.

(21) Jon Toy advised that the Metrobus stops and the proposed park and ride pick up would be at Temple Gate and that siting these stops closer to the Arena would create a detour for bus services.

Members considered that this would result in a long walk for passengers accessing the site. While acknowledging that there would be disabled parking and that taxis could drop passengers off on or adjacent to the site, members thought that access from car parks up to 20 minutes away (approx. 1 mile) and Metrobus and park and ride bus stops approximately 10 minutes away, could be challenging for some people who are less mobile but do not qualify for a Blue Badge;

The Temple Gate scheme will simplify the highway network through the area, replacing the current Temple Circus layout, and significantly improve the environment for pedestrians and cyclists. A new single-stage crossing will improve access and shorten walking times into the BTQEZ area, improving the accessibility of the new MetroBus route and special evening Arena Park & Ride services. A drop-off point for Arena Island will be included for people with accessibility requirements in addition to the accessible parking provision.

(22) Members noted that the impact of spectator parking in residential areas near the Arena could be significant and needed to be properly taken into account. Jon Toy advised that this point had been frequently raised during the consultation process and various options could be considered to address this. The council is seeking people's views through the consultation. If a managed parking scheme is considered appropriate, options might comprise parking management during events only or might include a Residents' Parking Scheme if there is underlying commuter parking pressure. No decision has been made about what is required in different areas.

The council has committed to putting funding aside to cover set up costs to enable parking controls to be put in place in vulnerable residential areas. There will also be a financial contribution to extending the hours of existing RPS controls as necessary. Proposals will be worked up in consultation with local people so that controls can be in place by the time the arena opens.

(23) The Arena development needed to be shown alongside the Enterprise Zone on future plans;

The arena consultation was hosted on the Bristol Temple Quarter website where there is information on plans for the enterprise zone. There will be some consultation in the new year on the vision and transport plans for the enterprise zone.

(24) This project did not seem to be run for the benefit of the city.

Access was also a major difficulty (the example of lack of direct bus services from St Werburghs was given). Jon Toy indicated that it was an aspiration to ensure that there were good local services for the venue;

(25) The development should not rely on the goodwill of First Bus to deliver appropriate public transport;

The Great Western Main Line will be electrified by 2017/18. This will bring improved services on this line and offer more opportunities for later services. Discussions are taking place with Great Western Railway around timetables and numbers of trains, with the aim of having trains running late enough to service the big evening events at the arena. In addition to scheduled trains, additional 'shuttle' trains are proposed to run between Bristol Temple Meads and Bristol Parkway for the largest 12,000 capacity events. Great Western Railway (GWR) supports this concept. GWR currently runs additional services for evening Exeter Chiefs matches.

In the longer term, the MetroWest rail project currently being developed will improve rail services on key cross-Bristol routes, improving rail connectivity to Bristol Temple Meads from around the sub-region.

Park and Ride services are now proposed for all events of over 9,000 capacity (instead of 10,000, proposed in the consultation), using Brislington and Long Ashton Park & Ride sites. More information is available in the Transport Assessment. This follows suggestions that more events should have Park & Ride services.

(26) Members stated that 200 cycle parking spaces seemed a very small amount. Jon Toy advised that this would cater for some 8% of spectators who are forecast to travel from within the Bristol City Council area (21% of total spectators) for a peak 12,000 capacity event. This was slightly less than current cycling usage for journeys to work in Bristol (approx. 10%). Jon Toy noted that this is a preplanning proposal and people were free to express their view on the appropriateness of any aspects;

It is proposed that cycle parking provision should be increased by 26%, from 200 to just over 250 spaces (including arena staff provision), following comments about provision being too low. A cycle ramp from the A4 entrance through the site is now proposed to enhance the route for cyclists through the site and further work is being undertaken to consider other options given the challenges changes in levels from the Bath Road.

(27) In August, the Mayor had agreed the sale of land next to Station Approach and had indicated that it may be used for bus purposes.

Action: Jon Toy to investigate the latest situation concerning this.

Correction: The piece of land next to station approach is privately owned.

(28) An Air Quality Survey had taken place in Newfoundland Road to assess the impact of traffic generated by Cabot Circus. The results of these would be made public. There should also be an Air Quality Survey for the Arena. **Action: Jon Toy to investigate if the proposed Environmental Impact Assessment for the Arena will include an Air Quality Survey.**

Action:

The planning applications were subject to an Environmental Impact Assessment (EIA), which means that an Environmental Statement has been included with the proposals. This document assesses and quantifies the environmental impacts of the development, including sections on visual impact, sustainability, transport, noise, lighting, heritage impact, air quality, construction management, flooding and drainage and ecology. It also identifies appropriate mitigations measures where necessary.

The full Environmental Statement will be available on the council's planning portal in December and key sections will be signposted on www.bristoltemplequarter.com/arenaconsultation.